

METRO PLANNING COMMITTEE
OF THE TOWN PLANNING BOARD

MPC Paper No. 8/13
For Consideration by
the Metro Planning Committee on 5.4.2013

FURTHER CONSIDERATION OF
THE PROPOSED AMENDMENTS TO
THE APPROVED CHEUNG SHA WAN OUTLINE ZONING PLAN NO. S/K5/33

**FURTHER CONSIDERATION OF
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THE APPROVED CHEUNG SHA WAN OUTLINE ZONING PLAN NO. S/K5/33**

1. Introduction

- 1.1 On 15.3.2013, the Committee agreed to the following proposed amendments (**Plans 2a, 2b, 3, 4**) to the approved Cheung Sha Wan Outline Zoning Plan (OZP) No. S/K5/33 (MPC Paper No. 7/13 at **Annex I** - main paper only):

- Item A: Rezoning of a site at Lai Chi Kok Road/Tonkin Street from “Open Space” to “Residential (Group A)” (“R(A)”) at Lai Chi Kok Road/Tonkin Street
- Item B: Rezoning of a site at Lai Chi Kok Road/Hing Wah Street from “R(A)” to “O”
- Item C: Rezoning of a site at Lai Chi Kok Road/Hing Wah Street from “R(A)” to “Government, Institution or Community” (“G/IC”)
- Item D: Rezoning a strip of land along Tonkin Street (between Cheung Sha Wan Road and Lai Chi Kok Road) from “O”, “G/IC” and “R(A)” to an area shown as ‘Road’
- Item E: Rezoning a strip of land north of King Lam Street from an area shown as ‘Road’ to “G/IC”

- 1.2 Further to the above proposed amendment items, two additional proposals involving rezoning of the following two “G/IC” sites have been formulated for consideration by the Committee:

- Item F: 650 Cheung Sha Wan Road Site
- Item G: Fuk Wing Street/Fuk Wa Street Site

2. Background

- 2.1 Similar to the amendment Items A to C previously agreed by the Committee on 15.3.2013, proposed amendments Items F and G are also in line with the Government’s commitment to expand land resources for Hong Kong with a view to meeting housing, social and economic developments. Among various measures, consideration has been given to reviewing “G/IC” and other Government sites (mainly

those that are considered underutilized or having no designated government use) which have potential for other alternative uses. Upon review, two “G/IC” sites at 650 Cheung Sha Wan Road (Item F) and Fuk Wing Street/Fuk Wa Street¹ (Item G) have been identified as suitable for commercial development and residential development respectively.

- 2.2 The proposals under Items F and G were not put forth to the Committee for consideration on 15.3.2013 as they were being reviewed in relation to the comments and suggestions made by members of the Sham Shui Po District Council (SSPDC) at its meeting on 15.1.2013.

3. **Item F: 650 Cheung Sha Wan Road Site**

The Site and Its Surroundings

- 3.1 Located to the north of the Sham Shui Po Sports Ground, the 650 Cheung Sha Wan Road site is currently zoned “G/IC” and has an area of about 0.15 ha (about 0.16 ha, including the public lane to its east). (**Plan 5**) Existing developments on the site comprise two medium-rise Government buildings completed in the 1960s (**Plans 13 and 14**). The front block (Block A), has a height of 12 storeys and fronts onto Cheung Sha Wan Road, was originally the ex-abattoir staff quarters. Its G/F had been occupied by a post office². Its upper floors are mainly used for temporary government storages, except the office of the Hong Kong Post’s Retail Headquarters on 1/F and a Non-Governmental Organization (NGO) office on 2/F. The rear block (Block B) of 9 storeys is used as discipline services quarters. The plot ratio (PR) of the existing development is about 6.24.
- 3.2 The site is sandwiched between Lai Sun Commercial Centre (a 12-storey commercial development completed in 1987) to its west and Charming Garden (a 33-storey residential building completed in 1999) to its east. The area to the north and northeast is largely residential in character with a relatively high concentration of older buildings (ranging from 5 to 9 storeys). The Cheung Sha Wan Industrial/Business Area, an area under transformation with growing office and commercial uses, is located to the further west of the site. (**Plans 5 and 13**)
- 3.3 Given the relatively prime location of the site with good accessibility, and that the majority of the users (except for the post office which requires in-situ reprovisioning to serve the locality) of the two building blocks are either for temporary purposes and/or are less location-bounded, the site is considered under-utilised and presents opportunities for alternative use. From the land use planning point of view, taking account of the site’s location in-between residential and industrial/business uses, it is considered that both commercial development and residential development at the subject site would not be incompatible with its surrounding land uses.

¹ The Fuk Wing Street/Fuk Wa Street (Item B) is one of the 36 sites (including GIC site and other Government sites) referred in the CE’s policy address 2013 for housing development.

² The post office at 650 Cheung Sha Wan Road has been temporarily moved to Garment Centre at 576 Castle Peak Road.

- 3.4 However, according to the Environmental Protection Department (EPD), due to the location of the site at the heavily trafficked Cheung Sha Wan Road, the site is subject to traffic noise and vehicular emission issues and therefore not environmentally desirable for residential use. In this regard, non-environmental sensitive uses such as commercial uses would be more suitable. The proposed rezoning of the site for commercial development also received majority support from members of the SSPDC at its meeting on 15.1.2013, except two DC members who considered that the site should be for residential use (see paragraph 10.6).
- 3.5 This existing “G/IC” site is stipulated with a building height (BH) restriction of 12 storeys on the OZP reflecting the existing height of the higher building on site. The adjacent Lai Sun Commercial Centre is zoned “Commercial (3)” (“C(3)”) with a BH restriction of 100mPD, while the adjacent residential area is zoned “Residential (Group A)8” (“R(A)8”) with a BH restriction of 100mPD or 120mPD (for sites with an area of 400m² or over) (**Plan 2a**).

Rezoning Proposal

- 3.6 It is proposed to rezone the site from “G/IC” to “Commercial (5)” (“C(5)”) (**Plan 9a**) with a maximum PR of 12, and a maximum BH restriction of 100mPD. The formulation of the PR and BH restrictions has taken into account the PR/BH restrictions for the adjoining “C(3)” site as well as the BH restriction for the surrounding “R(A)8” sites.
- 3.7 As there is a need to reprovision the previous post office on the ground floor of Block A, the requirement for the provision of Government accommodation for a post office (which will be GFA accountable) within the future development will be included in the development as reflected in the Explanatory Statement of the OZP.

Visual and Air Ventilation

- 3.8 The proposed BH restriction for the proposed “C(5)” zone is consistent with that of the adjacent “C(3)” zone and the intended height profile for the area. The photomontages (**Plans 18 and 19**) illustrate what the future commercial development may look like in the area as viewed from two local vantage points. One vantage point is at the eastern side of the proposed development along Cheung Sha Wan Road and another vantage point is at the Sham Shui Po Sports Ground (across from the other side of Cheung Sha Wan Road). As shown from these photomontages, the proposed development on the site is not visually incompatible with the surrounding developments.
- 3.9 According to the Air Ventilation Assessment - Expert Evaluation previously conducted in relation to the imposition of BH restrictions on the Cheung Sha Wan OZP in September 2010 (AVA-EE), the subject site does not fall within the key wind corridors. Moreover, considering that the size of the site is relatively small, the proposed development should not present major problem in terms of air ventilation.

- 3.10 Given the setting of the site between a commercial and a residential development and the statutory development restrictions applicable to them, the Chief Town Planner/Urban Design and Landscape (CTP/UD&L), PlanD, advised that the proposed maximum BH and PR for the site are considered not incompatible with the surroundings. Whilst the site is not within any major air paths identified (AVA-EE refers), good design measures, such as building setback to align with prevailing wind directions and for tree planting, terraced podium and reduced site coverage of podium above ground, will help improve the pedestrian wind environment and promote the permeability of the development.

Traffic, Environmental and Infrastructure Considerations

- 3.11 The site is relatively small and the proposed rezoning for commercial development is unlikely to generate any significant traffic or environmental impact as compared with redevelopment of the subject site to a modern Government offices (under the current “G/IC” zoning). Concerned Government departments including the Transport Department (TD) and EPD do not consider that rezoning of the 650 Cheung Sha Wan Road site for commercial use will create any insurmountable impacts on traffic, environment and infrastructure.

Other Issue(s)

- 3.12 To avoid disruption of the postal services to the community during redevelopment of the 650 Cheung Sha Wan Road site for commercial use, arrangement had been made by the Government Property Agency (GPA) to temporarily relocate the post office to a G/F unit at the nearby Garment Centre at 576 Castle Peak Road (**Plan 8a**) about a street block away.
- 3.13 As for the remaining facilities on site including the temporary Government storages, Hong Kong Post’s Retail Headquarters, NGO at Block A and disciplined services quarters at Block B, GPA has made appropriate vacating/accommodation arrangements with the relevant NGO and Government bureaux/departments.

4. Items G: Fuk Wing Street/Fuk Wa Street Site

The Site and Its Surroundings

- 4.1 The site is currently zoned “G/IC” (major portion) with a minor portion at the eastern boundary falling within the “R(A)7” zone. Located to the immediate east of Camp Street, it is bounded by Fuk Wing Street to the north and Fuk Wa Street to the south and has an area of about 0.31 ha (**Plan 2a**). Currently, the site is occupied by a temporary open-air fee-paying public car park³ and a temporary Refuse Collection Point (RCP) (**Plan 15**).
- 4.2 The Fuk Wing Street/Fuk Wa Street Site falls within an area characterized by a general mix of residential buildings with commercial uses on the lower floors and

³ Excluding medium goods vehicles with trailers attached and heavy goods vehicles with or without trailers attached.

government, institution and community (GIC) buildings including schools. On the opposite side of Fuk Wa Street is the China Light and Power Hong Kong Ltd. Sham Shui Po Centre and across Camp Street is Fuk Wing Street Government Primary School (**Plan 6**). Given the general land use character of the surrounding areas, the site is considered suitable for residential development.

- 4.3 The BH restrictions for the “G/IC” zones around the site generally range from 6 to 8 storeys, while the “R(A)7” zones to its north and east (**Plan 2a**) are restricted to a BH of 90mPD or 110mPD for site with an area of 400m² or more.
- 4.4 The portion of the subject site occupied by the temporary RCP was originally not included in the rezoning proposal. Taking into account the comments/suggestions from the SSPDC (paragraph 10.8), further examination has been undertaken by concerned bureaux/departments on the possibility of forming a larger site for residential development by relocating the RCP elsewhere in the vicinity or incorporating it into the proposed residential site. Since no suitable site could be identified within the catchment area of the existing RCP (i.e. area bounded by Tonkin Street, Kwong Lee Road, Tai Po Road, Yen Chow Street and Cheung Sha Wan Road - **Plan 8a**), it is proposed to incorporate the reprovisioning of the RCP into the proposed residential site to better optimize the development potential of the land.
- 4.5 The major portion of the Fuk Wing Street/Fuk Wa Street site has been operated as a temporary fee-paying public car park under short term tenancy since 2000. Although TD has no objection to the proposed rezoning, in response to the local concern (paragraph 10.8 below refers), TD considers that the parking provision in the vicinity of the subject site will become very tight once tenancy for the fee-paying public car park (with a capacity of about 116 parking spaces) is terminated. In this regard, TD recommends the requirement for provision of 70 public car parking spaces within the development.

Rezoning Proposal

- 4.6 It is proposed to rezone the site at Fuk Wing Street/Fuk Wa Street from “G/IC” and “R(A)7” to “R(A)10” with a maximum domestic PR of 7.5 and total PR of 9, and a maximum BH restriction of 90mPD or 110mPD for site with an area of 400m² or more, tallying with the height restriction of the adjacent residential area under “R(A)7” zones (**Plan 9a**). It is estimated that the proposal can provide about 475 flats.
- 4.7 The requirement of providing a Government RCP (as required by FEHD) and 70 public parking spaces (as recommended by TD after considering the SSPDC’s view and local traffic conditions) will be stipulated in the Notes of the OZP (paragraph 4.5 above refers), and they will be accountable for non-domestic GFA.

Visual and Air Ventilation

- 4.8 The proposed BH restriction follows that of the nearby “R(A)7” sub-zones, hence, the visual integrity of the area will unlikely be disrupted. From local vantage points

around the area, the proposed development will be partly screened off by existing developments, except along Fuk Wing Street. As shown on the photomontage in **Plan 20**, the proposed residential redevelopment at the site is not visually incompatible with the current surrounding developments as viewed across from the site at the south west corner of Fuk Wa Street and Camp Street.

- 4.9 According to the AVA-EE, the subject site does not fall within any key wind corridors. Right adjacent to the west of the site is the Camp Street which is identified as a major air path (north-east wind) in the AVA-EE.
- 4.10 Given that the site is situated immediately adjacent to a number of “R(A)7” sites, CTP/UD&L, PlanD advised that the proposal to adopt development parameters similar to those of the “R(A)7” sites is considered not unacceptable from the urban design perspective. Taking into account that the site does not fall within the any major air paths identified (AVA - EE refers) and that a number of low-rise GIC developments are in the immediate vicinity, major significant adverse impact on air ventilation due to the proposed residential use of the subject site is not anticipated.

Traffic, Environmental and Infrastructure Considerations

- 4.11 Concerned Government departments including EPD and TD do not consider that the rezoning of the Fuk Wing Street/Fuk Wa Street site for residential development will create any significant adverse impact on the traffic, environment and infrastructure of the area.

5. Provision of GIC facilities and Open Space

- 5.1 A table on the provision of major community facilities in the Cheung Sha Wan area is at **Attachment IV**. Based on the planned population for the area, except for three post offices, one sports centre, 55 secondary school classrooms and 11 primary school classrooms, there is no deficit of GIC provision in the area.
- 5.2 Being an early developed urban district with limited vacant land for open space development, there is a general shortfall of open space in Cheung Sha Wan. The shortfall of open space in Cheung Sha Wan is expected to be alleviated by surplus in the adjoining Lai Chi Kok and Shek Kip Mei areas. Although there is a shortfall of 9.8 ha of local open space and 1.8 ha of district open space and a sports centre in the Cheung Sha Wan area, the Sham Shui Po District as a whole would have a surplus of about 25 ha of open space (11.54 ha of local open space and 13.76 ha of district open space) and adequate provision of sports centre. Taking account of all the proposed amendments to the OZP (including Items A to E which were agreed by the Committee on 15.3.2013), there is no resulting loss of open space provision in Cheung Shan Wan/Sham Shui Po. Besides, the Director of Leisure and Cultural Services has not raised any objection to the rezoning proposals.
- 5.3 As to the provision of secondary school and primary school, according to the Education Bureau, the assessment for their requirement is based on a wider district. The Education Bureau has no objection to the proposed amendments to the Cheung

Sha Wan OZP provided that the number of proposed school sites reserved will not be affected. Further requirement of additional school site to be reserved within the Sham Shui Po district will be considered based on the demand assessment by the Education Bureau as and when opportunity arises.

6. Proposed Amendments to Matters shown on the Plan

All proposed amendment items, including those that were previously agreed by the Committee (Items A to E) are shown on the draft Cheung Sha Wan OZP No. S/K3/33B (**Attachment Ib**) and detailed below.

Previously Agreed Amendment Items A to E:

- (a) Amendment Item A (about 2.3 ha) (Plans 2a, 3, 9a, 10, 16 and 17)
Rezoning of a site at Lai Chi Kok Road/Tonkin Street from “O” to “R(A)” in accordance with paragraph 4.5 of **Attachment Ia**.
- (b) Amendment Item B (about 2.3 ha) (Plans 2a, 3, 9a and 11)
Rezoning of a site at Lai Chi Kok Road/Hing Wah Street from “R(A)” to “O” in accordance with paragraph 5.4 of **Attachment Ia**.
- (c) Amendment Item C (about 0.62 ha) (Plans 2a, 3, 9a and 11)
Rezoning of a site at Lai Chi Kok Road/Hing Wah Street from “R(A)” to “G/IC” in accordance with paragraph 5.4 of **Attachment Ia**.
- (d) Amendment Item D (about 0.31 ha) (Plans 2a, 3, 9a and 10)
Rezoning a strip of land along Tonkin Street (between Cheung Sha Wan Road and Lai Chi Kok Road) from “O”, “G/IC” and “R(A)” to an area shown as ‘Road’ in accordance with paragraph 6 of **Attachment Ia**.
- (e) Amendment Item E (about 0.16 ha) (Plans 2b, 4, 7 and 12)
Rezoning a strip of land north of King Lam Street from ‘Road’ to “G/IC” in accordance with paragraph 7 of **Attachment Ia**.

Additional Amendment Items F and G:

- (f) Amendment Item F (about 0.16 ha) (Plans 2a, 5, 9a, 13, 14, 18 and 19)
Rezoning of a site at 650 Cheung Sha Wan Road from “G/IC” to “C(5)” in accordance with paragraph 3.6 above.
- (g) Amendment Item G (about 0.31 ha) (Plans 2a, 6, 9a, 15 and 20)
Rezoning of a site at Fuk Wa Street/Fuk Wing Street (east of Camp Street) from “G/IC” and “R(A)7” to “R(A)10” in accordance with paragraphs 4.6 and 4.7 above.

7. Proposed Amendments to the Notes of the OZP (Attachment II)

- 7.1 In addition to the previously agreed amendment to revise the user term “Helicopter Filling Station” to read “Helicopter Fuelling Station” for the Notes for the “G/IC”

zone, related amendments to the Notes of the OZP are made in relation to the new “C(5)” and “R(A)10” sub-zones are made.

- 7.2 The Remarks in the Notes for the relevant “C” zone are proposed to be revised to incorporate the new “C(5)” sub-zone with restrictions on maximum PR and maximum building height as mentioned paragraph 3.6 above.
- 7.3 The Remarks in the Notes for the relevant “R(A)” zone are proposed to be revised to incorporate the new “R(A)10” sub-zone with restrictions on maximum PR, maximum building height and provision in relation to the proposed amendments as mentioned in the paragraph 4.6 and 4.7 above. It is stipulated in the Remarks of the Notes for the “R(A)” zone that on land designated “R(A)10”, a minimum of 70 public car parking spaces and a RCP shall be provided and they will be accountable for non-domestic PR calculation.
- 7.4 Correspondingly, for the purpose of the provision of public car parking spaces within the “R(A)10” sub-zone mentioned in paragraph 7.3 above, the user term ‘Public Vehicle Park (excluding container vehicle) (on land designated “R(A)2” only)’ under Column 1 of the Notes for the “R(A)” zone will be revised to read ‘Public Vehicle Park (excluding container vehicle) (on land designated “R(A)2” and “R(A)10” only)’. With respect to the provision of a RCP within the “R(A)10” sub-zone, the user term ‘Government Refuse Collection Point (on land designated “R(A)1” and “R(A)2” only)’, which is currently under the Notes for the “R(A)” zone in relation to uses that 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”, will be revised to read ‘Government Refuse Collection Point (on land designated “R(A)1”, “R(A)2” and “R(A)10” only)’.
- 7.5 The revised Notes⁴ of the OZP (with the proposed additions highlighted in ***bold and italics*** and deletions in ~~crossed-out~~) is at **Attachment II** for Members’ consideration.

8. **Revision of the Explanatory Statement of the OZP (Attachment III)**

The ES of the OZP has been revised to take into account all the proposed amendments (Amendment Items A to G). 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. A copy of the revised ES (with the proposed additions highlighted in ***bold and italics*** and deletions in ~~crossed-out~~) is at **Attachment III** for Members’ consideration.

9. **Plan Number**

⁴ The proposed amendments to the Notes and ES as highlighted also include those amendment previously agreed by the Committee on 15.3.2013.

Upon exhibition, the Plan will be re-numbered as S/K5/34.

10. Consultation

Departmental Consultation

10.1 The proposed amendments have been circulated to relevant Government bureaux/departments for comments. Concerned Government bureaux/departments have no objection to or no adverse comment on the proposed amendments. Their comments have been taken into account, where appropriate. These Government bureau/departments include:

- (a) Education Bureau;
- (b) Home Affairs Bureau
- (c) Development Bureau;
- (d) Food & Health Bureau
- (e) Government Property Agent
- (f) Food and Environmental Hygiene Department;
- (g) District Lands Office/Kowloon West, Lands Department;
- (h) Transport Department
- (i) Post Office;
- (j) Buildings Department;
- (k) Fire Services Department;
- (l) Water Supplies Department;
- (m) Drainage Services Department;
- (n) Social Welfare Department;
- (o) Leisure and Cultural Services Department;
- (p) Civil Engineering & Development Department;
- (q) Highways Department;
- (r) Architectural Services Department;
- (s) Hong Kong Police Force;
- (t) Agricultural, Fisheries and Conservation Department;
- (u) Housing Department;
- (v) Sham Shui Po District Office, Home Affairs Department;
- (w) Health Department;
- (x) Correctional Services Department; and
- (y) Urban Design and Landscape, Planning Department.

Public Consultation

10.2 On 15.1.2013, the Sham Shui Po District Council (SSPDC) was consulted on the recommendations on the major rezoning proposals (i.e. Amendment Items A, B, F and G) (Minutes of the SSPDC meeting at **Attachment V** refers). The views of the SSPDC on Items A and B and PlanD's responses are summarised in paragraphs 13.4 to 13.8 of the previous MPC Paper No. 7/13 considered on 15.3.2013 (**Attachment Ia**). Members of the SSPDC were generally supportive of the proposals.

- 10.3 For the proposals⁵ related to Items F and G, views of the SSPDC and responses from PlanD are summarized at paragraphs 10.6 to 10.12 below.
- 10.4 The Committee is requested to note that the Green Sense submitted a letter during the SSPDC meeting on 15.1.2003 (see **Attachment VI**). Green Sense considered that the Government was blindly forging ahead in expanding land resources. Regarding 650 Cheung Sha Wan Road and Fuk Wing Street/Fuk Wa Street sites, Green Sense opined that since there were already quite a number of high-rise buildings surrounding the two “G/IC” sites, it would not be appropriate to rezone them for either commercial or residential use. Green Sense also expressed concern on ventilation and day lighting impacts on the nearby residential area resulting from the proposed future commercial development to a larger intensity at the 650 Cheung Sha Wan Road site.
- 10.5 On 18.3.2013, the Transport Affairs Committee of the SSPDC wrote to the Chairman of the Town Planning Board (**Attachment VII**) requesting that, in view of the general shortage of parking spaces in Sham Shui Po, the PR restriction for the Fuk Wing Street/Fuk Wa Street site should be relaxed to allow the provision of public parking spaces, addressing the reduction of public car parking spaces due to the future development.

Rezoning of 650 Cheung Sha Wan Road Site (Item F)

SSPDC

- 10.6 Members of the SSPDC generally supported the proposed rezoning of the 650 Cheung Sha Wan Road site for commercial use which would help achieve a more balanced land use development in the area. However two members objected and considered that in view of housing shortage, the site should be rezoned for residential use instead. Otherwise, it should be retained for its current usages as Government buildings. One of them suggested that the site should be for HOS/public housing development.

PlanD

- 10.7 From the land use planning point of view, taking account of the site's location in-between residential and industrial/business uses, commercial or residential development at the subject site would not be considered incompatible. As advised by EPD, the site is preferred for non-sensitive users due to the concern on traffic noise and vehicular emission issues.

Rezoning of Fuk Wa Street/Fuk Wing Street Site (Item G)

SSPDC

- 10.8 Among those who supported the proposed rezoning of the Fuk Wa Street/Fuk Wing Street site for residential use, there were concerns raised regarding the lack of adequate parking facilities in Sham Shui Po, and suggestions made for reprovisioning the displaced public car parking spaces within the future residential development. There were also suggestions that the adjacent site occupied by the temporary RCP at

⁵ The rezoning proposal for the Fuk Wing Street/Fuk Wa Street Site then put forth to SSPDC covered a smaller site area (i.e. not including the site occupied by the temporary RCP).

Camp Street should be amalgamated into the proposed residential site to form a larger site for development. The RCP could be relocated in the vicinity or be included as part of the future development if needed. There was also a suggestion that the site should be for public housing instead of private housing.

PlanD

- 10.9 According to TD, the temporary car park provides 116 parking spaces and the day time utilization rate is about 80%, i.e. about 100 spaces occupied. The number of cars parked in the site during night time is about 45. In the area, there are four major off-street car parks⁶ in the area serving the car parking needs in the area. Nevertheless, based on TD's advise, the provision of 70 parking spaces will be stipulated as a requirement in the Notes of the OZP for the new "R(A)10" zone.
- 10.10 As also indicated in paragraph 4.4 above, the possibility of forming a larger site for residential development by relocating the RCP elsewhere or incorporating into the proposed residential site has been considered, and adjustment to the proposal has been made accordingly.
- 10.11 As to the suggestion that the site should be for public housing instead of private housing, it is important to maintain a balance in the provision of different types of housing within Cheung Sha Wan to cater for the demand for private and public housing.
- 10.12 Regarding the comments from Green Sense, due respect has been given to the surrounding land use and building height profile as per the Cheung Sha Wan OZP and as to whether there are potential adverse impacts on Cheung Sha Wan/Sham Shui Po in formulating relevant rezoning proposals. Concerned Government departments consulted do not considered that the relevant proposed amendments will create any insurmountable impact on traffic, environment and infrastructure.

11. Decision Sought

Members are invited to:

- (a) agree to the proposed amendments to the approved Cheung Sha Wan OZP No. S/K5/33 mentioned in paragraphs 6 and 7 above and that the draft Cheung Sha Wan OZP No. S/K5/33B at **Attachment Ib** (to be renumbered to S/K5/34 upon gazetting) and its Notes at **Attachment II** are suitable for exhibition for public inspection under section 5 of the Ordinance; and
- (b) adopt the revised ES at **Attachment III** as an expression of the planning intention and objectives of the Board for the various land use zones of the OZP, and is suitable for exhibition together with the OZP and its Notes.

⁶ Lai Kok Estate, Lai On Estate, Cheung Sha Wan Government Offices and the Dragon Centre

12. Attachments

Attachment Ia	MPC Paper No. 7/13 (Main paper only)
Attachment Ib	Draft Cheung Sha Wan OZP No. S/K5/33B
Attachment II	Revised Notes of the draft Cheung Sha Wan OZP No. S/K5/33A
Attachment III	Revised Explanatory Statement of the draft Cheung Sha Wan OZP No. S/K5/33A
Attachment IV	Provision of Major Community Facilities in Cheung Sha Wan Area
Attachment V	Minutes of the SSPDC meeting on 15.1.2015
Attachment VI	Letter from Green Sense dated 15.1.2013
Attachment VII	Letter from the TAC of SSPDC dated 18.3.2013
Plan 1	Approved Cheung Sha Wan OZP No. S/K5/33 (reduced size)
Plan 2a	Locations of Amendment Items A to D
Plan 2b	Location of Amendment Item E
Plan 3	Site Plan of Amendment Items A to D
Plan 4	Site Plan of Amendment Item E
Plan 5	Site Plan of Amendment Item F
Plan 6	Site Plan of Amendment Item G
Plan 7	Site Plan showing the adjusted building height control zone boundary relating to Amendment Item E
Plan 8a	Aerial Photo of Amendment Items A to D, F and G
Plan 8b	Aerial Photo of Amendment Item E
Plan 9a	Comparison of Existing and Proposed Zonings on the OZP for Amendment Items A to G
Plan 9b	Comparison of Existing and Proposed Zonings on the OZP for Amendment Items E
Plan 10	Site Photo of Amendment Items A and D
Plan 11	Site Photo of Amendment Items B and C
Plan 12	Site Photo of Amendment Item E
Plans 13 & 14	Site Photo of Amendment Item F
Plan 15	Site Photo of Amendment Item G
Plans 16 & 17	Photomontages of Amendment Item A
Plans 18 & 19	Photomontages of Amendment Item F
Plan 20	Photomontages of Amendment Item G

PLANNING DEPARTMENT
APRIL 2013

MPC Paper No. 7/13
For Consideration by the
Metro Planning Committee
on 15.3.2013

**PROPOSED AMENDMENTS TO THE
APPROVED CHEUNG SHA WAN OUTLINE ZONING PLAN NO. S/K5/33**

1. Introduction

This paper is to seek Member's agreement that:

- (a) the proposed amendments to the approved Cheung Sha Wan Outline Zoning Plan (OZP) No. S/K5/33 as shown on the draft OZP No. S/K5/33A (**Attachment I**) and its Notes (**Attachment II**) 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 III**) 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 8.11.2011, the Chief Executive in Council (CE in C) approved the draft Cheung Sha Wan OZP under section 9(1)(a) of the Ordinance, which was renumbered as S/K5/33 (**Plan 1**). On 18.11.2011, the approval of the draft OZP was notified in the Gazette and the approved CSW OZP No. S/K5/33 was exhibited for public inspection under section 9(5) of the Ordinance.
- 2.2 On 17.4.2012, the CE in C referred the approved Cheung Sha Wan OZP No. S/K5/33 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. The reference back was notified in the Gazette on 27.4.2012 under section 12(2) of the Ordinance.

3. Background

- 3.1 The Government is committed to expanding land resources for Hong Kong through a multi-pronged approach to build up land reserve with a view to meeting housing, social and economic developments.
- 3.2 On 30.8.2012, the Government announced a package of short and medium term measures to expedite the supply of housing units. Amongst these measures include the rezoning of an "Open Space" ("O") site at Lai Chi Kok Road/Tonkin Street (without development programme) for public housing development (Item A). It is

targeted that construction works be completed in 2019 producing about 2,300 public rental housing flats. The "O" site is currently occupied by a temporary golf driving range under short term tenancy (STT). To ensure that there will be no net loss of open space in the Sham Shui Po District, the proposal will necessitate a land swap arrangement in which a replacement site of approximately the same area at Lai Chi Kok/Hing Wah Street currently zoned "Residential (Group A)" ("R(A)") reserved for residential development and a primary school will be rezoned for open space development (Item B).

- 3.3 Against the above background, the proposed amendments to the Cheung Sha Wan OZP (Plans 2a and 2b) mainly involve a land use swap between an "O" site and a "R(A)" site and related land use adjustment (Items C, D and E). Opportunity is also taken to make technical adjustment of the zoning boundaries of three sites along Tonkin Street to reflect the as-built/intended use as 'Road' area (Item D), and deletion of the road reserve for a proposed access road for the drainage channel north of King Lam Street (Item E):

- Item A: Lai Chi Kok Road/Tonkin Street
- Item B: Lai Chi Kok Road/Hing Wah Street Site (major portion)
- Item C: Lai Chi Kok Road/Hing Wah Street Site (minor portion)
- Item D: Tonkin Street (between Cheung Sha Wan Road and Lai Chi Kok Road)
- Item E: Road Reserve north of King Lam Street

4. Item A: Lai Chi Kok Road/Tonkin Street Site

The Site and Its Surroundings

- 4.1 The site is currently zoned "Open Space" on the OZP. It is located to the north of Lai Chi Kok Road between Fat Tseung Street and Tonkin Street (Plan 2a). It is currently occupied by a temporary golf driving range under short term tenancy (on quarterly basis) and has a net site area of 2.3 ha after excluding the area occupied by the pavement and footbridge landing (Plans 3 and 8).
- 4.2 The site is easily accessible by various modes of public transport with the Cheung Sha Wan MTR station within close walking distance (Plan 2a). It is within an area where there are a number of public housing estates and a number of GIC facilities. Cheung Sha Wan Playground, a "G/IC" site for planned primary school, and a public rental housing development (i.e. the Cheung Sha Wan Estate currently under construction) are located in the north within the same street block (Plan 6a). Hong Kong Institute of Vocational Education Haking Wong is to its immediate west across from Fat Tseung Street. To the immediate south of the site, on the opposite side of Lai Chi Kok Road, is the Cheung Sha Wan Wholesale Vegetable Market and ex-abattoir building.
- 4.3 Given the setting of the site and the need to expedite the supply of housing units, it is considered that public housing development will not be considered incompatible with the land use character of the surrounding areas. Besides, according to the Leisure and Cultural Services Department (LCSD), taking into account the overall district

provision of open space in Sham Shui Po, there is no immediate need for implementation of the proposed open space.

- 4.4 Cheung Sha Wan Estate (under construction) to its north and Fortune Estate to its north west are restricted to a BH restriction of 110mPD, while Un Chau Estate to its further north is subject to a BH restriction of 120mPD. The adjacent Lai Kok Estate is subject to a BH restriction of 100mPD. As to the surrounding GIC sites, the BH restrictions generally range from about 4 to 8 storeys. (Plan 2a)

Rezoning Proposal

- 4.5 It is proposed to rezone the site from "O" to "R(A)". The proposed maximum building height of 100mPD is compatible with the BH restriction of the neighbouring Lai Kok Estate (Plan 7a) and in line with the stepped building height profile planned for Cheung Sha Wan, i.e. BH gradually increases from the southern part of the Planning Area to inland area in the northern part. While the maximum domestic PR for the "R(A)" zones in Cheung Sha Wan is generally 7.5 and the total PR is restricted to 9, for public housing site, in accordance with the established administrative procedure, the future development/redevelopment would be guided by a planning brief and the PR of 6 should be taken at the maximum level for the purposes of technical assessment as reflected in the Explanatory Statement of the OZP (Attachment 3 – paragraph 8.3.6).

Visual and Air Ventilation

- 4.6 According to the Air Ventilation Assessment - Expert Evaluation previously conducted in relation to the imposition of BH restrictions on the Cheung Sha Wan OZP in September 2010 (AVA-EE), Tonkin Street as well as the existing temporary wholesale vegetable market and the temporary golf driving range (i.e. the subject site) are major air paths which facilitate southwest summer and annual prevailing winds penetrating to the heart of Cheung Sha Wan. Upon future development/redevelopment of the subject site and the wholesale vegetable market, air paths should be incorporated within the sites subject to the findings of the quantitative AVA studies to be carried out for development of the subject site. In view of the relatively large site area (over 2 ha) of the subject site for the proposed public housing development, caution should be exercised to ensure that future arrangement of building blocks would not negatively impact upon the wind environment in Cheung Sha Wan. Design features such as podium-free design or small/permeable podia structure to maximize street level open space, adequate building separation to allow wind penetration, building setback from the lot boundary and aligning buildings in parallel to the air paths, etc. should be duly considered in the building design process for incorporation into the development scheme.
- 4.7 The photomontages on Plan 11 and 12 illustrate what the future public housing development may possibly look like in the area as viewed from two local vantage points. One on the south-eastern side of the proposed development viewing from across Tonkin Street (south of Lai Chi Kok Road), and the other on the north-western side of the proposed development viewing from across Cheung Sha Wan Road. As seen from the photomontages, the proposed development may reduce visual openness

of the site presently offered by the existing temporary golf driving range. Nevertheless, given that the site is situated in an area primarily characterized by public housing developments with comparable height, the proposed development is considered compatible with its visual context.

Traffic, Environmental and Infrastructure Considerations

- 4.8 Concerned government departments including EPD, TD, Drainage Services Departments (DSD) and Water Supplies Department confirmed that there were no insurmountable environmental, traffic and infrastructure problems regarding the rezoning of the Lai Chi Kok Road/Tonkin Street site for public housing development.
- 4.9 As the future public housing development would be guided by a planning brief, the Housing Department (HD) would be required to undertake relevant assessments, including TIA, visual impact assessment, AVA, NIA, etc., as appropriate to demonstrate that the development/redevelopment is acceptable. In this regard, C for T suggests that a TIA is required to confirmed the traffic capacity, and DEP requires a comprehensive noise assessment to address (where appropriate) the noise nuisance from traffic noise on Tonkin Street and West Kowloon Corridor and the operation of the wholesale vegetable market and advise effective noise mitigation measures.

5. Items B and C: Lai Chi Kok Road/Hing Wah Street Site

The Site and Its Surroundings

- 5.1 Located to the south of Lai Chi Kok Road at Hing Wah Street, the site is currently zoned "R(A)" on the OZP (Plans 2a and 9) reserved for residential development and the provision of a primary school. It has a total area of about 2.9 ha, and currently occupied by the Cheung Sha Wan Temporary Wholesale Poultry Market, Wang Cheong Building and Wang Cheong Factory Building. The Cheung Sha Wan Temporary Wholesale Poultry Market is at present the only wholesale market for live poultry in Hong Kong. Both Wang Cheong Building and Wang Cheong Factory Building are of 11 storeys. The former is used as Government warehouse managed by GPA, while the latter is managed by the Hong Kong Housing Authority and leased out for factory purpose. These facilities will to have to be relocated in due course to allow the development of the open space and primary school.
- 5.2 Adjacent to the south east of the site, there are a petrol filling station (zoned "OU" (PFS)), two industrial-office buildings, Tins Enterprises Centre and Yee Kuk Industrial Centre (zoned "Residential (Group E)1") and a residential development named the Sparkle (zoned "R(A)9") (Plans 3 and 6a). On the opposite side of Hing Wah Street is the western portion of the Cheung Sha Wan Temporary Poultry Market (zoned "O"). To the south west of the site are four residential developments i.e. Pacifica, Aqua Marine, Banyan Tree and Liberte (all under various "R(A)" sub-zones on the approved South West Kowloon OZP No. S/K20/28) (Plan 6a).
- 5.3 To facilitate the proposed public housing development at the Lai Chi Kok Road/Tonkin Street site (Item A) and to ensure that there will be no net loss of open

space provision, a replacement site for reprovioning the affected amount of open space is necessary. With a total site area of about 2.9 ha, the Lai Chi Kok Road/Hing Wah Street site would meet the site swap requirement (i.e. 2.3 ha) for open space use; the remaining area of about 0.62 ha at the northern portion the site would be reserved for a primary school site.

Rezoning Proposal

- 5.4 It is proposed to rezone the major portion of the site from "R(A)" to "O" while the remaining portion from "R(A)" to "G/IC" (Plan 7a). The proposed BH restriction for the "G/IC" site is 8 storeys (being the standard requirement for school development).

Visual and Air Ventilation

- 5.5 Hing Wah Street and Sham Shui Po Sports Ground are major air paths (south-west wind) as identified in the AVA-EE. The rezoning of the major portion of the Lai Chi Kok Road/Hing Wah Street Site from "R(A)" to "O" would further protect the wind environment along these paths. Given that there is another planned "O" site right across on the other side of Hing Wah Street, the proposed "O" zone at Lai Chi Kok Road/Hing Wah Street will provide opportunity for design integration between the two "O" zones, hence providing visual and spatial continuity of the green spaces. The proposed "G/IC" zone which will be reserved for a school development will help to create a low-rise streetscape character in this part of Lai Chi Kok Road.

Traffic, Environmental and Infrastructure Considerations

- 5.6 Concerned departments consider that the rezoning of the Lai Chi Kok Road/Hing Wah Street site for open space use and school use will not create any adverse impact on traffic, environment and infrastructure.

6. Item D : Tonkin Street (between Cheung Sha Wan Road and Lai Chi Kok Road)

In order to reflect the as-built/intended pavement and footbridge landing at Tonkin Street between Cheung Sha Wan Road and Lai Chi Kok Road (Plan 2a), it is proposed to rezone a strip of area along the current zoning boundaries of "R(A)" (covering Cheung Sha Wan Estate – currently under construction), "G/IC" (reserved for development of a primary school) and "O" to 'Road' area (Plan 7a).

7. Item G : Road Reserve north of King Lam Street

The "G/IC" zone north of King Lam Street is bisected by the road reserve (shown as 'Road' on the OZP) for the maintenance access to the stilling basin of the Lai Chi Kok Drainage Tunnel (commissioned in October 2012) (Plans 2b, 6b and 10). The stilling basin occupies the western portion of the "G/IC" site subject to a BH restriction of 20mPD, while the eastern portion is reserved for the development of a proposed international school subject to a BH restriction of 8 storeys (Plan 4). As a more direct vehicular access (under construction) to the decked drainage channel for maintenance and operation

of DSD's facilities will be provided right beneath the Lai Chi Kok Viaduct of Tsing Sha Highway, DSD has recently confirmed that the road reserve (which is shown as 'Road' on the OZP) is no longer required. It is therefore proposed to rezone the strip of 'Road' area to "G/IC" (Plan 7b). The rezoned area falls within the western and eastern portions of the subject "G/IC" site (Plan 5) and follows the respective BH restrictions.

8. Provision of GIC facilities and Open Space

- 8.1 A table on the provision of major community facilities in the Cheung Sha Wan area is at Attachment IV. Based on the planned population for the area, except for three post offices, one sports centre, 55 secondary school classrooms and 11 primary school classrooms, there is no deficit of GIC provision in the area.
- 8.2 Being an early developed urban district with limited vacant land for open space development, there is a general shortfall of open space in Cheung Sha Wan. The shortfall of open space in Cheung Sha Wan is expected to be alleviated by surplus in the adjoining Lai Chi Kok and Shek Kip Mei areas. Although there is a shortfall of 9.8ha of local open space and 1.8 ha of district open space and a sport centre in the Cheung Sha Wan area, the Sham Shui Po District as a whole would have a surplus of about 25 ha of open space (11.54 ha of local open space and 13.76 ha of district open space) and adequate provision of sport centre. The Director of Leisure and Cultural Services (DLCS) does not raise any objection to rezoning proposals. In fact, the site swap arrangement (Items A and B) involving the rezoning of the site at Lai Chi Kok Road and Fat Tseung Street from "O" to "R(A)" will not result in any loss of the open space provision in Cheung Shan Wan/Sham Shui Po.
- 8.3 According to the Housing Department (HD), they will liaise with the Social Welfare Department on the provision of welfare facilities at the proposed public housing development where appropriate. As to the secondary school and primary school, according to the Education Bureau, the assessment for their requirement is based on a wider district. The Education Bureau has no objection to the proposed amendments to the Cheung Sha Wan OZP provided that the number of proposed school sites reserved will not be affected. Further requirement of additional school site to be reserved within the Sham Shui Po district will be considered based on the demand assessment by the Education Bureau as and when opportunity arises.

9. Proposed Amendments to Matters shown on the Plan

The proposed amendments are shown on the draft Cheung Sha Wan OZP No. S/K3/33A (Attachment I) and detailed below:

- (a) Amendment Item A (about 2.3 ha) (Plans 2a, 3, 7a, 8, 11 and 12)
Rezoning of a site at Lai Chi Kok Road/Tonkin Street from "O" to "R(A)" in accordance with paragraph 4.5 above.
- (b) Amendment Item B (about 2.3ha) (Plans 2a, 3, 7a and 9)

Rezoning of a site at Lai Chi Kok Road/Hing Wah Street from "R(A)" to "O" in accordance with paragraph 5.4 above.

- (c) Amendment Item C (about 0.62ha) (Plans 2a, 3, 7a and 9)
Rezoning of a site at Lai Chi Kok Road/Hing Wah Street from "R(A)" to "G/IC" in accordance with paragraph 5.4 above.
- (d) Amendment Item D (about 0.31ha) (Plans 2a, 3, 7a and 8)
Rezoning a strip of land along Tonkin Street (between Cheung Sha Wan Road and Lai Chi Kok Road) from "O", "G/IC" and "R(A)" to an area shown as 'Road' in accordance with paragraph 6 above.
- (e) Amendment Item E (about 0.16ha) (Plans 2b, 4, 5 and 10)
Rezoning a strip of land north of King Lam Street from 'Road' to "G/IC" in accordance with paragraph 7 above.
- (f) Other Amendment

On 20.10.2009, the CE in C authorized the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL) under the Railways Ordinance. It is proposed to incorporate the XRL alignment as described in the authorized XRL scheme into the OZP for information.

10. Proposed Amendments to the Notes of the OZP (Attachment II)

The user term "Helicopter Filling Station" is revised to read "Helicopter Fuelling Station" for the Notes for the "G/IC" zone. The revised Notes (with the proposed additions highlighted in ***bold and italics*** and deletions in ~~crossed-out~~) is at Attachment II for Members' consideration.

11. Revision of the Explanatory Statement of the OZP (Attachment III)

The ES of the OZP has been revised to take into account the proposed amendments. 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. A copy of the revised ES (with the proposed additions highlighted in ***bold and italics*** and deletions in ~~crossed-out~~) is at Attachment III for Members' consideration.

12. Plan Number

Upon exhibition, the Plan will be re-numbered as S/K5/34.

Consultation

Departmental Consultation

13.1 The proposed amendments have been circulated to relevant government bureaux/departments for comments. Concerned government bureaux/departments have no objection to or no adverse comment on the proposed amendments. Their comments have been taken into account, where appropriate. These Government bureau/departments include:

- (a) Education Bureau;
- (b) Home Affairs Bureau
- (c) Development Bureau;
- (d) Food & Health Bureau
- (e) Government Property Agent
- (f) Food and Environmental Hygiene Department;
- (g) District Lands Office/Kowloon West, Lands Department;
- (h) Transport Department
- (i) Post Office;
- (j) Buildings Department;
- (k) Fire Services Department;
- (l) Water Supplies Department;
- (m) Drainage Services Department;
- (n) Social Welfare Department;
- (o) Leisure and Cultural Services Department;
- (p) Civil Engineering & Development Department;
- (q) Highways Department;
- (r) Architectural Services Department;
- (s) Hong Kong Police Force;
- (t) Agricultural, Fisheries and Conservation Department;
- (u) Housing Department;
- (v) Sham Shui Po District Office, Home Affairs Department;
- (w) Health Department;
- (x) Correctional Services Department; and
- (y) Urban Design and Landscape, Planning Department.

Public Consultation

13.2 On 15.1.2013, the Sham Shui Po District Council (SSPDC) was consulted on the recommendations on the rezoning proposals (including Items A and B) (Minutes of the SSPDC meeting at Attachment V refers):

13.3. Members of the SSPDC were generally supportive of the proposals. Views of the SSPDC and responses from PlanD relating to Items A and B are summarized below.

Proposed Site Swap (Items A and B)

SSPDC

- 13.4 General support was given to the proposed site swap proposal which would facilitate public housing development at the Lai Chi Kok Road/Tonkin Street site. There were suggestions for allowing a higher building height for the proposed public housing site so as to free up more street level public space.
- 13.5 There were however questions raised as to the rationale of selecting the Lai Chi Kok Road/Hing Wah Street site as the replacement site (for the provision of open space) over other sites such as the ex-abattoir for the site swap arrangement, and when the replacement open space at would be provided.

PlanD

- 13.6 In formulating the proposed BH restriction for the Lai Chi Kok Road/Tonkin Street site, consideration has been given to the stepped height concept adopted for the Cheung Sha Wan OZP and the BH restriction for the neighbouring Lai Kok Estate. Nevertheless, as per the Notes of the OZP, there is provision for minor relaxation of the BH restrictions and PR based on individual merits of a development or redevelopment proposal.
- 13.7 As there is another planned "O" site right across on the other side of Hing Wah Street, the proposed "O" zone at Lai Chi Kok Road/Hing Wah Street site under the site swap proposal will provide opportunity for design integration between the two "O" sites, hence providing visual and spatial continuity of the green spaces.
- 13.8 The implementation of the proposed "O" site at Lai Chi Kok Road/Hing Wah Street will be contingent upon the relocation of the Cheung Sha Wan Temporary Wholesale Poultry Market and Wang Cheong Building and Wang Cheong Factory Building. For Wang Cheong Factory Building, which is under the management of HD, Director of Housing advised that there is currently no immediate plan to vacate the building but his department will endeavor to tally with LCSD's timing for the future development of the "O" site.

13. Decision Sought

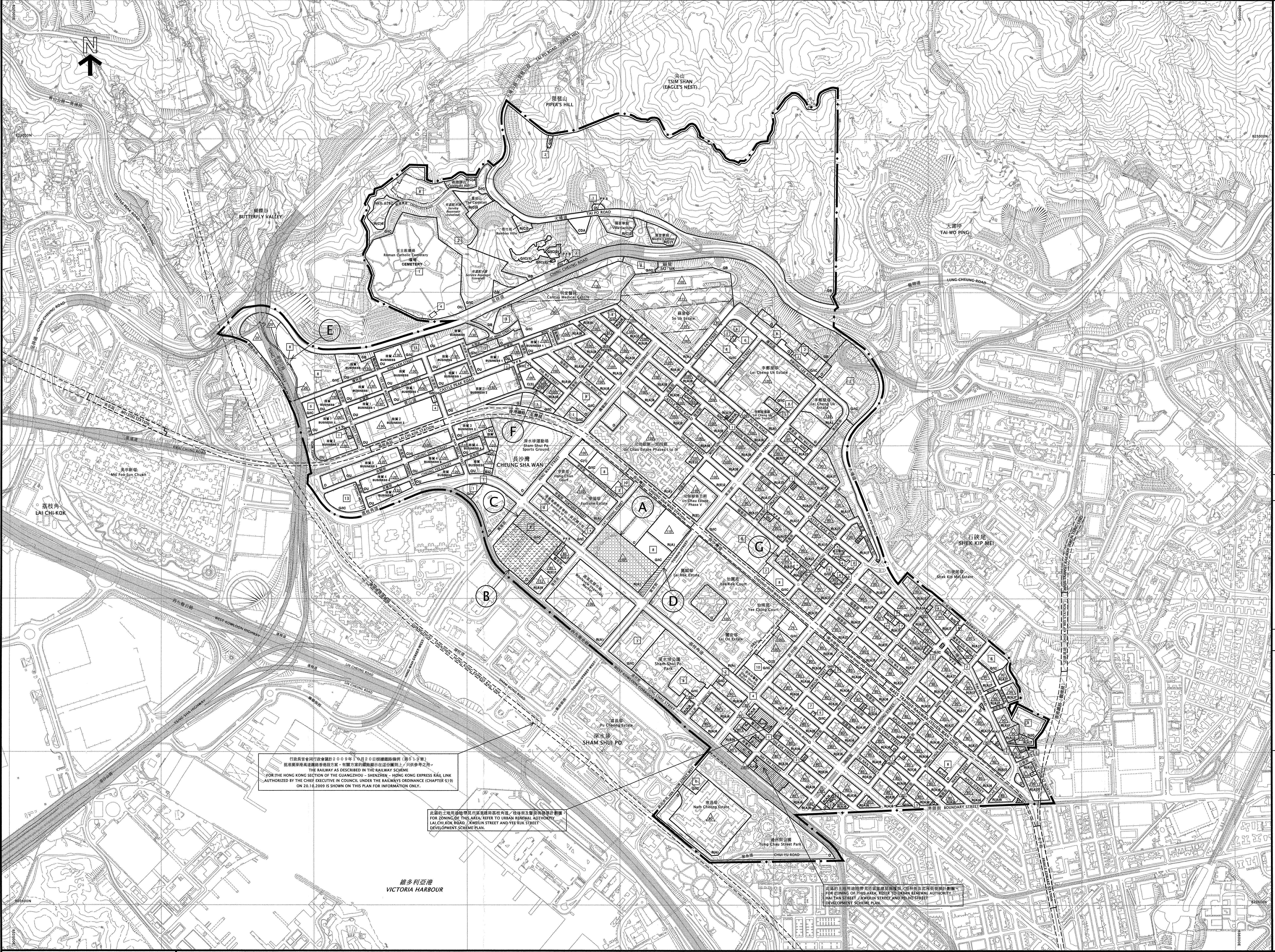
Members are invited to:

- (a) agree to the proposed amendments to the draft Cheung Sha Wan OZP No. S/K5/33 mentioned in paragraphs 9 and 10 above and that the draft Cheung Sha Wan OZP No. S/K5/33A at Attachment I (to be renumbered to S/K5/34 upon gazetting) and its Notes at Attachment II are suitable for exhibition for public inspection under section 7 of the Ordinance; and
- (b) adopt the revised ES at Attachment III as an expression of the planning intention and objectives of the Board for the various land use zones of the OZP, and is suitable for exhibition together with the OZP and its Notes.

14. Attachments

Attachment I	Draft Cheung Sha Wan OZP No. S/K5/33A
Attachment II	Revised Notes of the draft Cheung Sha Wan OZP No. S/K5/33A
Attachment III	Revised Explanatory Statement of the draft Cheung Sha Wan OZP No. S/K5/33A
Attachment IV	Provision of Major Community Facilities in Cheung Sha Wan Area
Attachment V	Minutes of the SSPDC meeting on 15.1.2015
Plan 1	Approved Cheung Sha Wan OZP No. S/K5/33 (reduced size)
Plan 2a	Locations of Amendment Items A to D
Plan 2b	Location of Amendment Item E
Plan 3	Site Plan of Amendment Items A to D
Plan 4	Site Plan of Amendment Item E
Plan 5	Site Plan showing the adjusted building height control zone boundary relating to Amendment Item E
Plan 6a	Aerial Photo of Amendment Items A to D
Plan 6b	Aerial Photo of Amendment Item E
Plan 7a	Comparison of Existing and Proposed Zonings on the OZP for Amendment Items A to D
Plan 7b	Comparison of Existing and Proposed Zonings on the OZP for Amendment Items E
Plan 8	Site Photo of Amendment Items A and D
Plan 9	Site Photo of Amendment Items B and C
Plan 10	Site Photo of Amendment Item E
Plans 11 & 12	Photomontages of Amendment Item A

PLANNING DEPARTMENT
MARCH 2013



圖例
NOTATION

ZONES

COMMERCIAL	C	商業
COMPREHENSIVE DEVELOPMENT AREA	CDA	綜合發展區
RESIDENTIAL (GROUP A)	R(A)	住宅 (甲類)
RESIDENTIAL (GROUP C)	R(C)	住宅 (丙類)
RESIDENTIAL (GROUP E)	R(E)	住宅 (戊類)
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

COMMUNICATIONS

RAILWAY AND STATION (UNDERGROUND)		鐵路及車站 (地下)
MAJOR ROAD AND JUNCTION		主要道路及路口
ELEVATED ROAD		高架道路

MISCELLANEOUS

BOUNDARY OF PLANNING SCHEME		規劃範圍界線
URBAN RENEWAL AUTHORITY DEVELOPMENT SCHEME PLAN AREA		市區重建局發展計劃範圍
BUILDING HEIGHT CONTROL ZONE BOUNDARY		建築物高度管制區界線
MAXIMUM BUILDING HEIGHT (IN METRES ABOVE PRINCIPAL DATUM)	90	最高建築物高度 (在主水平基準上若干米)
MAXIMUM BUILDING HEIGHT (IN NUMBER OF STOREYS)	8	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		用途
	公頃 HECTARES	百分比 %	
COMMERCIAL	2.35	0.72	商業
COMPREHENSIVE DEVELOPMENT AREA	0.26	0.08	綜合發展區
RESIDENTIAL (GROUP A)	86.41	26.34	住宅 (甲類)
RESIDENTIAL (GROUP C)	2.67	0.81	住宅 (丙類)
RESIDENTIAL (GROUP E)	2.20	0.67	住宅 (戊類)
GOVERNMENT, INSTITUTION OR COMMUNITY	41.39	12.62	政府、機構或社區
OPEN SPACE	28.56	8.10	休憩用地
OTHER SPECIFIED USES	25.91	7.90	其他指定用途
GREEN BELT	50.78	15.48	綠化地帶
MAJOR ROAD ETC.	88.44	26.95	主要道路等
URBAN RENEWAL AUTHORITY DEVELOPMENT SCHEME PLAN AREA	1.08	0.33	市區重建局發展計劃範圍
TOTAL PLANNING SCHEME AREA	328.05	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

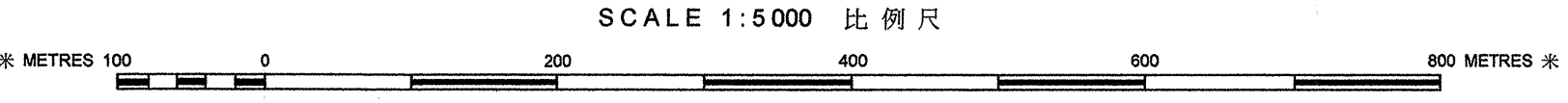
核准圖編號 S / K 5 / 3 / 3 的修訂
AMENDMENTS TO APPROVED PLAN No. S/K5/33

AMENDMENTS EXHIBITED UNDER SECTION 5
OF THE TOWN PLANNING ORDINANCE

AMENDMENT ITEM A		修訂項目 A 項
AMENDMENT ITEM B		修訂項目 B 項
AMENDMENT ITEM C		修訂項目 C 項
AMENDMENT ITEM D		修訂項目 D 項
AMENDMENT ITEM E		修訂項目 E 項
AMENDMENT ITEM F		修訂項目 F 項
AMENDMENT ITEM G		修訂項目 G 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長沙灣（九龍規劃區第 5 區）分區計劃大綱圖
TOWN PLANNING ORDINANCE, HONG KONG TOWN PLANNING BOARD
KOWLOON PLANNING AREA No. 5 - CHEUNG SHA WAN - 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/K5/33B**

KOWLOON PLANNING AREA NO. 5

APPROVED DRAFT CHEUNG SHA WAN OUTLINE ZONING PLAN NO. S/K5/33B

(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 where the uses or developments are specified in Column 2 of the Notes of individual zones:
 - (a) provision, maintenance or repair of plant nursery, amenity planting, open space, rain shelter, refreshment kiosk, road, bus/public light bus stop or lay-by, cycle track, Mass Transit Railway station entrance, Mass Transit Railway structure below ground level, taxi rank, nullah, public utility pipeline, electricity mast, lamp pole, telephone booth, telecommunications radio base station, automatic teller machine and shrine;
 - (b) geotechnical works, local public works, road works, sewerage works, drainage works, environmental improvement works, marine related facilities, waterworks (excluding works on service reservoir) and such other public works co-ordinated or implemented by Government; and
 - (c) maintenance or repair of watercourse and grave.
- (8) In any area shown as 'Road', all uses or developments except those specified in paragraph (7) above and those specified below require permission from the Town Planning Board:

toll plaza, on-street vehicle park and railway track.
- (9) 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.
- (10) 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.

KOWLOON PLANNING AREA NO. 5

~~APPROVED DRAFT~~ CHEUNG SHA WAN OUTLINE ZONING PLAN NO. S/K5/33B

Schedule of Uses

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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 Commercial Bathhouse/Massage Establishment Eating Place Educational Institution Exhibition or Convention Hall Government Use (not elsewhere specified) Hotel Information Technology and Telecommunications Industries 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 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 Wholesale Trade	Broadcasting, Television and/or Film Studio Flat Government Refuse Collection Point Hospital Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Petrol Filling Station Residential Institution

Planning Intention

This zone is intended primarily for commercial developments, which may include uses such as office, shop, services, place of entertainment, eating place and hotel, functioning as a district commercial/shopping centre. The areas under this zoning are major employment nodes.

(Please see next page)

COMMERCIAL (Cont'd)

Remarks

- (1) On land designated “Commercial (1)” (“C(1)”) to ~~“C(4)”~~ “C(5)”, no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum plot ratio or gross floor area (GFA) specified below, or the plot ratio or GFA of the existing building, whichever is the greater:

<u>Sub-area</u>	<u>Plot Ratio/GFA Restriction</u>
C(1)	maximum GFA of 48 418m ²
C(2)	maximum GFA of 77 738m ²
C(3)	maximum plot ratio of 12.0
C(4)	maximum plot ratio of 12.0
C(5)	<i>maximum plot ratio of 12.0</i>

- (2) On land designated “C(1)”, the total GFA of 48 418m² shall include a public car/ lorry park.
- (3) On land designated “C(2)”, the total GFA of 77 738m² shall include a public transport terminus and a public car/lorry park.
- (4) On land designated “C(3)”, the maximum plot ratio of 12.0 shall include a public car/lorry park.
- (5) On land designated “C(4)”, the maximum plot ratio of 12.0 shall include a public transport terminus and a public car/lorry park.
- (6) On land designated “C(1)” to ~~“C(4)”~~ “C(5)”, no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building heights in terms of metres above Principal Datum as stipulated on the Plan, or the height of the existing building, whichever is the greater.
- (7) On land designated “C(4)”, a minimum setback of 3.5m from the lot boundary abutting Cheung Shun Street shall be provided.
- (8) In determining the relevant maximum plot ratio or GFA for the purposes of paragraph (1) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker’s office, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.

(Please see next page)

COMMERCIAL (Cont'd)

Remarks (Cont'd)

- (9) Where the permitted plot ratio as defined in Building (Planning) Regulations is permitted to be exceeded in circumstances as set out in Regulation 22(1) or (2) of the said Regulations, the plot ratio or GFA for the building on land to which paragraph (1) applies may be increased by the additional plot ratio by which the permitted plot ratio is permitted to be exceeded under and in accordance with the said Regulation 22(1) or (2), notwithstanding that the relevant maximum plot ratio or GFA specified in paragraph (1) above may thereby be exceeded.
- (10) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio/GFA/building height restrictions stated in paragraphs (1) and (6) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.
- (11) Under exceptional circumstances, for a development or redevelopment proposal, minor relaxation of the setback requirements stated in paragraph (7) 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
	Flat Government Refuse Collection Point Government Use (not elsewhere specified) House Private Club Public Utility Installation Religious Institution School Social Welfare Facility Utility Installation for Private Project

Planning Intention

This zone is intended for comprehensive development/redevelopment of the area for residential use. 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.

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 (GFA) for various uses, total number of flats and flat size, where applicable;
 - (iii) the details and extent of Government, institution or community (GIC) and recreational facilities, public transport and parking facilities, and open space to be provided within the area;
 - (iv) the alignment, widths and levels of any roads proposed to be constructed within the area;
 - (v) the landscape and urban design proposals within the area;

(Please see next page)

COMPREHENSIVE DEVELOPMENT AREA (Cont'd)

Remarks (Cont'd)

- (vi) programmes of development in detail;
 - (vii) an environmental assessment report to examine any possible environmental problems that may be caused to or by the proposed development during and after construction and the proposed mitigation measures to tackle them;
 - (viii) a drainage and sewerage impact assessment report to examine any possible drainage and sewerage problems that may be caused by the proposed development and the proposed mitigation measures to tackle them;
 - (ix) a traffic impact assessment report to examine any possible traffic problems that may be caused by the proposed development and the proposed mitigation measures to tackle them; and
 - (x) 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 3 storeys above the mean level of the portion of Tai Po Road abutting the lot as well as a maximum GFA of 6 717m², a maximum building height of 123.17 metres above Principal Datum and a maximum site coverage of 50%, or the GFA, building height and site coverage of the existing building, whichever is the greater.
- (4) In determining the maximum GFA and site coverage 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) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the GFA/building height/site coverage 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
Ambulance Depot Eating Place (Cooked Food Centre only) (on land designated “R(A)1” only) Flat Government Use (not elsewhere specified) House Library Market Place of Recreation, Sports or Culture Public Clinic Public Vehicle Park (excluding container vehicle) (on land designated “R(A)2” <i>and</i> “R(A)10” only) Public Transport Terminus or Station (excluding open-air terminus or station) Residential Institution School (in free-standing purpose-designed building only) Social Welfare Facility Utility Installation for Private Project	Commercial Bathhouse/Massage Establishment Eating Place (not elsewhere specified) Educational Institution Exhibition or Convention Hall Government Refuse Collection Point (not elsewhere specified) 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 (not elsewhere specified) Public Vehicle Park (excluding container vehicle) (not elsewhere specified) Religious Institution (not elsewhere specified) School (not elsewhere specified) Shop and Services Training Centre

(Please see next page)

RESIDENTIAL (GROUP A) (Cont'd)

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

Eating Place
Educational Institution
Government Refuse Collection Point (on land designated “R(A)1” ,~~and~~ “R(A)2” **and** “**R(A)10**” only)
Institutional Use (not elsewhere specified)
Off-course Betting Centre
Office
Place of Entertainment
Private Club
Public Convenience
Public Utility Installation (Electricity Substation only) (on land designated “R(A)4” only)
Religious Institution (on land designated “R(A)5” only)
Recyclable Collection Centre
School
Shop and Services
Training Centre

Planning Intention

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

Remarks

- (1) On land designated “Residential (Group A)” (“R(A)”), ~~and~~ “R(A)1” to “R(A)8”; **and** “**R(A)10**”, no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in the plot ratio for the building upon development and/or redevelopment in excess of 7.5 for a domestic building or 9.0 for a building that is partly domestic and partly non-domestic, or the plot ratio of the existing building, whichever is the greater. Except where the plot ratio is permitted to be exceeded under paragraphs (15) and/or (16) hereof, under no circumstances shall the plot ratio for the domestic part of any building, to which this paragraph applies, exceed 7.5.
- (2) For a non-domestic building to be erected on the site, the maximum plot ratio shall not exceed 9.0 except where the plot ratio is permitted to be exceeded under paragraphs (15) and/or (16) hereof.

(Please see next page)

RESIDENTIAL (GROUP A) (Cont'd)

Remarks (Cont'd)

- (3) *For the purposes of paragraph (1) above, On land designated “R(A)”, and “R(A)1” to “R(A)8”; and “R(A)10”, no 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 relevant maximum domestic and/or non-domestic plot ratio(s) stated in paragraph (1) above, or the domestic and/or non-domestic plot ratio(s) of the existing building, whichever is the greater, subject to, as applicable-*
- (i) the plot ratio(s) of the existing building shall apply only if any addition, alteration and/or modification to or redevelopment of an existing building is for the same type of building as the existing building, i.e. domestic, non-domestic, or partly domestic and partly non-domestic building; or
 - (ii) the maximum domestic and/or non-domestic plot ratio(s) stated in paragraph (1) above shall apply if any addition, alteration and/or modification to or redevelopment of an existing building is not for the same type of building as the existing building, i.e. domestic, non-domestic, or partly domestic and partly non-domestic building.
- (4) On land designated “R(A)1”, a maximum gross floor area (GFA) of 19 020m² for Government and community uses which include a market, a cooked food centre, a refuse collection point, a library and a games hall shall be provided.
- (5) On land designated “R(A)2”, a minimum of 300 public car parking spaces, a minimum GFA of 700m² for social welfare facilities and a minimum GFA of 520m² for a refuse collection point shall be provided.
- (6) On land designated “R(A)3”, a minimum GFA of 1 564m² for social welfare facilities shall be provided.
- (7) On land designated “R(A)4”, a minimum GFA of 680m² or an electricity sub-station and ancillary customer service centre shall be provided.
- (8) On land designated “R(A)9”, no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum domestic GFA of 24 825m² and a maximum non-domestic GFA of 4 965m².
- (9) *On land designated “R(A)10”, a minimum of 70 public car parking spaces and a refuse collection point shall be provided and included in calculating the non-domestic plot ratio.*
- (910) On land designated “R(A)” and “R(A)1” to ~~“R(A)9”~~ “R(A)10”, no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building heights in terms of metres above Principal Datum (mPD) as stipulated on the Plan, or the height of the existing building, whichever is the greater.

(Please see next page)

RESIDENTIAL (GROUP A) (Cont'd)

Remarks (Cont'd)

- (~~40~~**11**) On land designated “R(A)6”, a maximum building height restriction of 100mPD would be permitted for sites with an area of 400m² or more.
- (~~41~~**12**) On land designated “R(A)3”, “R(A)4”, “R(A)5” ~~and~~, “R(A)7” and “**R(A)10**”, a maximum building height restriction of 110mPD would be permitted for sites with an area of 400m² or more.
- (~~42~~**13**) On land designated “R(A)1”, “R(A)2” and “R(A)8”, a maximum building height restriction of 120mPD would be permitted for sites with an area of 400m² or more.
- (~~43~~**14**) In determining the relevant maximum plot ratio for the purposes of paragraphs (1) and (2) above, area of any part of the site that is occupied or intended to be occupied by free-standing purpose-designed buildings (including both developed on ground and on podium level) solely for accommodating Government, institution or community facilities including school(s) as may be required by Government shall be deducted in calculating the relevant site area.
- (~~44~~**15**) In determining the relevant maximum plot ratio or GFA for the purposes of paragraphs (1), (2) and (8) 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.
- (~~45~~**16**) Where the permitted plot ratio as defined in Building (Planning) Regulations is permitted to be exceeded in circumstances as set out in Regulation 22(1) or (2) of the said Regulations, the plot ratio or GFA for the building on land to which paragraphs (1), (2) or (8) applies may be increased by the additional plot ratio by which the permitted plot ratio is permitted to be exceeded under and in accordance with the said Regulation 22(1) or (2), notwithstanding that the relevant maximum plot ratio or GFA specified in paragraphs (1), (2) and (8) above may thereby be exceeded.
- (~~46~~**17**) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio/GFA/building height restrictions stated in paragraphs (1), (2) and (8) to (12) above, and any reduction in the total GFA provided for Government, institution or community facilities stated in paragraphs (4) to (7) above, may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.
- (~~47~~**18**) 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 Government Use (Police Reporting Centre, Post Office only) House Utility Installation for Private Project	Ambulance Depot Eating Place Educational Institution Government Refuse Collection Point Government Use (not elsewhere specified) Hospital Hotel Institutional Use (not elsewhere specified) Library Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Petrol Filling Station Place of Recreation, Sports or Culture Private Club Public Clinic Public Convenience Public Transport Terminus or Station Public Utility Installation Public Vehicle Park (excluding container vehicle) Recyclable Collection Centre Religious Institution Residential Institution School Shop and Services Social Welfare Facility Training Centre

Planning Intention

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

(Please see next page)

RESIDENTIAL (GROUP C) (Cont'd)

Remarks

- (1) On land designated “Residential (Group C) 1” (“R(C)1”) to “R(C)6”, no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum gross floor area (GFA), building height and site coverage specified below, or the GFA, building height and site coverage of the existing building, whichever is the greater :

<u>Sub-Area</u>	<u>Maximum GFA</u>	<u>Maximum Building Height</u>	<u>Maximum Site Coverage</u>
R(C)1	9 000m ²	105.5 metres above Principal Datum (mPD)	40%
R(C)2	17 649m ²	116.1mPD	40%
R(C)3	1 194m ²	136mPD	40%
R(C)4	7 173m ²	159.5mPD	40%
R(C)5	7 743m ²	172.4mPD	40%
R(C)6	13 855m ²	160mPD	40%

- (2) In determining the relevant maximum GFA and site coverage for the purposes of paragraph (1) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker’s office, or 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.
- (3) Based on the individual merits of a development, or redevelopment proposal, minor relaxation of the GFA/building height/site coverage restrictions stated in paragraph (1) above, may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

RESIDENTIAL (GROUP E)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
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**Schedule I: for open-air development or
for building other than industrial or industrial-office building[@]**

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

(Please see next page)

RESIDENTIAL (GROUP E) (Cont'd)

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

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

(Please see next page)

RESIDENTIAL (GROUP E) (Cont'd)

Column 1 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[@]	
<p>Ambulance Depot</p> <p>Bus Depot</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[△])</p> <p>Office (Audio-visual Recording Studio, Design and Media Production, Office Related to Industrial Use only)</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>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</p> <p>Private Club</p> <p>Shop and Services (not elsewhere specified) (ground floor only except Ancillary Showroom[#] which may be permitted on any floor)</p> <p>Vehicle Repair Workshop</p> <p>Wholesale Trade</p>

(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)” (“R(E)”), “R(E)1” and “R(E)2”, no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in the plot ratio for the building(s) upon development and/or redevelopment in excess of 7.5 for a domestic building or 9.0 for a building that is partly domestic and partly non-domestic, or the plot ratio of the existing non-industrial building, whichever is the greater. Except where the plot ratio is permitted to be exceeded under paragraphs (8) and (9) hereof, under no circumstances shall the plot ratio for the domestic part of any building, to which this paragraph applies, exceed 7.5.
- (2) For a non-domestic building to be erected on the site, the maximum plot ratio shall not exceed 9.0 except where the plot ratio is permitted to be exceeded under paragraphs (8) and (9) hereof.
- (3) On land designated “R(E)”, “R(E)1” and “R(E)2”, no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building heights in terms of metres above Principal Datum (mPD) as stipulated on the Plan, or the height of the existing building, whichever is the greater.
- (4) On land designated “R(E)1”, a maximum building height restriction of 100mPD would be permitted for sites with an area of 400m² or more.
- (5) On land designated “R(E)2”, a maximum building height restriction of 120mPD would be permitted for sites with an area of 400m² or more.
- (6) In determining the relevant maximum plot ratio for the purposes of paragraphs (1) and (2) above, area of any part of the site that is occupied or intended to be occupied by free-standing purpose-designed buildings (including both developed on ground and on podium level) solely for accommodating Government, institution or community facilities including school(s) as may be required by Government shall be deducted in calculating the relevant site area.
- (7) In determining the relevant maximum plot ratio for the purposes of paragraphs (1) and (2) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker’s office, or 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.

(Please see next page)

RESIDENTIAL (GROUP E) (Cont'd)

Remarks (Cont'd)

- (8) Where the permitted plot ratio as defined in Building (Planning) Regulations is permitted to be exceeded in circumstances as set out in Regulation 22(1) or (2) of the said Regulations, the plot ratio for the building on land to which paragraph (1) or (2) applies may be increased by the additional plot ratio by which the permitted plot ratio is permitted to be exceeded under and in accordance with the said Regulation 22(1) or (2), notwithstanding that the relevant maximum plot ratio specified in paragraphs (1) and (2) above may thereby be exceeded.
- (9) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio/building height restrictions stated in paragraphs (1) to (5) 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
<p align="center">Schedule I : for “Government, Institution or Community” other than “Government, Institution or Community (1)” to “Government, Institution or Community (3)”</p>	
<p>Ambulance Depot Animal Quarantine Centre (in Government building only) Broadcasting, Television and/or Film Studio Eating Place (Canteen, Cooked Food Centre only) Educational Institution Exhibition or Convention Hall Field Study/Education/Visitor Centre Government Refuse Collection Point Government Use (not elsewhere specified) Hospital Institutional Use (not elsewhere specified) Library Market Place of Recreation, Sports or Culture Public Clinic Public Convenience Public Transport Terminus or Station Public Utility Installation Public Vehicle Park (excluding container vehicle) Recyclable Collection Centre Religious Institution Research, Design and Development Centre School Service Reservoir Social Welfare Facility Training Centre Wholesale Trade</p>	<p>Animal Boarding Establishment Animal Quarantine Centre (not elsewhere specified) Columbarium Correctional Institution Crematorium Driving School Eating Place (not elsewhere specified) Flat Funeral Facility Helicopter Filling Fuelling Station Helicopter Landing Pad Holiday Camp Hotel House Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Off-course Betting Centre Office Petrol Filling Station Place of Entertainment Private Club Radar, Telecommunications Electronic Microwave Repeater, Television and/or Radio Transmitter Installation Refuse Disposal Installation (Refuse Transfer Station only) Residential Institution Sewage Treatment/Screening Plant Shop and Services Utility Installation for Private Project Zoo</p>

(Please see next page)

GOVERNMENT, INSTITUTION OR COMMUNITY (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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**Schedule II : for “Government, Institution or Community (1)”
to “Government, Institution or Community (3)”**

Eating Place (Canteen only) Religious Institution	Columbarium (on land designated “G/IC(1)” only) Radar, Telecommunications Electronic Microwave Repeater, Television and/or Radio Transmitter Installation Refuse Disposal Installation Utility Installation for Private Project
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Planning Intention

This zone is intended primarily for the provision of Government, institution or community facilities serving the needs of the local residents and/or a wider district, region or the territory. It is also intended to provide land for uses directly related to or in support of the work of the Government, organizations providing social services to meet community needs, and other institutional establishments. In particular, the sub-areas “Government, Institution or Community (1)” (“G/IC(1)”) to “G/IC(3)” are intended primarily for the provision of religious institutional uses.

Remarks

- (1) On land designated “G/IC(1)” to “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 gross floor area (GFA), building height and site coverage specified below.

<u>Sub-area</u>	<u>Restriction</u>
G/IC(1)	A maximum GFA of 750m ² , a maximum building height of 100 metres above Principal Datum (mPD) and a maximum site coverage of 20%
G/IC(2)	A maximum GFA of 950m ² , a maximum building height of 88.6mPD and a maximum site coverage of 60%
G/IC(3)	A maximum GFA of 120m ² and 1 storey at a maximum building height of 70mPD

(Please see next page)

GOVERNMENT, INSTITUTION OR COMMUNITY (Cont'd)

Remarks (Cont'd)

- (2) On land designated “G/IC” and “G/IC(4)”, no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building heights in terms of number of storey(s) and/or mPD as stipulated on the Plan, or the height of the existing building, whichever is the greater.
- (3) On land designated “G/IC(4)”, a minimum setback of 3.5m from the lot boundary abutting Castle Peak Road shall be provided.
- (4) In determining the relevant maximum number of storey(s) for the purposes of paragraphs (1) and (2) above, any basement floor(s) may be disregarded.
- (5) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the GFA/building height/site coverage restrictions stated in paragraphs (1) and (2) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.
- (6) Under exceptional circumstances, for a development or redevelopment proposal, minor relaxation of the setback requirement stated in paragraph (3) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

OPEN SPACE

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Aviary Barbecue Spot Field Study/Education/Visitor Centre Park and Garden Pavilion Pedestrian Area Picnic Area Playground/Playing Field Public Convenience Sitting Out Area Zoo	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 Place of Entertainment Place of Recreation, Sports or Culture Private Club Public Transport Terminus or Station Public Utility Installation Public Vehicle Park (excluding container vehicle) Religious Institution Service Reservoir Shop and Services Tent Camping Ground Utility Installation for Private Project

Planning Intention

This zone is intended primarily for the provision of outdoor open-air public space for active and/or passive recreational uses serving the needs of local residents as well as the general public.

OTHER SPECIFIED USES

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 “Business” Only

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

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

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

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 "Business" Only (Cont'd)

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

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

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

Office

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

For "Business" Only (Cont'd)

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

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

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

Social Welfare Facility (excluding those involving residential care)

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

Planning Intention

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

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

For “Business” Only (Cont'd)

Remarks

- (1) On land designated “Other Specified Uses” annotated “Business” (“OU(B)”) and “OU(B)1” to “OU(B)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 plot ratio of 12.0, or the plot ratio of existing building(s), whichever is the greater.
- (2) On land designated “OU(B)” and “OU(B)1” to “OU(B)4”, no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building heights in terms of metres above Principal Datum (mPD) as stipulated on the Plan, or the height of the existing building, whichever is the greater.
- (3) On land demarcated for a 15m-wide building gap within parts of the sites at 8 and 10 Cheung Yue Street as shown on the Plan, no new development (except minor addition, alteration and/or modification not affecting the building height of existing building) or redevelopment of an existing building shall exceed the maximum building height of 20mPD.
- (4) On land designated “OU(B)1”, a minimum setback of 2m from the lot boundary abutting Castle Peak Road shall be provided.
- (5) On land designated “OU(B)2”, a minimum setback of 3.5m from the lot boundary abutting Castle Peak Road shall be provided.
- (6) On land designated “OU(B)3”, a minimum setback of 3.5m from the lot boundary abutting Cheung Shun Street or Cheung Yue Street shall be provided.
- (7) On land designated “OU(B)4”, a minimum setback of 5m from the lot boundary abutting Cheung Yee Street or Cheung Yue Street shall be provided.
- (8) In determining the relevant maximum plot ratio for the purpose of paragraph (1), any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker’s office, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.
- (9) Where the permitted plot ratio as defined in Building (Planning) Regulations is permitted to be exceeded in circumstances as set out in Regulation 22(1) or (2) of the said Regulations, the plot ratio for the building on land to which paragraph (1) applies may be increased by the additional plot ratio by which the permitted plot ratio is permitted to be exceeded under and in accordance with the said Regulation 22(1) or (2), notwithstanding that the relevant maximum plot ratio specified in paragraph (1) above may thereby be exceeded.

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

For "Business" Only (Cont'd)

Remarks (Cont'd)

- (10) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio/building height/building gap restrictions stated in paragraphs (1) to (3) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.
- (11) Under exceptional circumstances, for a development or redevelopment proposal, minor relaxation of the setback requirements stated in paragraphs (4) to (7) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

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 "Hotel" only</u>	
Hotel	Commercial Bathhouse/Massage Establishment Off-course Betting Centre Office Place of Entertainment Place of Recreation, Sports or Culture Public Vehicle Park (excluding container vehicle) Religious Institution Residential Institution

Planning Intention

This zone is intended primarily for hotel development.

Remarks

- (1) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 12.0, and the maximum building height in terms of metres above Principal Datum as stipulated on the Plan, or the height of the existing building, whichever is the greater.
- (2) In determining the maximum plot ratio for the purposes of paragraph (1) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.
- (3) In determining the maximum plot ratio for the purposes of paragraph (1) above, any floor space that is constructed or intended for use solely as back-of-house facilities as set out in Regulation 23A(3)(b) of the Building (Planning) Regulations shall be included for calculation.
- (4) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio/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 (not elsewhere specified) Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Utility Installation not ancillary to the Specified Use
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Planning Intention

This zone is intended primarily for the provision of petrol filling station.

Remarks

- (1) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building heights 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 relevant maximum number of storey(s) for the purposes of paragraph (1) above, any basement floor(s) may be disregarded.
- (3) A minimum setback of 3.5m from the northern lot boundary abutting Castle Peak Road and a minimum setback of 2m from the southern lot boundary abutting Castle Peak Road shall be provided.
- (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) Under exceptional circumstances, for a development or redevelopment proposal, minor relaxation of the setback requirements stated in paragraph (3) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

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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 “Cemetery” Only</u>	
Burial Ground	Place of Recreation, Sports or Culture
Columbarium	Public Transport Terminus or Station
Crematorium	Public Utility Installation
Funeral Facility	Religious Institution
Government Use (not elsewhere specified)	Shop and Services (Retail Shop only)
Grave	Utility Installation for Private Project
Public Convenience	

Planning Intention

This zone is intended primarily to provide/reserve land for cemetery use.

Remarks

- (1) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building heights 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 relevant 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 Burial Ground 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 Government Refuse Collection Point Government Use (not elsewhere specified) Helicopter Landing Pad Holiday Camp House Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Petrol Filling Station 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

Planning Intention

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

KOWLOON PLANNING AREA NO. 5

~~APPROVED DRAFT~~ CHEUNG SHA WAN OUTLINE ZONING PLAN NO. S/K5/33B

EXPLANATORY STATEMENT

KOWLOON PLANNING AREA NO. 5

DRAFT APPROVED CHEUNG SHA WAN OUTLINE ZONING PLAN NO. S/K5/33B

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KOWLOON PLANNING AREA NO. 5

APPROVED DRAFT CHEUNG SHA WAN OUTLINE ZONING PLAN NO. S/K5/33B

(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* Cheung Sha Wan Outline Zoning Plan (OZP) No. S/K5/33B. 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 21 May 1971, the draft Cheung Sha Wan OZP No. LK5/25, being the first statutory plan covering the Cheung Sha Wan area, was gazetted under section 5 of the Town Planning Ordinance (the Ordinance).
- 2.2 On 14 November 1972, the then Governor in Council (G in C), under section 9(1)(a) of the Ordinance, approved the draft Cheung Sha Wan OZP, which was subsequently re-numbered as Plan No. LK5/26. On 23 September 1975, the then G in C referred the approved OZP No. LK5/26 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. The OZP was subsequently amended seven times and exhibited for public inspection under section 5 or 7 of the Ordinance.
- 2.3 On 25 April 1989, the then G in C referred the draft Cheung Sha Wan OZP No. S/K5/5 to the Board for further consideration and amendment under section 9(1)(c) of the Ordinance. The OZP was subsequently amended seven times and exhibited for public inspection under section 5 or 7 of the Ordinance.
- 2.4 On 21 October 1997, the Chief Executive in Council (CE in C), under section 9(1)(a) of the Ordinance, approved the draft Cheung Sha Wan OZP, which was subsequently re-numbered as S/K5/13. On 31 March 1998, the CE in C referred the approved OZP No. S/K5/13 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. The OZP was subsequently amended twice and exhibited for public inspection under section 5 or 7 of the Ordinance.
- 2.5 On 5 October 1999, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Cheung Sha Wan OZP, which was subsequently re-numbered as S/K5/16. On 2 May 2000, the CE in C referred the approved OZP No. S/K5/16 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. The OZP was subsequently amended ten times and exhibited for public

inspection under section 5 or 7 of the Ordinance.

- 2.6 On 14 September 2004, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Cheung Sha Wan OZP, which was subsequently re-numbered as S/K5/27. On 1 February 2005, the CE in C referred the approved OZP No. S/K5/27 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. The OZP was subsequently amended three times and exhibited for public inspection under section 5 or 7 of the Ordinance.
- 2.7 On 3 June 2008, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Cheung Sha Wan OZP, which was subsequently re-numbered as S/K5/31. On 6 July 2010, the CE in C referred the approved OZP No. S/K5/31 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 17 September 2010 under section 12(2) of the Ordinance.
- 2.8 On 30 September 2010, the draft Cheung Sha Wan OZP No. S/K5/32 incorporating amendments mainly to impose new building height restrictions for various development zones; to designate a non-building area (NBA) within the “Residential (Group A)” (“R(A)”) zone; to rezone a site at 412-420 Castle Peak Road from “R(A)” to “Other Specified Uses” (“OU”) annotated “Hotel”; to rezone various sites to reflect the planning intention for the sites or the completed developments/as-built conditions on site; and to stipulate building height restriction for an area within the “OU” annotated “Business” (“OU(B)”) zone abutting Cheung Yue Street as a building gap, was exhibited for public inspection under section 5 of the Ordinance. A total of five representations and no comment were received. After giving consideration to the representations on 25 March 2011, the Board decided not to uphold the representations.
- 2.9 On 8 November 2011, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Cheung Sha Wan OZP, which was subsequently re-numbered as S/K5/33. ~~On 18 November 2011, the approved Cheung Sha Wan OZP No. S/K5/33 (the Plan) was exhibited for public inspection under section 9(5) of the Ordinance.~~ ***On 17 April 2012, the CE in C referred the approved OZP No. S/K5/33 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 27 April 2012 under section 12(2) of the Ordinance.***
- 2.10 ***On xxxx, the draft Cheung Sha Wan OZP No. S/K5/34 (the Plan) incorporating amendments mainly to rezone a site at Lai Chi Kok Road/Tonkin Street from “Open Space” (“O”) to “R(A)”, a site at Lai Chi Kok Road/Hing Wah Street from “R(A)” to “O” and “Government, Institution or Community” (“G/IC”), a site at 650 Cheung Sha Wan Road from “G/IC” to “Commercial (5)” (“C(5)”), and a site at Fuk Wing Street/Fuk Wa Street (east of Camp Street) from “G/IC” and “R(A)7” to “R(A)10” 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 so that development and redevelopment within the Planning Scheme Area can be put under statutory planning control.
- 3.2 The Plan is to illustrate the broad principles of development and to provide guidance for more detailed planning within the Planning Scheme Area (*the Area*). It is a small-scale plan and the transport alignments and boundaries between the land use zones may be subject to minor adjustments as detailed planning proceeds.
- 3.3 Since the Plan is to show broad land use zonings, 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 areas 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 calculations. Development within residential zones should be restricted to building lots carrying development right in order to maintain the character and amenity of the Cheung Sha Wan area and not to overload the road network in this area.

4. NOTES OF THE PLAN

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

5. THE PLANNING SCHEME AREA

- 5.1 The ~~Planning Scheme Area (the Area)~~ is located in West Kowloon within the Sham Shui Po Administration District. It is bounded by the hill slopes of Eagle's Nest and Piper's Hill to the north; Tai Po Road and Berwick Street to the east; Boundary Street and Tung Chau Street Park to the south; West Kowloon Corridor and Lai Chi Kok Road to the south-west; and Butterfly Valley Road to the west. The boundary of the Area is shown in a heavy broken line on the Plan. It covers about 328 hectares of land.
- 5.2 The Area has mostly been developed. In the central, southern and eastern parts are residential uses including private residential developments and public housing estates, while in the western end is the Cheung Sha Wan

Industrial/Business Area where developments are mainly in the form of high-rise industrial and industrial-office (I-O) buildings. To the north of Ching Cheung Road, apart from the sites occupied by a few low-to-medium density private residential developments along Tai Po Road and some waterworks facilities at Caldecott Road, the topography is steep and is unsuitable for development.

6. POPULATION

According to the ~~2006-2011~~ Population ~~By~~-Census, the population of the Area was about ~~185 600~~**198 000**. It is estimated that the planned population of the Area would be about 250 000.

7. BUILDING HEIGHT RESTRICTIONS IN THE AREA

- 7.1 In order to provide better planning control on the development intensity and building height upon development/redevelopment and to meet public aspirations for greater certainty and transparency in the statutory planning system, a review of the Cheung Sha Wan OZP has been undertaken with a view to incorporating appropriate building height restrictions for various development zones. In the absence of building height control, excessively tall buildings may proliferate at random locations and the scale may be out-of-context in the locality, resulting in negative impacts on the visual quality of the Area. The presence of protruding buildings could create an unpleasant townscape, jeopardize the existing character and may sometimes obstruct air circulation. In order to prevent excessively tall or out-of-context buildings, to preserve the views to the ridgelines and to provide better control on the building heights of developments in the Area, building height restrictions are imposed on various development zones on the Plan.
- 7.2 The 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 area near the waterfront to the more inland areas), compatibility of building masses in the wider setting, local topography and characteristics, as well as the local wind environment and measures suggested for ventilation improvements; and the need to strike a balance between the public interests and private development rights. Owing to the topography of the Area, there are different height bands increasing progressively uphill with a stepped height profile ranging from 80 metres above Principal Datum (mPD) at Nam Cheong Estate in the southern part to about 173mPD along Caldecott Road. The building height bands help preserve views to the ridgelines and achieve a stepped height profile for visual permeability and wind penetration and circulation.
- 7.3 Specific building height restrictions for the “Government, Institution or Community” (“G/IC”) and “OU” zones in terms of mPD or number of storey(s), which mainly reflect the existing and planned building heights of developments, have been incorporated into the Plan mainly to provide visual and spatial relief

to the Area. In general, low-rise developments, normally with a height of not more than 13 storeys, will be subject to building height restrictions in terms of number of storey(s) (excluding basement floor(s)) so as to allow more design flexibility, in particular for government, institution and community (GIC) facilities with specific functional requirements, unless such developments fall within visually prominent locations and major breathing spaces where more stringent height controls are warranted. For taller developments, usually more than 13 storeys, the building height restrictions are specified in terms of mPD to provide certainty and clarity of the planning intention.

- 7.4 An Expert Evaluation on Air Ventilation Assessment (AVA) has been undertaken to assess the existing wind environment and the likely impact of the building heights of the development sites within the Area on the pedestrian wind environment. The building height, building gap and NBA restrictions as well as the setback requirements incorporated into the Plan have taken the findings of the AVA into consideration.
- 7.5 To facilitate better air ventilation in the Area, the AVA has recommended introducing NBA and building setback along major air paths. Furthermore, future developments are encouraged to adopt suitable design measures to minimize any possible adverse air ventilation impacts. These include greater permeability of podium, perforated building towers and podium design, wider gap between buildings to create air path for better ventilation and minimizing the blocking of air flow through positioning of building towers/podiums to align with the prevailing wind directions, as appropriate.
- 7.6 In general, a minor relaxation clause in respect of building height restrictions is incorporated into the Notes of the Plan in order to provide incentive for developments/redevelopments with planning and design merits. Each planning application for minor relaxation of building height restrictions 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 ventilation 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 ~~site constraints~~, the need for tree preservation, innovative building design and planning merits that would bring about improvements to townscape and amenity of the locality, provided that no

adverse landscape and visual impacts would be resulted from the innovative building design.

- 7.7 However, for existing buildings where the building heights have already exceeded the maximum building height restrictions in terms of mPD and/or number of storeys as shown on the Plan or stipulated in the Notes, there is a general presumption against such application for minor relaxation unless under exceptional circumstances.

Non-Building Area

- 7.8 Taking account of the findings of the AVA, site constraints and impacts on development/redevelopment potential, a 10m-wide strip of land along the eastern boundary of Lai On Estate and Yee Ching Court is designated as a NBA. The NBA serves as the entrance of the prevailing south-westerly wind. As the designation of the NBA is primarily for the purpose of above-ground air ventilation, the NBA restriction will not apply to underground developments. Provision has also been included in the Notes for the “R(A)” zone to allow minor relaxation of the NBA restriction under exceptional circumstances.

Building Gap / Building Setback

- 7.9 Gaps between buildings play a key role in creating air paths by appropriate design and disposition of building blocks. A 15m-wide building gap above 20mPD at an area covering the footpath between Sham Shui Po Sports Ground and Cheung Yue Street and adjoining parts of 8 and 10 Cheung Yue Street is demarcated on the Plan to create a new air path to facilitate the penetration of south-westerly wind.
- 7.10 Within the Cheung Sha Wan Industrial/Business Area, the AVA also recommends setback of buildings along Castle Peak Road, Cheung Shun Street, Cheung Yue Street and Cheung Yee Street to improve the air ventilation of the local area. A minimum of 2m to 5m-wide building setbacks from the lot boundaries are stipulated in the Notes for the “Commercial (4)”, “G/IC(4)”, “OU(B)1” to “OU(B)4” and “OU(Petrol Filling Station)” zones to improve the air ventilation.
- 7.11 Besides, air paths should be preserved within large sites including the following:
- (a) northeast-southwest aligned air paths within So Uk Estate to facilitate the penetration of downhill wind from Eagle’s Nest;
 - (b) air path(s) in northeast-southwest direction across Lai Kok Estate and Yee Kok Court should be incorporated upon their future redevelopment to facilitate the penetration of wind into the inner Cheung Sha Wan Area; and
 - (c) air paths should be incorporated in the two planned residential sites ***respectively to the north and south of*** ~~bound by Lai Chi Kok Road between , Hing Wah Street and Tung Chau Street; and bounded by Lai Chi Kok Road, Fat Tseung Street, Tung Chau Street and Tonkin Street~~

respectively. The two sites are located at the gateway of summer breeze into the Cheung Sha Wan Area.

- 7.12 The above air paths should be taken into account upon future development /redevelopment of the sites. The exact alignment, disposition and width of the air paths across these residential sites should be considered under the detailed AVAs to be prepared for the future development/redevelopment of these sites.
- 7.13 The streets in the Area generally follow a northeast-southwest and northwest-southeast grid pattern. The street orientation is in parallel with the prevailing annual wind coming from the east, northeast and southwest, and prevailing summer wind from the northeast, east and southwest directions. The grid street pattern of the Area serves as an important wind path system and should be preserved as far as possible.

8. LAND USE ZONINGS

8.1 Commercial (“C”) - Total Area 2.35 ha

- 8.1.1 This zone is intended primarily for commercial developments, which may include uses such as office, shop, services, place of entertainment, eating place and hotel, functioning as a district commercial/shopping centre. The areas under this zoning are major employment nodes.
- 8.1.2 Developments in this zone are subject to a maximum plot ratio of 12.0, except for the “C(1)” and “C(2)” sites which are subject to a maximum gross floor area (GFA) of 48 418m² and 77 738m² respectively. In the circumstances set out in Regulation 22 of the Building (Planning) Regulations, the above specified maximum plot ratio/GFA may be increased by what is permitted to be exceeded under Regulation 22. *This is to maintain flexibility for unique circumstances such as dedication of part of a site for road widening or public use.*
- 8.1.3 Trade Square at Cheung Sha Wan Road, Dragon Centre at Yen Chow Street, Lai Sun Commercial Centre at Cheung Sha Wan Road, Cheung Sha Wan Plaza at Cheung Sha Wan Road **and 650 Cheung Sha Wan Road** are zoned “C(1)” to ~~“C(4)”~~ “C(5)” respectively. Apart from the provision of public ~~car/lorry parksearparks~~ within these *existing* developments, public transport termini are also provided within Dragon Centre and Cheung Sha Wan Plaza.—, *requirement of Government accommodation for a post office with floor area accountable for plot ratio calculation will be included in the proposed commercial development at 650 Cheung Sha Wan Road zoned “C(5)”*.
- 8.1.4 Taking into account the building height restrictions of the surrounding areas, developments within this zone are subject to maximum building heights of 100mPD or 120mPD.
- 8.1.5 Minor relaxation of the plot ratio/GFA/building height restrictions may be considered by the Board on application under section 16 of the Ordinance. The criteria given in paragraphs 7.6 and 7.7 above would

be relevant for the assessment of minor relaxation of building height restrictions. Each application will be considered on its own merits.

- 8.1.6 However, for any existing building with plot ratio/GFA/building height already exceeding the relevant restrictions as stipulated on the Plan or in the Notes of the Plan, there is a general presumption against such application for minor relaxation unless under exceptional circumstances.
- 8.1.7 To facilitate air ventilation, road widening and streetscape improvement of the Cheung Sha Wan Industrial/Business Area, a minimum building setback of 3.5m from the lot boundary abutting Cheung Shun Street shall be provided within the “C(4)” sub-area to improve east-west air/wind path. Under exceptional circumstances, minor relaxation of the setback requirement may be considered by the Board on application under section 16 of the Ordinance.

8.2 Comprehensive Development Area (“CDA”) - Total Area 0.26 ha

- 8.2.1 This zone is intended for comprehensive development/redevelopment of the area for residential use. 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.
- 8.2.2 This zoning covers the site at Tai Po Road north of Ching Cheung Road, which is intended for low-to-medium density residential development. Owing to the special characteristics of the site, a development intensity higher than that of “Residential (Group C)” zone can be achieved without compromising the planning intention of maintaining public view from Tai Po Road by restricting development to not more than 3 storeys above the mean level of the portion of Tai Po Road abutting the lot. This zone is also subject to a maximum GFA of 6 717m², a maximum site coverage of 50% and a maximum building height of 123.17mPD.
- 8.2.3 Pursuant to section 4A(1) of the Ordinance, any development within the “CDA” zone would require the approval of the Board through planning application under section 16 of the Ordinance. Except as otherwise expressly provided that it is not required by the Board, a Master Layout Plan (MLP) should be submitted together with an environmental assessment, a traffic impact assessment and other information as specified in the Notes of the Plan for the approval of the Board pursuant to section 4A(2) of the Ordinance. A copy of the approved MLP shall be made available for public inspection in the Land Registry pursuant to section 4A(3) of the Ordinance.
- 8.2.4 To provide flexibility for innovative design adapted to the characteristics of the site, minor relaxation of the GFA/site coverage/building height restrictions may be considered by the Board on application under section 16 of the Ordinance. The criteria given in paragraphs 7.6 and 7.7 above would be relevant for the assessment of

minor relaxation of building height restriction. Each application will be considered on its own merits.

8.3 Residential (Group A) ("R(A)") - Total Area ~~86.74~~ **86.41** ha

- 8.3.1 This zone is intended primarily for high-density residential developments. Commercial uses such as bank, fast food shop and retail shop are always permitted on the lowest three floors of a building or in the purpose-designed non-residential portion of an existing building. The areas under this zoning are intended for private residential and public housing developments.
- 8.3.2 Existing private residential developments within this zoning are mainly located to the east of Yen Chow Street, between Po On Road and Un Chau Street, and along Hing Wah Street and Cheung Wah Street.
- 8.3.3 Existing public rental housing estates within this zoning include So Uk Estate, Lei Cheng Uk Estate, Lai Kok Estate, Nam Cheong Estate, Lai On Estate and Fortune Estate. Redevelopment of Un Chau Estate Phases 1 to 5 has been completed whereas the public rental housing estate at the junction of Tonkin Street and Cheung Sha Wan Road is under construction. Existing Home Ownership Schemes include Yee Kok Court, Po Lai Court, Yee Ching Court, Po Hei Court and Hang Chun Court. The community hall at Lai Kok Estate is a free-standing community facility.
- 8.3.4 In consideration of the overall transport, environmental and infrastructural constraints, as well as the adequacy in the provision of community facilities envisioned in the Kowloon Density Study Review completed in early 2002, developments or redevelopments within this zoning are subject to specific control on plot ratios except otherwise specified in the Notes, i.e. a maximum plot ratio of 7.5 for a domestic building and a maximum plot ratio of 9.0 for a partly domestic and partly non-domestic building. In calculating the GFA for these developments/redevelopments, the lands for free-standing purpose-designed buildings that are solely used for accommodating school or other GIC facilities, including those located on ground and on building podium, are not to be taken as parts of the site.
- 8.3.5 In the circumstances set out in Regulation 22 of the Building (Planning) Regulations, the above specified maximum plot ratios may be increased by what is permitted to be exceeded under Regulation 22. This is to maintain flexibility for unique circumstances such as ~~surrender~~ **dedication** of part of a site for road widening or public uses.
- 8.3.6 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 impact assessment and AVA, etc., as appropriate. The maximum plot ratio of 6 (calculated on a net site basis excluding slopes, public roads and free-standing GIC facilities) should be taken as the maximum level for the purposes of technical assessments. In view of the larger site area of public housing development sites, caution should be exercised to ensure that building blocks do not obstruct the wind flow and air paths should be reserved subject to AVA studies at building design stage. Low-rise free-standing GIC and ancillary facility buildings should be kept as breathing spaces and visual relief to the building masses. No new addition, alteration and/or modification to or redevelopment of these existing individual free-standing GIC and ancillary facility buildings shall result in a total development and/or redevelopment in excess of the height of the existing building.

- 8.3.7 On land designated “R(A)1” to “R(A)4”, the requirements of GIC facilities are stipulated in the Notes. The stipulation of such requirements in the Notes is to ensure that the reprovisioning of these facilities, currently provided in these sites, is to the satisfaction of the Government upon redevelopment. Any reduction in the total GFA provided for GIC facilities may be considered by the Board on application under section 16 of the Town Planning Ordinance.
- 8.3.8 The site at 500 Tung Chau Street, which has been developed into a residential and commercial development (known as the Sparkle), is zoned “R(A)9” and subject to a maximum domestic and non-domestic GFA of 24 825m² and 4 965m² respectively.
- 8.3.9 Developments and redevelopments on sites zoned “R(A)” are subject to maximum building height restrictions ranging from 80mPD to 120mPD. Besides, there are some low-rise older buildings on small sites in the Area. Developments within the “R(A)6” sub-area are subject to a building height restriction of 80mPD; developments within the “R(A)3”, “R(A)4”, “R(A)5” ~~and~~, “R(A)7” **and** “**R(A)10**” sub-areas are subject to a building height restriction of 90mPD; developments within the “R(A)1”, “R(A)2” and “R(A)8” sub-areas are subject to a building height restriction of 100mPD. To cater for amalgamation of smaller sites and inclusion of on-site parking and loading/unloading and other supporting facilities for larger sites, an additional allowance of 20m will be permitted for residential sites with areas of 400m² or more, except on land zoned “R(A)” and “R(A)9”.
- 8.3.10 Minor relaxation of plot ratio/GFA/building height restrictions may be considered by the Board on application under section 16 of the Ordinance. The criteria given in paragraphs 7.6 and 7.7 above would be relevant for assessment of minor relaxation of building height restrictions. Each application will be considered on its own merits.
- 8.3.11 However, for any existing building with plot ratio/GFA/building height already exceeding the relevant restrictions as stipulated on the Plan or

in the Notes of the Plan, there is a general presumption against such application for minor relaxation except under exceptional circumstances.

- 8.3.12 In order to enhance the local air ventilation performance, a ~~10-m~~ **m**-wide strip of land along the eastern boundary of Lai On Estate and Yee Ching Court is designated as a NBA. Under exceptional circumstance, minor relaxation of the NBA restriction may be considered by the Board on application under section 16 of the Ordinance.

8.4 Residential (Group C) (“R(C)”) - Total Area 2.67 ha

- 8.4.1 This zone is intended primarily for low-to-medium density residential developments where commercial uses serving the residential neighbourhood may be permitted on application to the Board. This zoning is sub-divided into six sub-areas and the development intensity and building height restrictions are stipulated in the Notes. These restrictions are intended to reflect the general character of the residential neighbourhood, and to prevent dense ribbon type development along Tai Po Road as there is a planning intention to secure public view along the road.
- 8.4.2 The six sub-areas comprise five existing residential developments along Tai Po Road, i.e. Monte Carlton, Villa Carlton, Bamboo Villa, Caldecott Hill and The Caldecott (sub-areas “R(C)1” to “R(C)5”), and one residential site along Caldecott Road (sub-area “R(C)6”). The residential site zoned “R(C)6” is an ex-Government quarters. These sites are subject to maximum building height restrictions ranging from 105.5mPD to 172.4 mPD.
- 8.4.3 To provide flexibility for innovative design adapted to the characteristics of particular sites, minor relaxation of the GFA/site coverage/building height restrictions may be considered by the Board on application under section 16 of the Ordinance. The criteria given in paragraphs 7.6 and 7.7 above would be relevant for the assessment of minor relaxation of building height restrictions. Each application will be considered on its own merits.
- 8.4.4 However, for any existing building with GFA/site coverage/building height already exceeding the relevant restrictions as stipulated on the Plan or in the Notes of the Plan, there is a general presumption against such application for minor relaxation unless under exceptional circumstances.

8.5 Residential (Group E) (“R(E)”) - Total Area 2.20 ha

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

The developers will be required to submit adequate information to demonstrate that the new residential development will be environmentally acceptable, and suitable mitigation measure, if required, will be implemented to address the potential I/R interface problems.

- 8.5.2 Under this zoning, existing industrial uses will be tolerated but new industrial development will not be permitted upon redevelopment of existing industrial buildings in order to avoid the perpetuation or aggravation of the I/R interface problems with the new residential development 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 the permission of the Board.
- 8.5.3 Two sites at the junction of Un Chau Street and Wing Lung Street are zoned “R(E)2”; and two sites at the junction of Yee Kuk Street and Fat Tseung Street are zoned “R(E)1” with a view to phasing out the obsolete industrial uses. A site at the junction of Tonkin Street and Cheung Sha Wan Road, previously occupied by the Cheung Sha Wan Factory Estate, is also zoned “R(E)” and ~~is being~~ **has been** developed into a public rental housing estate, i.e. Un Chau Estate Phase 5.
- 8.5.4 Developments within this zone are subject to specific control on plot ratios similar to that for the “R(A)” zone as stipulated in the Notes. In calculating the GFA for these developments/redevelopments, the lands for free-standing purpose-designed buildings that are solely used for accommodating school or other GIC facilities, including those located on ground and on building podium, are not to be taken as parts of the site.
- 8.5.5 In the circumstances set out in Regulation 22 of the Building (Planning) Regulations, the above specified maximum plot ratio may be increased by what is permitted to be exceeded under Regulation 22. This is to maintain flexibility for unique circumstances such as dedication of part of a site for road widening or public uses.
- 8.5.6 Developments and redevelopments within this zone are subject to maximum building height restrictions ranging from 80mPD to 120mPD. To cater for amalgamation of smaller sites for achieving better urban design and local area improvements, on land designated “R(E)1” and “R(E)2”, an additional allowance of 20m will be allowed for sites with areas of 400m² or more.
- 8.5.7 Minor relaxation of the plot ratio/building height restrictions may be considered by the Board on application under section 16 of the Ordinance. The criteria given in paragraphs 7.6 and 7.7 above would be relevant for the assessment of minor relaxation of building height restrictions. Each application will be considered on its own merits.
- 8.5.8 However, for any existing building with plot ratio/building height

already exceeding the relevant restrictions as stipulated on the Plan or in the Notes of the Plan, there is a general presumption against such application for minor relaxation except under exceptional circumstances.

8.6 Government, Institution or Community (“G/IC”) - Total Area ~~41.144~~**41.39** ha

- 8.6.1 This zone is intended primarily for the provision of GIC facilities serving the needs of the local residents and/or a wider district, region or the territory. It is also intended to provide land for uses directly related to or in support of the work of the Government, organizations providing social services to meet community needs, and other institutional establishments.
- 8.6.2 Major existing developments include Sham Shui Po Police Station at the junction of Lai Chi Kok Road and Yen Chow Street, Lei Cheng Uk Han Tomb Museum (a declared monument) at Tonkin Street, Cheung Sha Wan Police Station at the junction of Lai Chi Kok Road and Cheung Mou Street, a fire station and an ambulance depot at the junction of Cheung Sha Wan Road and Fat Tseung Street, an indoor games hall at Hing Wah Street, Caritas Medical Centre at Wing Hong Street, Haking Wong Technical Institute at Lai Chi Kok Road, Cheung Sha Wan Government Offices at the junction of Cheung Sha Wan Road and Yen Chow Street, and a number of primary and secondary schools.
- 8.6.3 A site at Cheung Sha Wan Road near Tonkin Street has been reserved for a cultural complex. The area of the former Wai Man Tsuen (Lai Chi Kok Cottage Area) and the former Butterfly Valley New Village ~~have been reserved for the Lai Chi Kok Transfer Scheme~~**are reserved for the Lai Chi Kok Drainage Tunnel** and international school development.
- 8.6.4 There are three sub-areas, covering three existing religious institutions (i.e. Fuk Tak Buddhist Association (“G/IC(1)”), Wong Tai Sin Yuen Ching Kwok (“G/IC(2)”) and Tze Yeung Tung Temple (“G/IC(3)”), under this zoning. The development intensity and building height restrictions are stipulated in the Notes of the Plan. These restrictions are intended to contain the three religious institutions to their existing/approved uses and intensity within the existing premises, and to control the building intensity/land uses of any further development/redevelopment.
- 8.6.5 Developments and redevelopments within this zone are subject to building height restrictions in terms of number of storeys (excluding basement floors(s)) or mPD as stipulated on the Plan or in the Notes of the Plan, or the height of the existing building, whichever is the greater. Building height restrictions for most of the “G/IC” sites are stipulated in terms of number of storeys except the relatively high-rise GIC uses, such as Cheung Sha Wan Government Offices, Caritas Medical Centre and Sunrise House, so as to reflect the existing building height and/or to provide a more clear control over the building height profile.
- 8.6.6 Minor relaxation of the GFA/site coverage/building height restrictions

may be considered by the Board on application under section 16 of the Ordinance. The criteria given in paragraphs 7.6 and 7.7 above would be relevant for the assessment of minor relaxation of building height restrictions. Each application will be considered on its own merits.

8.6.7 However, for any existing building with GFA/site coverage/building height already exceeding the relevant restrictions as stipulated on the Plan or in the Notes of the Plan, there is a general presumption against such application for minor relaxation unless under exceptional circumstances.

8.6.8 In order to enhance the local air ventilation performance and to facilitate road widening and streetscape improvement of the Cheung Sha Wan Industrial/Business Area, a minimum building setback of 3.5m from the lot boundary abutting Castle Peak Road shall be provided within the “G/IC(4)” sub-area. Under exceptional circumstances, minor relaxation of the setback requirement may be considered by the Board on application under section 16 of the Ordinance.

8.7 Open Space (“O”) - Total Area ~~26.79~~ 26.56 ha

8.7.1 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.

8.7.2 Existing major open spaces include Tung Chau Street Park to the east of Nam Cheong Estate, Sham Shui Po Park at Lai Chi Kok Road, Sham Shui Po Park Stage 2 to the east of Lai Kok Estate, Cheung Sha Wan Playground at the junction of Cheung Sha Wan Road and Fat Tseung Street, Sham Shui Po Sports Ground at Hing Wah Street, Maple Street Playground at Wong Chuk Street, Po On Road Playground and Hing Wah Street Playground to the west of Un Chau Estate.

8.7.3 Additional sites have been reserved for the development of open spaces. The *two* sites, ~~previously occupied by the Cheung Sha Wan Estate,~~ ***south of Lai Chi Kok Road at Hing Wah Street*** will also be redeveloped for open space use.

8.8 Other Specified Uses (“OU”) - Total Area 25.91 ha

8.8.1 This zone is intended primarily to provide/reserve land for specified purposes/uses.

8.8.2 The existing Roman Catholic Cemetery to the north of Ching Cheung Road and the petrol filling stations at Un Chau Street, Castle Peak Road, Ching Cheung Road, Tai Po Road and Lai Chi Kok Road are within this zoning.

8.8.3 The entire Cheung Sha Wan Industrial/Business Area, bounded by Ching Cheung Road to the north, Yu Chau West Street and Wing Ming Street to the east, Lai Chi Kok Road to the south and Kom Tsun Street

to the west, is zoned “OU(B)”. Developments are restricted to a maximum plot ratio of 12.0. 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 I-O buildings. 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 industrial or I-O building and in the Cheung Sha Wan Industrial/Business area until the area is transformed to cater for the new non-polluting business uses. The setting back of buildings to cater for the future increase in traffic demand is also required. Development within this zone should make reference to the relevant Town Planning Board Guidelines. In the circumstances set out in Regulation 22 of the Building (Planning) Regulations, the above specified maximum plot ratio may be increased by what is permitted to be exceeded under Regulation 22. ***This is to maintain flexibility for unique circumstances such as dedication of part of a site for road widening or public uses.***

- 8.8.4 To enhance air ventilation of the Cheung Sha Wan Industrial/Business Area, Castle Peak Road, Cheung Shun Street, Cheung Yue Street and Cheung Yee Street shall be widened. Since 2002, for street widening and streetscape improvement, building setback requirements of 2 to 5m along these streets have been incorporated in the Cheung Sha Wan and Sham Shui Po Outline Development Plan according to the comments of Transport Department. To improve east-west air path as well as to facilitate street widening and streetscape improvement, a building setback of 2m from the lot boundary abutting Castle Peak Road within the “OU(B)1” sub-area; a 3.5m setback from the lot boundary abutting Castle Peak Road within the “OU(B)2” sub-area; a 3.5m setback from the lot boundary abutting Cheung Shun Street/Cheung Yue Street within the “OU(B)3” sub-area; and a 5m setback from the lot boundary abutting Cheung Yee Street/Cheung Yue Street within the “OU(B)4” sub-area shall be provided. Within the “OU(Petrol Filling Station)” zone, a minimum setback of 3.5m from the northern lot boundary abutting Castle Peak Road and a minimum setback of 2m from the southern lot boundary abutting Castle Peak Road shall also be provided.
- 8.8.5 Within the “OU(B)” zone, developments and redevelopments to the south of Cheung Sha Wan Road are subject to a maximum building height of 120mPD, whereas those to the north of Cheung Sha Wan Road are subject to a maximum building height of 130mPD.
- 8.8.6 Taking into account the recommendations of the AVA, a 15m-wide building gap above 20mPD at an area covering the footpath between Sham Shui Po Sports Ground and Cheung Yue Street and adjoining parts of 8 and 10 Cheung Yue Street is demarcated on the Plan to create

a new air path to facilitate the penetration of south-westerly wind.

- 8.8.7 A site at Castle Peak Road is zoned “OU(Hotel)” to facilitate the in-situ conversion of an existing commercial/office building to hotel use. Developments and redevelopments within this zone are subject to a maximum non-domestic plot ratio of 12.0 (including the GFA of back-of-house facilities) and a maximum building height of 84mPD.
- 8.8.8 Minor relaxation of the plot ratio/building height/building gap restrictions may be considered by the Board on application under section 16 of the Ordinance. The criteria given in paragraphs 7.6 and 7.7 above would be relevant for the assessment of minor relaxation of building height restrictions. Each application will be considered on its own merits.
- 8.8.9 However, for any existing building with plot ratio/building height already exceeding the relevant restrictions as stipulated on the Plan or in the Notes of the Plan, there is a general presumption against such application for minor relaxation unless under exceptional circumstances.
- 8.8.10 Under exceptional circumstances, minor relaxation of the setback requirements may be considered by the Board on application under section 16 of the Ordinance.

8.9 Green Belt (“GB”) - Total Area 50.78 ha

The planning intention of this zone is primarily for the conservation of the existing natural environment amid the built-up areas/at the urban fringe, to safeguard it from encroachment by urban type development, and to provide additional outlets for passive recreational activities. There is a general presumption against development within this zone. This zoning mainly covers the foothills to the north of Ching Cheung Road and Tai Po Road where the steep topography renders development impossible. The foothills are well-wooded slopes providing a green backdrop to the Area. 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. URBAN RENEWAL AUTHORITY DEVELOPMENT SCHEME PLAN AREAS

- Total Area 1.08 ha

- 9.1 Two areas have been designated as Urban Renewal Authority (URA) Development Scheme Plan (DSP) Areas. The land use zonings of the areas are depicted on the relevant URA DSPs and they will be implemented by the URA.
- 9.2 The DSP for Lai Chi Kok Road/Kweilin Street and Yee Kuk Street covers an area of 0.33 ha. URA intends to redevelop this area for commercial/residential uses with public open space. The draft URA Lai Chi Kok Road/Kweilin Street and Yee Kuk Street DSP was approved by the CE in C on 20 June 2006 and subsequently renumbered as S/K5/URA1/2.

- 9.3 The DSP for Hai Tan Street/Kweilin Street and Pei Ho Street covers an area of 0.744 ha. URA intends to redevelop this area for commercial/residential/ GIC uses with public open space. The draft URA Hai Tan Street/Kweilin Street and Pei Ho Street DSP was approved by the CE in C on 3 June 2008 and subsequently renumbered as S/K5/URA2/2.

10. COMMUNICATIONS

10.1 Roads

- 10.1.1 The Area is well served by major roads. Ching Cheung Road and Tai Po Road, which pass through the northern part of the Area, are ~~part of the primary distributors network~~ ***linking serving the area with Kwai Chung and East North Kowloon.*** ~~Improvement works to Lung Cheung Road and Ching Cheung Road have been completed.~~ ***Lai Chi Kok Road and Cheung Sha Wan Road are important district also primary distributors linking the area with Mei Foo and Mongkok Kowloon with Tsuen Wan.*** ***West Kowloon Corridor is an urban trunk road that runs along the south-western edge of the Area and provides quick access to Tsuen Wan and Yau Tsim Mong district.***
- 10.1.2 ~~The Area is served by Tsing Sha Highway (also known as Route 8) between Cheung Sha Wan and Sha Tin, which was commissioned in March 2008. This section of Tsing Sha Highway is a dual 3 lane road connecting the Cheung Sha Wan area of West Kowloon to Sha Tin via tunnels and elevated road structures.~~ ***is a trunk road linking Lantau and Sha Tin comprising Sha Tin Height Tunnel, Eagle's Nest Tunnel, Lai Chi Kok Viaduct, Stonecutters Bridge and their connecting roadways. The section between Cheung Sha Wan and Sha Tin was commissioned in March 2008, while the section between Cheung Sha Wan and Tsing Yi was commissioned in December 2009.***

10.2 Parking Facilities

To alleviate the problem of off-street car/lorry parking facilities in the Area, car-parking, loading and unloading facilities have been incorporated in several commercial developments. These commercial developments include Trade Square at Cheung Sha Wan Road, Dragon Centre at Yen Chow Street, Lai Sun Commercial Centre at Cheung Sha Wan Road and Cheung Sha Wan Plaza at Cheung Sha Wan Road.

10.3 Mass Transit Railway

- 10.3.1** The Mass Transit Railway Tsuen Wan Line runs through the Area beneath Cheung Sha Wan Road with three stations, namely Sham Shui Po Station, Cheung Sha Wan Station and Lai Chi Kok Station.
- 10.3.2** ***Pursuant to section 13A of the Ordinance, the railway scheme authorized by the CE in C under the Railways Ordinance, Chapter 519, shall be deemed to be approved under the Ordinance. As the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail***

Link (XRL) has been authorized by CE in C on 20 October 2009, the alignment of the XRL is shown on the Plan for information only.

11. UTILITY SERVICES

The Area has piped water supply as well as drainage and sewerage systems. Electricity, gas and telephone services are also available and no difficulties are anticipated in meeting the future requirements.

12. CULTURAL HERITAGE

A declared monument (the Lei Cheng Uk Han Tomb) and a number of graded historic buildings, including Sam Tai Tsz Temple (Grade 2) and Pak Tai Temple (Grade 3) at Yu Chau Street, Tin Hau Temple (Grade 3) and Sham Shui Po Public Dispensary (Grade 2) at Yee Kuk Street, Mo Tai Temple (Grade 2) near Hai Tan Street, Sham Shui Po Police Station (Grade 2) at Yen Chow Street, as well as the shophouses at **51 Yen Chow Street (Grade 1)**, 189 Apliu Street (Grade 2), 58 Pei Ho Street (Grade 2), **170 Yee Kuk Street (Grade 2)**, **269 Yu Chau Street (Grade 3)**, **271 Yu Chau Street (Grade 3)**, **117 Nam Cheong Street (Grade 3)**, **119 Nam Cheong Street (Grade 3)**, **121 Nam Cheong Street (Grade 3)**, **123 Nam Cheong Street (Grade 3)**, **125 Nam Cheong Street (Grade 3)**, 130 Ki Lung Street (Grade 3) **and 132 Ki Lung Street (Grade 3)**, are located within the Area. Prior consultation with the Antiquities and Monuments Office of Leisure and Cultural Services Department should be made if any development, redevelopment or rezoning proposals might affect the above monument and historic buildings and their immediate environs.

13. IMPLEMENTATION

- 13.1 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.
- 13.2 The Plan provides a broad land use framework within which more detailed non-statutory plans for the Area are prepared by the Planning Department. These detailed plans are used as the basis for public works planning and site reservation within the Government. 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 relevant client departments and the works departments, such as the Highways Department and

the Architectural Services Department. In the course of implementation of the Plan, the Sham Shui Po District Council would also be consulted as appropriate.

- 13.3 Planning applications to the Board will be assessed on individual merits. In general, the Board, in considering the planning applications, will take into account all relevant planning considerations which may include the departmental outline development plans and the guidelines published by the Board. The outline development plans are available for public inspection at the Planning Department. Guidelines published by the Board are available from the Board's website, the Secretariat of the Board and the Technical Services Division of the Planning Department. Application forms and Guidance Notes for planning applications can be downloaded from the Board's website and are available from the Secretariat of the Board and the Technical Services Division and the relevant District Planning Office of the Planning Department. Applications should be supported by such materials as the Board thinks appropriate to enable it to consider the applications.

TOWN PLANNING BOARD

~~NOVEMBER 2011~~-xxxx

Provision of Major Community Facilities in Cheung Sha Wan

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	23.09 ha	9.64	13.29	-9.80ha
Local Open Space	10 ha per 100,000 persons	23.09 ha	20.50	21.29	-1.80ha
Secondary School	1 whole-day classroom for 40 persons aged 12-17	336 classrooms	221	281	-55 classrooms
Primary School	1 whole-day classroom for 25.5 persons aged 6-11	523 classrooms	422	512	-11 classrooms
Kindergarten/ Nursery	26 classrooms for 1,000 children aged 3 to 6	135 classrooms	132	139	+4 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	2	2	+1
Hospital	5.5 beds per 1,000 persons	1,333 beds	1,199	1,456	+123
Specialist Clinic/Polyclinic	1 specialist clinic/ polyclinic whenever a regional or district hospital is built	2	2	2	0
Clinic/Health Centre	1 per 100,000 persons	2	2	2	0
Post Office	1 per 30,000 persons	7	4	4	-3
Magistracy (with 8 courtrooms)	1 per 660,000 persons	0	0	0	0
Market	No set standard	NA	4	4	NA

Integrated Children and Youth Services Centre	1 for 12,000 persons aged 6-24	3	3	3	0
Integrated Family Services Centres	1 for 100,000 to 150,000 persons	2	4	5	+3
Library	1 district library for every 200,000 persons	1	2	2	+1
Sports Centre	1 per 50,000 to 65,000 persons	4	3	3	-1
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	2	2	+1

Note:

- (1) The planned population for the area is 230,900 (usual residents and mobile residents). If transient population (e.g. tourists) is included, the figure is 250,000.
- (2) Some facilities are assessed on a wider district basis by the relevant departments, e.g. secondary school, primary school, sports ground. The shortfall in the OZP area could be addressed by the provision in the adjoining area, subject to the assessment of concerned departments. The provision of primary school classrooms will be assessed by the Education Bureau separately.
- (3) There is a shortfall of 1.8ha of local open space in the area and a shortfall of 9.8ha of district open space.

摘錄自第四屆深水埗區議會二零一三年一月十五日第七次會議記錄

**Extracted from Minutes of the 7th Meeting of the Fourth Term
Sham Shui Po District Council held on 15 January 2013 (Translation)**

(c) 《長沙灣分區計劃大綱核准圖編號 S/K5/33》的擬議修訂項目(深水埗區議會文件 3/13)

45. 主席歡迎規劃署、漁農自然護理署(漁護署)、房屋署、運輸署以及康樂及文化事務署(康文署)的代表出席會議。

46. 張國成先生以投影片輔助介紹文件 3/13，並根據分區計劃大綱草圖的修訂項目建議，以合成相片形式呈現擬議修訂項目(A及B項)將來的面貌。

47. 黃頌良先生對擬議修訂項目表示支持，並有以下意見：(i)長沙灣郵政局為重要的社區配套設施，故同意保留；(ii)同意荔枝角道/東京街項目及荔枝角道/興華街項目的土地用途作互換，以保持區內的均衡發展。

48. 黃志勇先生有以下意見及查詢：(i)海麗邨旁邊的用地規劃為「政府、機構或社區用途」，現用作臨時公園。參考荔枝角道/東京街項目及荔枝角道/興華街項目的互相配合安排，加上居民對臨時公園的強烈需求，建議將海麗邨旁邊的用地永久劃為「休憩用地」，並以附近的其他用地配合交換；(ii)荔枝角道/東京街項目及荔枝角道/興華街項目更改土地用途屬重大改動，希望了解背後原因。

49. 衛煥南先生有以下意見及查詢：(i)現時福華街及福榮街的計劃未有將旁邊的臨時垃圾站納入地盤，會對將來落成樓宇的居民造成影響，希望署方將之納入地盤一併處理，加大地盤面積；(ii)現時荔枝角道/興華街的設計是否仍預留部分地方作家禽批發市場，建議署方善用土地空間，不應將土地繼續用作家禽批發市場。

50. 韋海英女士對擬議修訂項目表示支持，並建議將荔枝角道/東京街擬建出租公屋的高度提高。

51. 吳貴雄先生對擬議修訂項目表示支持，並有以下意見：(i)支持將長沙灣道 650 號改劃為商業用途。他理解市民對住

屋的需求，但香港作為商業城市，有需要增建商業樓宇作發展；(ii)荔枝角道/東京街項目及荔枝角道/興華街項目的互換屬合理調動，以便作適時發展；(iii)對荔枝角道/興華街項目改作「休憩用地」表示支持，因地盤面對荔枝角天橋，加上鄰近油站，若興建住宅會為居民帶來噪音及風險。

52. 盧永文先生對擬議修訂項目表示支持，並有以下意見：(i)署方的計劃會為深水埗區帶來新景象；(ii)歡迎署方因應趨勢，將長沙灣道 650 號改劃為商業用途。現時有不少工業樓宇被改作商業用途，有關部門應依法處理。增建商業樓宇有助區內的商業發展及改善民生。

53. 李祺達先生有以下意見及查詢：(i)對長沙灣道 650 號改劃為商業用途有保留，因區內已有不少商業樓宇，建議將土地撥作私人房屋發展，並希望了解署方將土地撥作商業用地的理據；(ii)認同荔枝角道/東京街項目及荔枝角道/興華街項目的互相配合安排；(iii)長遠而言，希望局方盡快將整個長沙灣臨時家禽批發市場遷離本區。

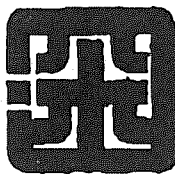
54. 梁文廣先生對擬議修訂項目表示支持，並有以下意見：(i)認同市民對住屋的強烈需求，但居民亦需要社區設施，例如醫療衛生及圖書館設施；(ii)建議署方為深水埗區作大範圍的整體規劃；(iii)荔枝角道/東京街計劃約為一個屋邨的面積，希望了解署方為該計劃提供社區及文娛康樂設施的方向。

55. 李詠民先生對擬議修訂項目表示支持，並有以下意見：(i)長沙灣道 650 號的用地旁邊亦有商貿大廈，建議將該區域發展為類似觀塘的商業區，改善本區商業環境；(ii)同意將荔枝角道/東京街項目改建為住宅，但希望署方放寬樓宇高度限制，因鄰近的長沙灣邨及元州邨都高於 100 米，興建更多單位可縮短輪候公屋的時間。

56. 劉佩玉女士對擬議修訂項目表示支持，並有以下意見及查詢：(i)計劃回應市民對增建住宅及公屋的強烈需求；(ii)希望了解荔枝角道/東京街項目及福華街及福榮街項目所興

**SHAM SHUI PO
DISTRICT COUNCIL**

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深水埗區議會

九龍長發街303號
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電話: 2150 8104

傳真函件

香港北角
渣甸道333號
北角政府合署15樓
城市規劃委員會
主席周達明先生
(傳真: 2877 0245, 2522 8426)

周主席:

關注深水埗區停車位不足問題

深水埗區議會交通事務委員會於二零一三年二月二十一日的會議上，討論了深水埗區停車位不足的問題（討論文件見附件）。

委員擔心區內停車位嚴重不足，希望有關方面積極跟進區內車位的需求問題，設法提供更多車位供公眾人士使用。委員亦要求當局放寬福榮街臨時停車場私人土地發展項目的地積比率，以增設公眾停車位，彌補因發展土地而引起的車位短缺。

懇請貴會盡快回覆。如對本函內容有任何查詢，請致電與委員會秘書余家英女士聯絡（電話：2150 8104）。

深水埗區議會
交通事務委員會主席鄭泳舜

鄭泳舜

副本送：
深水埗民政事務專員
運輸署交通工程(九龍)部九龍西組工程師/深水埗

二零一三年三月十八日

HAD 1149

建的樓宇類型；(iii)長沙灣道 650 號的計劃可平衡區內發展，亦可增加本區的就業機會；(iv)除住屋外，署方亦需注意區內對社區設施的需求。

57. 馮檢基議員有以下意見：(i)現時全港的公營房屋短缺，加上區內居於私樓的居民較居於公營房屋者為多，建議署方考慮於區內多建公屋及居屋，而非私人樓宇；(ii)不同意將長沙灣道 650 號改建為商業樓宇。區內以住宅為主，土地應用作發展公屋或居屋；(iii)於新填海區的規劃中，應加入更多社區設施，例如市政大樓或文娛中心。

58. 覃德誠先生對擬議修訂項目有以下意見：(i)理解署方因聽從上級指示而要興建更多公屋；(ii)荔枝角道/東京街用地應一早發展作休憩用地，但面對公屋需求大增，無奈地接受將土地改作住宅用途；(iii)荔枝角道/東京街項目附近已有基本的社區配套，附近亦為公屋群，加上落成後可增加調遷機會，為鄰近的屋邨創造重建契機，所以不反對此項目；(iv)希望了解選擇荔枝角道/興華街，而非長沙灣屠房或其他地方作互相配合安排的原因；(v)宏昌工廠大廈的出租率現時為百分之百，希望了解多少年後才可有休憩設施的發展；(vi)反對將長沙灣道 650 號改建為商業用途，署方的文件指出計劃以房屋為先，但長沙灣道 650 號卻改建為商業用途，不合規劃邏輯，加上地盤後有部分較矮的住宅，擔心會影響陽光及通風。

59. 張永森先生對擬議修訂項目有以下意見：(i)理解市民對房屋的需求很大，所以對釋出土地增建房屋表示鼓勵；(ii)部分計劃已落後多年，例如現時福華街及福榮街項目的臨時垃圾站及停車場，對周邊的環境不無影響；(iii)希望這次建議只是一個開始，將來再考慮將區內其他用地地盡其用，例如長沙灣蔬菜批發市場、長沙灣臨時家禽批發市場、長沙灣熟食市場及區內多個臨時停車場；(iv)區內有很多地方可供配合現時對住屋及社區配套的需求，希望署方提出更多建議。

60. 沈少雄先生對擬議修訂項目表示支持，並有以下查詢及

意見：(i)希望署方為項目提供更多資料，例如區內的人口變化；(ii)支持長沙灣道 650 號改為商業用途，以助區內平衡發展，以及增加就業機會；(iii)現時福華街及福榮街的臨時停車場的使用率很高，項目開始後會否導致停車位不足；(iv)可否放寬荔枝角道/東京街項目的高度限制，增加單位數目；(v)希望署方澄清荔枝角道/東京街的面積是文件所列的 2.5 公頃，抑或投影片所列的 2.3 公頃；(vi)關注荔枝角道/興華街的休憩用地的落實安排，因現時於用地上的宏昌工廠大廈及長沙灣臨時家禽批發市場都運作順暢，並查詢其他部門對改建有何實際計劃。

61. 林家輝先生有以下意見：(i)希望署方將福華街及福榮街的地盤地盡其用，對現時署方的設計有保留；(ii)若荔枝角道/東京街項目有新公共屋邨，相信需要一個垃圾站，建議於該用地設置垃圾站，並關閉福華街及福榮街的臨時垃圾站；(iii)若福華街及福榮街的臨時垃圾站屬必要，便建議局方將垃圾站納入地盤，並改建為一個有充足設施的現代化垃圾站；(iv)現時福華街及福榮街的停車場對區內駕駛人士非常重要，建議在新地盤上興建設有不少於 100 個停車位的地底停車場；(v)於重建過程中，相信區內其他垃圾站可暫時處理福華街及福榮街垃圾站的垃圾，亦可考慮於東京街渠蓋上興建短期臨時垃圾站以應需求。

62. 鄭泳舜先生對擬議修訂項目表示認同，並有以下意見及查詢：(i)根據香港大學的調查，超過百分之九十的市民認為政府應優先處理房屋問題。公屋輪候冊的人數已超過 200 000 人，並有超過 200 000 人居住在板間房或劏房，所以認同署方推動房屋政策；(ii)市區重建局的重建速度遠遠落後於市民的期望，所以認同政府要主動覓地發展房屋；(iii)對荔枝角道/東京街項目興建 2 300 個單位表示支持；(iv)希望了解荔枝角道/東京街項目及荔枝角道/興華街項目互相配合安排的背後原因，是否可加快興建單位的速度；(v)福華街及福榮街的停車場是有需要的，並希望計劃能興建中小型單位；(vi)區內需要發展商業，所以支持將長沙灣道 650 號改為商業用

途；(vii)希望署方善用區內土地作發展。

63. 陳偉明先生對擬議修訂項目表示支持，並有以下意見：(i)認同署方發展房屋的方向；(ii)長沙灣道 650 號位處住宅及商業樓宇的交界，將土地發展為商業用途，長遠能夠推動長沙灣及荔枝角的商業發展，所以對計劃表示支持；(iii)認同荔枝角道/東京街項目可加快公屋供應；(iv)希望計劃能多考慮建屋佈局，以減低屏風效應及提供更多公共空間；(iv)希望能加強區議會於土地規劃方面的參與，吸納更多居民意見。

64. 陳鏡秋先生對擬議修訂項目表示支持，並有以下意見：(i)面對市民對住屋需求增加、私人樓宇呎價上升等因素，認同署方積極發展房屋；(ii)福華街及福榮街的臨時垃圾站使用超過 17 年，建議與荔枝角道/東京街項目合併處理；(iii)荔枝角道/東京街的建築物高度限制為 100 米，但對是否興建過高的住宅有保留；(iv)署方應為荔枝角道/興華街項目發展休憩設施制定清晰時間表及提供更多詳細資料；(v)深水埗區的公屋數量在十八區中排名第四，但只要選址合適，區內對興建公屋應無太大反對聲音。

65. 黃達東先生有以下意見及查詢：(i)欣賞政府主動善用區內土地；(ii)香港現時面對兩大問題，包括貧富懸殊及青年人置業困難，所以認同政府釋出土地建屋；(iii)希望了解今次擬議修訂項目下的商業樓宇及公私營樓宇比例；(iv)希望了解署方如何讓長沙灣郵政局於工程進行中維持正常運作；(v)希望了解署方對深水埗區的整體規劃，以及公私營住宅及商業用地的比重；(vi)擬議修訂項目是個好開始，希望署方繼續將土地資源分配給有需要人士。

66. 陳偉信先生回應如下：

- (i) 署方希望聆聽議員及居民的意見，並會在整理意見後，將方案提交城規會考慮，而將來呈交的城規會文件，亦會向公眾公開。

- (ii) 就長沙灣道 650 號應發展為商業或住宅用途，署方採納環境保護署(環保署)的意見，認為用地鄰近繁忙的長沙灣道，以現時的環保標準計算，於用地興建住宅將超過《噪音管制條例》訂明的標準。署方曾考慮將住宅後移，但為了符合此法定標準，必須將住宅後移 30 米，在整塊土地長約 50 米的限制下，後移 30 米會讓建成的樓宇成為「刀片樓」。署方在顧及規劃原則及地盡其用的考慮下，建議將用地撥作商業用途。
- (iii) 認同長沙灣郵政局非常重要，政府產業署會租用鄰近地方作臨時郵政局，將來會在地政總署的賣地章程內規定原址重置長沙灣郵政局。
- (iv) 福華街及福榮街項目建議興建私人住宅，但未能肯定會否「限呎」。以每一單位 50 平方米計算，項目將可興建數百個單位。
- (v) 署方曾與食物環境衛生署(食環署)商討有關福華街及福榮街項目旁的臨時垃圾站的問題，由於垃圾站的服務範圍內並無可供重置的地方，所以希望將臨時垃圾站改善成現代化的垃圾收集站。
- (vi) 據運輸署提供的資料，福華街及福榮街附近的停車場有足夠的停車位滿足需求。
- (vii) 署方曾在二零一零年十一月就《長沙灣分區計劃大綱圖》的加入適當的建築物高度限制向區議會進行諮詢，並獲區議會同意於長沙灣區的樓宇高度以階梯式上升，由臨海較矮的建築物到近山邊較高的建築物。於荔枝角道/東京街的地盤建築物高度，已參考附近公屋的主水平基準 100 米的高度。若有獨特理據，可考慮向城規會申請稍為放寬高度限制，此外，可建單位數量將視乎地積比率而非高度而定。
- (viii) 荔枝角道/東京街的用地為「熟地」，發展速度較快，

但荔枝角道/興華街用地需時進行搬遷工作。因應市民對房屋的急切需求，所以建議採用土地用途互換方式的安排。

- (ix) 曾考慮將已停止運作的長沙灣屠房土地發展成住宅用途，但環保署認為現時位於旁邊的長沙灣蔬菜批發市場在每天清晨開始運作，會對落成後住宅的居民造成滋擾。
- (x) 署方與房屋署會因應公共屋邨需要的社區設施作出配合。就區內其他社區設施，署方有規劃機制。
- (xi) 深水埗區內尚有「政府、機構或社區」用地的儲備，可於有需要時應用，令深水埗區可以均衡發展。
- (xii) 荔枝角道/東京街項目的地盤面積為 2.3 公頃，文件所列的 2.5 公頃包括附近的行人路。

67. 高韻芝女士回應表示，署方與食物及衛生局（食衛局）及建築署等相關部門正積極跟進長沙灣臨時家禽批發市場的遷置事宜，並為其尋找合適地方。將來若有遷置時間表，定必向區議會報告。

68. 黃耀華先生回應如下：

- (i) 署方已就區內的停車位進行研究。福華街及福榮街的臨時停車場有 116 個停車位，日間及夜間分別約有 90 輛及 40 輛車輛停泊。在臨時停車場 300 米範圍內的其他停車場亦可滿足需求，例如西九龍中心停車場的日間使用率約八成多，尚有空位；長沙灣政府合署的時租車位於晚間及假日的使用率甚低；麗閣邨及麗安邨的停車場亦有空位，相信可應付需求。
- (ii) 理解議會對停車位不足的關注，會再研究於原有地盤增加 100 個停車位，讓原有使用者可以繼續使用。

69. 李權發先生回應表示，署方會密切留意計劃時間表，並適時進行規劃工作及諮詢區議會。

70. 朱永熙先生回應如下：

(i) 「地換地」發展可令公屋比預期早兩年時間落成，以應對短期的房屋需要及地盡其用。

(ii) 署方於規劃時會關注社區設施的供應，亦會盡量減低對附近環境的影響以及可能造成的屏風效應。

71. 鄭泳舜先生表示，福華街及福榮街附近的停車位嚴重不足，導致當區有嚴重的違例泊車問題，所以要求項目增加停車位供應。

72. 林家輝先生有以下意見：(i)署方必須於福華街及福榮街項目提供停車位；(ii)希望署方再慎重考慮將臨時垃圾站納入福華街及福榮街項目，而垃圾站上蓋亦可興建單位以增加單位供應；(iii)改建後的垃圾站可作獨立設計，不影響樓宇落成後的居民，而在建築設計上亦屬可行。

73. 沈少雄先生表示，區內的停車位嚴重不足，署方提出的麗閣邨及麗安邨的停車場亦經常爆滿，所以希望署方重新考慮停車位的供應問題。

74. 覃德誠先生有以下查詢及意見：(i)長沙灣臨時家禽批發市場及宏昌工廠大廈現時皆運作暢順，希望了解署方有沒有搬遷時間表以及如何安置現有租客；(ii)了解長沙灣道 650 號基於技術原因不能興建住宅，但仍不贊成將土地改作商業用途；(iii)擔心福華街及福榮街項目將來會建成過萬元一呎的私樓。除非土地用作興建居屋或夾屋，否則不應興建一般市民難以負擔的私樓。

75. 馮檢基議員有以下意見：(i)反對將長沙灣道 650 號改為商業用途，若土地不能用作興建住宅，則不要改變原來的「政

府、機構或社區」用途；(ii)政府已承諾每年提供不少於 20 000 個私人房屋單位，私人樓宇供應並不缺乏，所以反對於福華街及福榮街項目興建私人住宅，應將土地發展成公屋以滿足需求。

76. 李詠民先生有以下意見：(i)歡迎署方建議在荔枝角道/東京街項目的地盤興建公屋；(ii)建議局方考慮將福華街及福榮街項目改成公屋或居屋用途，以減少公屋輪候冊的人數及達至「三年上樓」目標。

77. 梁文廣先生有以下意見及查詢：(i)將福華街及福榮街的臨時垃圾站永久化會對周邊居民造成影響，希望了解署方是否有既定機制處理垃圾站的地點，例如垃圾站須位處服務範圍的中央，以及可否就特殊情況作彈性處理；(ii)建議於賣地條款及地契上訂明將來落成單位須限呎、限價，以及加入「港人港地」條款，真正解決市民需要。

78. 李祺達先生有以下意見：(i)同意署方提出的環保原因，不反對將長沙灣道 650 號發展成商業用途；(ii)可考慮將福華街及福榮街的臨時垃圾站重置到汝州西街熟食小販市場用地，與現時的永康街臨時垃圾收集站合併；(iii)有關荔枝角道/興華街項目，建議將宏昌工廠大廈前用地先發展作休憩用途，待工業大廈遷移後，再發展剩餘部分；(iv)重申希望長沙灣臨時家禽批發市場盡快遷離本區。

79. 吳貴雄先生有以下意見：(i)重申支持長沙灣道 650 號發展成商業用途，並建議署方繼續發展區內其他地方；(ii)建議署方地盡其用，將休憩地方升高，讓地面作其他發展用途。

80. 衛煥南先生有以下意見及查詢：(i)臨時垃圾站問題再次顯示政府部門各自為政；(ii)於福華街及福榮街項目上，應善用臨時垃圾站地方作公屋或居屋用途；(iii)現時宏昌工廠大廈的出租率達百分之百，希望了解署方如何遷置租戶。

81. 黃達東先生有以下意見：(i)支持於區內作均衡發展，因

為部分在本區成長的年輕人希望留在本區居住，需要不同類型的住宅以滿足需求；(ii)因區內有很多商業活動，所以需要更多停車位。

82. 陳偉信先生回應表示，公共停車場的樓面空間須計算地積比率，有需要時可向城規會申請略為放寬地積比率限制，但有可能會令項目減少作商場或地鋪用途的非住用樓面面積。

83. 黃耀華先生回應表示，要再與規劃署及地政總署研究議員有關在福華街及福榮街項目設置公共停車場的訴求。

84. 林永康先生回應表示，由於區內人口密集，所以有需要在福華街及福榮街設置垃圾站。署方傾向將垃圾站保留在用地以外，並朝著將垃圾站永久化及現代化的方向考慮議員的意見。

85. 朱永熙先生回應表示，短期內沒有改變宏昌工廠大廈用途的意向及方案，而署方會因應時間表配合興建休憩設施。

86. 主席總結表示：(i)超過半數的發言議員支持四項擬議修訂項目；因應環境及噪音問題，有兩位議員反對長沙灣道 650 號的項目；(ii)促請各部門仔細研究議員的意見，並盡量採納可行的部分；(iii)運輸署及有關部門須研究駕駛人士對福華街及福榮街附近停車位的需求；(iv)就開放荔枝角道/興華街的休憩設施，議會希望盡早知悉計劃的時間表；(v)面對宏昌工廠大廈的高出租率，政府未必能於短期內興建休憩設施，但可考慮釋出其他「政府、機構或社區」用地以興建休憩設施；(vi)理解荔枝角道/東京街項目訂立 100 米的高度限制與建築設計有關，但把地積比率稍作放寬，便可興建更多公屋單位以應付需求；(vii)大會同意區內應作均衡發展，並希望署方充分考慮議會的意見。

Item 2: Matters Arising

(c) Proposed Amendment Items to the 《Approved Chueng Sha Wan Outline Zoning Plan No. S/K5/33》 (Sham Shui Po District Council Paper 3/13)

45. The Chairman welcomed the representatives of the Planning Department, Agriculture, Fisheries and Conservation Department, Housing Department, Transport Department and Leisure and Cultural Services Department to the meeting.
46. Mr. CHANG Kwok Shing introduced Paper 3/13 with the aid of slides and presented the proposed amendment items by means of photomontage in accordance with the amendments to the draft outline zoning plan.
47. Mr. WONG Chung-leung supported the proposed amendment items and had the following views: (i) Cheung Sha Wan Post Office was a very important community facility and agreed that it should be retained; (ii) agreed that the Lai Chi Kok Road/Tonkin Street project and the Lai Chi Kok Road/Hing Wah Street project should swap their land use for the balanced development of the district.
48. Mr. WONG Chi-yung made the following views and enquiries: (i) the land adjacent to Hoi Lai Estate which was zoned "Government, Institution or Community" (G/IC) was at present used as a temporary park. In view of the swap arrangements between the Lai Chi Kok Road/Tonkin Street and the Lai Chi Kok/Hing Wah Street projects as well as the strong demand for a temporary park by the local residents, it was proposed that the use of the land adjacent to Hoi Lai Estate be swapped with the adjacent land and be zoned "Open Space" permanently; (ii) the swap in land use between the Lai Chi Kok Road/Tonkin Street

and the Lai Chi Kok Road/Hing Wah Street projects involved major changes and it was hoped that the underlying reasons for the changes be made known.

49. Mr. WAI Woon-nam made the following views and enquiries: (i) the temporary refuse collection point next to the Fuk Wa Street and Fuk Wing Street project was not included into the site and it would affect the residents of the buildings completed in the future. Thus it was hoped that it would be included into the plan by the Department to enlarge the size of the site; (ii) under the design of Lai Chi Kok Road/Hing Wah Street, would part of the land be reserved for a wholesale poultry market? It was proposed that the Department should make good use of the land and it should not be used as a wholesale poultry market.
50. Ms. WAI Hoi-ying supported the proposed amendment items and suggested that the height of the public housing buildings for rental use at Lai Chi Kok Road/Tonkin Street be increased.
51. Mr. NG Kwai-hung supported the proposed amendment items and had the following views: (i) supported the rezoning of No. 650 Cheung Sha Wan Road to commercial use. He understood the housing needs of the public but Hong Kong as a commercial city needed to build more commercial buildings for development; (ii) the swap in land use between the Lai Chi Kok Road/Tonkin Street and the Lai Chi Kok Road/Hing Wah Street projects for appropriate development was a reasonable change; (iii) supported the rezoning of the land under the Lai Chi Kok Road/Hing Wah Street project to "Open Space" as the site was facing a flyover and near a gas station and there would be noise hazards for its residents if it was developed into a residential building.
52. Mr. LO Wing-man supported the proposed amendment items and had the following views: (i) the plan by the Department would bring new phenomenon to the Shan Shui Po district; (ii)

the Department was welcome to change No. 650 Cheung Sha Wan Road to commercial use to tie in with the prevailing trend. At present many industrial buildings were converted to commercial use which should be handled by the departments concerned under the law. The increase of commercial buildings would lend support to the commercial development of the district and would improve people's livelihood.

53. Mr. LI Ki-fung made the following views and enquiries: (i) had reservation about the rezoning of No. 650 Cheung Sha Wan Road to commercial use as there were already many commercial buildings in the district; proposed to use the land for private housing development and hoped to understand the justifications by the Department to turn it to commercial use; (ii) agreed to the swap arrangements made in respect of the Lai Chi Kok Road/Tonkin Street and the Lai Chi Kok Road/Hing Wah Street projects; (iii) in the long run, it was hoped that the authorities concerned would move the whole Cheung Sha Wan Temporary Wholesale Poultry Market out of the district.
54. Mr. LEUNG Man-kwong supported the proposed amendment items and had the following views: (i) agreed that there was a strong demand for housing by the public but there was a need for community facilities by the residents, such as medical and library facilities; (ii) proposed that major overall planning of the Sham Shui Po district be made by the Department; (iii) the Lai Chi Kok Road/Tonkin Street plan only covered an area of a housing estate and it was hoped that the Department's direction in the provision of community, cultural and recreation facilities would be provided under the plan.
55. Mr. LI Wing-man supported the proposed amendment items and had the following views: (i) there were business/commercial buildings next to No. 650 Cheung Shan Wan Road and it was proposed that the district would be developed into a business area like Kwun Tong in order to improve the business

environment of the district; (ii) agreed to the conversion of the Lai Chi Kok Road/Tonkin Street project to residential use but hoped that the Department would relax the building height restriction for the building of more residential units to shorten the applicants' waiting time as the height of the buildings in the nearby Cheung Sha Wan Estate and Yuen Chau Estate were over 100 metres.

56. Ms. LAU Pui-yuk supported the proposed amendment items and made the following views and enquiries: (i) the plan answered the strong demand for residential dwellings and public housing; (ii) hope to know the type of buildings to be built under the Lai Chi Kok Road/Tonkin Street and the Fuk Wa Street and Fuk Wing Street projects; (iii) the plan in respect of No. 650 Cheung Sha Wan Road would balance the development in the district and would also provide more employment opportunities; (iv) apart from the provision of housing, regard should be paid by the Department to the demand for community facilities in the district.
57. The Hon. FUNG Kin-kee had the following views: (i) at present there was a serious shortage of public housing in Hong Kong and it was proposed that consideration to build more public and home ownership buildings (not private buildings) should be made by the Department as more people in the district were living in the private housing units; (ii) did not agree to the conversion of No. 650 Cheung Sha Wan Road to a commercial building as the district was mainly for residential use and the land should be used for public/home ownership housing; (iii) more community facilities such as a municipal services building or cultural centre should be incorporated into the planning of the new reclamation areas.
58. Mr. CHUM Tak-shing had the following views on the proposed amendment items: (i) he understood that the Department had to build more public housing as instructed by its superior; (ii) the

land in Lai Chi Kok Road/Tonkin Street should be rezoned "Open Space" at a much earlier stage but in the face of the strong demand for public housing, there were no alternatives but to agree to the conversion of the land to residential use; (iii) no objection to the Lai Chi Kok Road/Tonkin Street project as there were basic community facilities and a cluster of public housing estates near it. Upon its completion, there was a better chance for redevelopment for the nearby public housing estates and there were adequate chances for re-housing for their present tenants; (iv) hoped to know the reasons for the swap arrangements in respect of Lai Chi Kok Road/Hing Wah Street but not the Cheung Sha Wan Abattoir and other places; (v) the letting rate of Wan Cheong Factory Building was 100% and it was hoped that a moving-out schedule of its tenants would be provided; (vi) objection to the conversion of No. 650 Cheung Sha Wan Road to commercial use as it was stated in the Department's documents that precedence would be given to housing but No. 650 Cheung Sha Wan Road would be redeveloped for commercial use and that was inconsistent with the planning principle. Also it was worried that the lower residential dwellings at its back would suffer in terms of sun light exposure and ventilation.

59. Mr. CHEUNG Wing-sum had the following views in respect of the proposed amendment items: (i) it was understood that there was a strong demand for housing by the public and thus encouragement should be given to the release of land for housing; (ii) part of the plan had lagged behind for many years, for example the temporary refuse collection point and carpark under the Fuk Wa Street and Fuk Wing Street project and it would probably impact the surrounding environment; (iii) it was hoped that the current proposals were just a start and consideration for maximizing the use of other places in the district such as the land covered by Cheung Sha Wan Wholesale Vegetable Market, Cheung Sha Wan Temporary Wholesale Poultry Market, Cheung Sha Wan Cooked Food Market and the

temporary carpark in the district would be made in the future;
(iv) many places in the district could be used to meet the demand for housing and community facilities by the public and it was hoped that the Department would make more proposals.

60. Mr. SHUM Siu-hung supported the proposed amendment items and made the following enquiries and views : (i) it was hoped that the Department would provide more detailed information about the projects, such as population change in the district; (ii) supported the conversion of No. 650 Cheung Sha Wan Road to commercial use in order to balance development in the district and to increase employment opportunities; (iii) the current utilization rate of the Fuk Wa Street and Fuk Wing Street temporary carpark was very high and would there be a shortage of parking spaces after the commencement of the projects; (iv) could the building height restriction of the Lai Chi Kok Road/Tonkin Street project be relaxed for the provision of more units; (v) it was hoped that clarification would be made by the Department on whether the area of the Lai Chi Kok Road/Tonkin Street project was 2.5 hectares as stated in the Paper or 2.3 hectares as shown in the slides; (vi) concerns on the concrete arrangements for the Lai Chi Kok Road/Hing Wah Street open space as Wan Cheong Factory Building and the Cheung Sha Wan Temporary Wholesale Poultry Market were currently operating smoothly on it and enquiries on any plans by other departments were also make.
61. Mr. LAM Ka-fai had the following views: (i) it was hoped that the Department would make maximum use of the site at Fuk Wa Street and Fuk Wing Street and he had reservations on the current design by the Department; (ii) if there is a new public housing estate under the Lai Chi Kok Road/Tonkin Street project there might be a need for a refuse collection point (RCP). It was hoped that a RCP would be built there and the temporary RCP at Fuk Wa Street and Fuk Wing Street should be closed; (iii) If the temporary RCP at Fuk Wa Street and Fuk

Wing Street was a necessity, it was proposed that a RCP should be included in the site and a modern RCP with adequate facilities should be built; (iv) the local drivers found that the carpark at Fuk Wa Street and Fuk Wing Street was very important to them and it was proposed that an underground carpark with no less than 100 parking spaces be built at the new site; (v) it was believed that other RCPs in the district could temporarily handle the refuse treated by the Fuk Wa Street and Fuk Wing Street RCP and consideration could also be made to build a short-term temporary RCP above the Tonkin Street nullah.

62. Mr. CHENG Wing-shun agreed to the proposed amendment items and made the following views and enquiries: (i) according to a survey by The University of Hong Kong, over 90% of the members of the public viewed that priority should be given to the housing problem. There were over 200 000 applicants on the public housing waiting list and more than 200 000 people living in the cubicles divided by wood planks and subdivided cubicles and thus support was lent to the housing policy by the Department; (ii) the redevelopment speed by the Urban Renewal Authority fell far behind public's expectation and thus support was lent to the Government to actively identify new sites for housing development; (iii) supported the building of 2,300 units under the Lai Chi Kok Road/Tonkin Street project; (iv) hoped to know the underlying reasons for the swap arrangements between the Lai Chi Kok Road/Tonkin Street and Lai Chi Kok Road/Hing Wah Street projects and whether such arrangements were made to speed up the building of units; (v) there was a need for the Fuk Wa Street and Fuk Wing Street carpark and it was hoped that medium and small units would be built under the project; (vi) there was a need for commerce development in the district and thus support was lent to the conversion of No. 650 Cheung Sha Wan Road to commercial use; (vii) it was hoped that the Department would make maximum use of the land in the district.

63. Mr. CHAN Wai-ming supported the proposed amendment items and had the following views : (i) supported the development direction by the Department; (ii) No. 650 Cheung Sha Wan Road was located at a junction where there was a mixture of residential and commercial buildings and in the long run the development of the land for commercial use could promote commercial development in Cheung Sha Wan and Lai Chi Kok and thus support was lent to the project; (iii) it was agreed that the Lai Chi Kok Road/Tonkin Street project would speed up the public housing supply; (iv) it was hoped that careful consideration would be given to the layout of the buildings under the project so as to reduce the wall effect and to provide more public space; (v) it was hoped that increased participation in land planning could be made by the District Council in order to collect more public opinions.
64. Mr. CHAN Keng-chau supported the proposed amendment items and had the following views : (i) in the face of the increased demand for housing by the public and the continued price increase of private housing, support was given to the active participation in housing development by the Department; (ii) the temporary RCP in Fuk Wa Street and Fuk Wing Street had been in use for 17 years and it was proposed that it should be dealt with together with the Lai Chi Kok Road/Tonkin Street project; (iii) the building height restriction for the buildings in Lai Chi Kok Road/Tonkin Street was 100 metres and there were reservations on the building of taller residential blocks; (iv) the Department should set a clear time frame for developing the open space facility under the Lai Chi Kok Road/Hing Wah Street project and more detailed information should be provided; (v) the number of public housing estates in Sham Shui Po ranked the fourth in the 18 districts and there should be no local objection for the building of public housing so long as suitable locations were identified.

65. Mr. WONG Tat-tung had the following views and enquiries : (i) the active role played by the Government in making maximum use of the land in the district was appreciated; (ii) at present Hong Kong was facing two major problems including the great discrepancy between the rich and the poor and the difficulties faced by the young people in purchasing their home and thus it was agreed that land should be released by the Government for home building; (iii) hoped to know the ratio between the commercial buildings and the private and public buildings under the present proposed amendment items; (iii) (sic) hoped to know the way the Department going to use to keep the normal operation of Cheung Sha Wan Post Office during the construction process; (iv) hoped to know the overall planning of the Sham Shui Po district by the Department and the weight between the land for private and public residential dwellings and for commercial use; (v) the proposed amendment items were a good start and it was hoped that the Department would continue to allocate the land resources to the people in need.
66. Mr. CHAN Wai-shun made the following replies:
- (i) The Department would like to listen to the views of the councillors and the public and would submit them to the Town Planning Board (TPB) after collation. The future TPB documents would also be available for inspection by the public.
 - (ii) On whether No. 650 Cheung Sha Wan Road should be for residential or commercial use, the Department would accept the views from the Environmental Protection Department and opined that because of its close proximity to the busy Cheung Sha Wan Road, the residential building there would fall short of the prescribed standards stated in the Noise Control Ordinance and considerations might be made by the Department to set back the residential building. In

order to comply with the statutory standards, the building had to set back 30 metres which would render the building into a "blade building" because of the constraint imposed by the 50-metre long piece of land. Having regard to the planning principles and the need to make maximum use of the land, it was proposed that the land should be for commercial use.

- (iii) It was agreed that Cheung Sha Wan Post Office was a very important facility and the Government Property Agency would rent an adjacent site for the operation of a temporary post office. The in-situ provision of the Cheung Sha Wan Post Office would be stipulated in the Conditions of Sale of the Lands Department.
- (iv) It was proposed that residential blocks should be built under the Fuk Wa Street and Fuk Wing Street project. However, it could not be confirmed whether there was any restriction on their flat size. Hundreds of flats could be built under the project if each unit covered an area of about 50 sq. metres.
- (v) The Department had discussed the temporary RCP under the Fuk Wa Street and Fuk Wing Street project with the Food and Environmental Hygiene Department. As there was no place for in-situ relocation within the RCP site, it was hoped that the temporary RCP would turn a modernized RCP.
- (vi) According to the information provided by the Transport Department, there were adequate parking spaces to meet their demand in the carparks near Fuk Wa Street and Fuk Wing Street.
- (vii) The Department had conducted a consultation on the height restriction under the Cheung Sha Wan Outline

Zoning Plan with the District Council which consented that the buildings in the Cheung Sha Wan district should adopt a stepped height profile with lower buildings fronting the waterfront and taller buildings near the hill side. As for the Lai Chi Kok Road/Tonkin Street buildings, reference was made to the 100 metre tall public housing buildings and if there were special reasons, consideration would be made to the TPB to apply for height restriction relaxation. The number of units to be built would hinge on the plot ratio but not the height.

- (viii) The land at Lai Chi Kok Road/Tonkin Street was "matured land" and could be speedily developed. However removal had to take place in Lai Chi Kok Road/Hing Wa Street. To meet the urgent demand for housing in the market, other land arrangements would be made.
- (ix) Consideration had been made to turn the obsolete Cheung Sha Wan Abattoir to residential use. However, the Food and Environmental Hygiene Department opined that the early morning operation of the adjacent Cheung Sha Wan Wholesale Vegetable Market would cause disturbance to the residents of the future residential blocks.
- (x) Co-ordination on the community facilities required by the public housing estates would be made by the Department and the Housing Department. As for other community facilities in the district, the Department had its planning mechanism.
- (xi) When required, the "Government, Institution or Community" land reserve could be used so that there would be balanced development in Sham Shui Po.

- (xii) The site area of the Lai Chi Kok Road/Tonkin Street project was 2.3 hectares and the 2.5 hectares stated in the Paper included the nearby walkways.
67. Ms. KO Wan-chi, in response, stated that the Department, the Food and Environmental Hygiene Department and the Architectural Services Department had actively followed the removal issue of the Cheung Sha Wan Temporary Wholesale Poultry Market and was trying to find a suitable location for it. The District Council would be informed of its removal schedule once it was available.
68. Mr. WONG Yiu Wa made the following replies:
- (i) A study on the parking space issue in the district had been conducted by the Department. There were 116 parking spaces in the Fuk Wa Street and Fuk Wing Street temporary carpark and there were about 90 and 40 vehicles parking there during day and night time. The other carparks within 300 metres of the temporary carpark could meet the demand such as the Dragon Centre carpark which had a utilization rate of over 80% during day time and there were still vacant spots. The utilization rate of the hourly-rate parking spaces at the Cheung Sha Wan Government Offices during day time was very low and there were also vacant parking spaces in the nearby Lai Kok Estate and Lai On Estate. It was believed that they could meet their demand.
 - (ii) The concern by the District Council on insufficient parking spaces was noted and a study to increase 100 parking spaces at their original location would be made so that the existing users could continue to use their parking spaces.

69. Mr. LI Kuen-fat replied that the Department would pay close attention to the project time table and would conduct planning and inform the District Council at an appropriate time.
70. Mr. CHU Wing-hei made the following replies:
- (i) "Land for Land" development would bring forward the completion of the public housing units by 2 years to meet the short-term demand for housing and to make maximum use of the land.
 - (ii) The Department would pay concern to the provision of community facilities during the planning stage and would also try to reduce the impact and any possible wall effect on the surrounding environment.
71. Mr. CHENG Wing-shun stated that there was serious shortage of parking spaces near Fuk Wa Street and Fuk Wing Street leading to serious illegal parking in the district. Thus it was requested that more parking spaces be provided under the project.
72. Mr. LAM Ka-fai had the following views: (i) parking spaces must be provided by the Department under the Fuk Wa Street and Fuk Wing Street project; (ii) it was hoped that consideration to include a temporary RCP under the Fuk Wa Street and Fuk Wing Street project would be made by the Department with the provision of units above it to increase their supply; (iii) independent design should be made for the redeveloped RCP as it would not affect its future residents and was feasible in architectural design.
73. Mr. SHUM Siu-hung stated that there was a serious shortage of parking spaces in the district and the carpark at Lai Kok Estate and Lai On Estate was always full. Thus it was hoped that the

Department would re-consider the issue on the supply of parking space.

74. Mr. CHUM Tak-shing made the following enquiries and views:
- (i) Cheung Sha Wan Temporary Wholesale Poultry Market and Wan Cheong Factory Building were currently operating smoothly and he wished to know whether there was any removal time table and what re-housing arrangements would be made for their existing tenants; (ii) it was understood that for technical reasons, No. 650 Cheung Sha Wan Road could not be used for building residential units but he did not support its conversion to commercial use; (iii) it was worried that private housing units at the price of over \$10,000 per sq. foot would be built under the Fuk Wa street and Fuk Wing Street project. No private housing units which could be ill afforded by the general public should be built and the land should be used for building home ownership or sandwiched class housing units.
75. The Hon. FUNG Kin-kee had the following views: (i) objection to the conversion of No. 650 Cheung Sha Wan Road to commercial use and even if no residential block could be built there its original "G/IC " use should not be changed ; (ii) the Government had promised to provide no less than 20 000 private housing units per year and thus there was no inadequate supply; objection to the building of private housing units under the Fuk Wa Street and Fuk Wing Street project and its land should be use for public housing to meet its demand.
76. Mr. LEE Wing-man had the following views: (i) the Department's proposal to build public housing under the Lai Chi Kok Road/Tonkin Street project was welcome; (ii) proposed that public housing or home ownership housing units be built under the Fuk Wa Street and Fuk Wing Street project to reduce the number of applicants on the waiting list to attain the goal of "providing units within 3 years".

77. Mr. LEUNG Man-kwong made the following views and enquiries: (i) the turning of the temporary RCP in Fuk Wa Street and Fuk Wing Street to permanent use would impact its nearby residents and he wished to know whether the Department had any mechanism to handle the location issue of the RCP, for example, the RCP should be located at the centre of its service area and whether there was any flexibility under special circumstances; (ii) proposal to incorporate a size and price restriction clause and also a "land for the Hong Kong people" clause for the future units in the conditions for sale and the lease to adequately answer to the needs of the public.
78. Mr. LI Ki-fung has the following views: (i) agreed to the environmental protection reasons quoted by the Department and raised no objection to the conversion of No. 650 Cheung Sha Wan Road to commercial use; (ii) consideration should be made to re-locate the temporary RCP in Fuk Wa Street and Fuk Wing Street to the Yu Chau West Street Cooked Food Bazaar to merge with the present Wing Hong Street Temporary RCP; (iii) as for the Lai Chi Kok Road/ Hing Wah Street project, it was proposed that the land in front of Wan Cheong Factory Building should first be converted to open space use and the rest part would be developed after the removal of the factory building; (iv) the hope that the whole Cheung Sha Wan Temporary Wholesale Poultry Market would be moved out of the district was reiterated.
79. Mr. NG Kwai-hung had the following views: (i) reiterated his support to the conversion of No. 650 Cheung Sha Wan Road to commercial use and proposed that the Department should continue to develop other places in the district; (ii) proposed that the Department should maximize land use and the open space should be elevated to make way for the ground for other uses.
80. Mr. WAI Woon-nam made the following views and enquiries:

(i) the temporary RCP issue revealed that each department went its own way; (ii) as for the Fuk Wa Street and Fuk Wing Street project, use of the land of the temporary RCP should be maximized for building public housing or ownership housing units; (iii) the current letting rate of Wan Cheong Factory Building was 100% and he wished to know how the existing tenants would be relocated.

81. Mr. WONG Tat-tung had the following views: (i) supported the balanced development of the district because some young people grown up in the district wished to continue living there and different types of residential dwellings were needed to suit different demands; (ii) there were many commercial activities in the district and thus more parking spaces were needed.
82. Mr. CHAN Wai-shun responded that he agreed that the plot ratio of the carparks should be calculated and when required an application could be made to the TPB to relax their plot ratio but there was the possibility that there might be no shopping centres or ground floor shops under the projects.
83. Mr. WONG Yiu-wa responded that he would study the request by the councillors on the provision of public carparks under the Fuk Wa Street and Fuk Wing Street project together with the Planning Department and the Lands Department again.
84. Mr. LAM Wing-hong responded that as the district was very populous and thus there was a need for the provision of a RCP in Fuk Wa Street and Fuk Wing Street. It was the intention of the Department to locate the RCP in a place outside the land under use and consideration of the views of the councillors would be made along with the direction to turn the RCP into a permanent and modernized facility.
85. Mr. CHU Wing-hei responded that there was no intention and plan to change the use of Wan Cheong Factory Building and the

open space facility would be provided in accordance with the time frame set.

86. The Chairman concluded that (i) over half of the councillors expressing their views supported the 4 proposed amendment items and because of the noise problem, 2 councillors raised their objection to the project at No. 650 Cheung Shan Wan Road; (ii) the various departments were urged to carefully study the views of the councillors and to adopt their feasible parts; (iii) Transport Department and the relevant departments should study the need for parking spaces by the drivers near Fuk Wa Street and Fuk Wing Street; (iv) regarding the availability of the open space facility at Lai Chi Kok Road/Hing Wah Street for public use, the Council would like to know its time table as soon as possible; (iv) in the face of the high letting rate of Wan Cheong Factory Building, the Government might not be able to build the open space facility in the short run but it could consider releasing other "G/IC" land for the provision of the open space facility; (vi) it was understood that the 100 metre height restriction under the Lai Chi Kok Road/Tonkin Street project was related to the architectural designs but the plot ratio could be slightly relaxed to build more public housing units to meet the demand; (vii) it was agreed at the meeting that there should be balanced development in the district and it was hoped that the views by the councillors would be adequately addressed.



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致規劃署

「寸土必爭」也要有分寸
部份機構及社區用地 周圍很多高樓
「插針也插唔落」 規劃署為「交數」不理專業
龍鼓灘鄰近堆填區 小蠔灣在飛機航道 不適宜填海拓地
不是不夠土地 是分配失衡

政府現時盲目拓地的情況相當嚴重，犧牲了很多基本的規劃原則。今天規劃署到深水埗區議會諮詢議員，建議多幅用地由政府、機構及社區用地(GIC)轉為住宅或商業用途，本會認為若 GIC 用地附近已有很多高樓，實在不適宜改變用途。

規劃署其中兩個改劃建議，涉及較小面積的地皮，包括長沙灣道 650 號之地段，面積 0.15 公頃，政府計劃興建地積比達 12 倍的商廈。本會認為該地段現時作為長沙灣郵政局及紀律部隊宿舍，用途恰當，若建商廈將增加密度，將影響附近福華街一帶住宅的通風及採光。

另一幅位於欽州街及營盤街之間的地皮，面積為 0.22 公頃。周邊已有很多住宅大廈，機構及社區用地實在發揮了緩衝的作用。若依規劃署建議興建地積比達 9 倍的私人住宅，將影響區內環境。此外，這地皮若售予發展商，也很大機會不能惠及置業人士。

環保觸覺主席譚凱邦表示：「政府即將出售的何文田常盛街地皮，面積達 2.4 公頃，比上述兩幅地皮大得多。香港不是沒有地，但政府卻將很多地皮都售予發展商建私樓，而發展商則以豪宅價出售。」

很多土地現時是浪費在興建天價的私人住宅，為善用土地，若未來所有勾地表的土地都能採用混合式發展，規定地皮內部份樓宇需提供可負擔的單位，這才真能地盡其用。

本會希望政府在尋找土地時，需注意當區環境。希望規劃署等專業部門，不要為迎合上意「交數」，而作出不專業的判斷，「寸土必爭」也要有分寸。

此外，有消息指政府打算在龍鼓灘及小蠔灣對出水域填海拓地，本會表示反對，龍鼓灘附近有堆填區及發電廠，而小蠔灣在飛機航道，有嚴重噪音問題，不適宜填海拓地。

環保觸覺

二零一三年一月十五日

15 January 2013

To the Planning Department,

**One should keep sensible though “every inch of land is scarce”
Several GIC sites are surrounded by a number of skyscrapers
Though the density is already “extremely high”, the Planning Department still
violates its professional ethics
for the sake of “meeting target”
Land formation and reclamation should not be carried out
at Lung Kwu Tan as landfill sites are located nearby,
nor at Siu Ho Wan for the flight paths
It is the problem of imbalanced land allocation,
but not land insufficiency**

Currently, the problem of irrational land formation by the Government has reached a critical stage, in which many basic principles of planning have been sacrificed. Today, the Planning Department consulted the members of the Sham Shui Po District Council and proposed to rezone several GIC sites into residential or commercial uses. We think that the GIC sites should not be rezoned into other uses if they are surrounded by a number of skyscrapers.

As proposed by the Planning Department, the two rezoning plans involve sites with a relatively small area, including no.650, Cheung Sha Wan Road with an area of 0.15 hectares and the Government is planning to build commercial building with a plot ratio of 12. We believe that the current use of the aforesaid land, which is served as the Cheung Sha Wan Post Office and disciplined services quarters, is appropriate. If the commercial buildings are built on there, the ventilation and daylighting of residential areas at Fuk Wa Street will be affected.

Another site involved is located between Yen Chow Street and Camp Street with an area of 0.22 hectares. Around the land, there are a number of residential buildings already, and the GIC site has indeed alleviated the current situation. If it is rezoned according to the plan of the Planning Department for a private residential building to a plot ratio of 9, the environment in the community would be affected. Besides, if the site is sold to the developer, the home-buyers are unlikely to be benefited.

Mr. Roy Tam, president of Green Sense stated, "The lot in Sheung Shing Street, Ho Man Tin to be sold by the Government, which has an area of 2.5 hectares, is much larger than the two sites mentioned. Hong Kong does have land, but the Government sells most of the land lots to the developers for building private residential buildings, for which they sell the flats with luxury housing price."

Many lots are wasted on building private luxury housing with sky-high price. To use the land effectively, mixed-development should be adopted for all land lots on the Application List and it should be required that certain residential units in the project would be sold at affordable price. By doing so, the land will be fully utilized in a genuine way.

We hope the Government can pay attention to the environmental issues when they are seeking land lots. We hope the professional departments, like the Planning Department, will not make any unprofessional decision just for meeting targets. Though "every inch of land is scarce", the department should keep sensible on this issue.

Besides, it is reported that the Government is planning to carry out land formation and reclamation outside the costal waters at Lung Kwu Tan and Siu Ho Wan, and we are against this plan because there are landfill sites and power plants near Lung Kwu Tan, whereas flight paths are found at Siu Ho Wan which cause severe noise pollution. As a result, both sites are not suitable for land formation and reclamation.

Regards,
Green Sense

關注深水埗區停車位不足問題

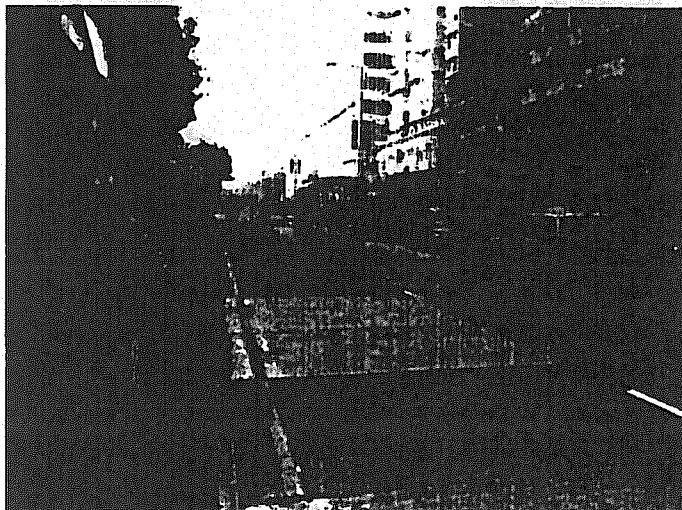
長沙灣道由東京街至界限街一帶，公眾停車位不足，導至車輛需要在停車場外排隊等候，影響交通流量，或到處繞路找車位，增加區內交通壓力。目前較為接近長沙灣道的公眾停車場包括：

- 麗閣邨停車場
- 麗安邨停車場
- 福榮街臨時停車場
- 長沙灣政府合署停車場
- 西九龍中心停車場
- 石硤邨停車場

停車場數量看似不少，當中好幾個卻經常大排長龍。例如麗安邨停車場和長沙灣政府合署停車場，每天必定有很多車排在路邊等入場，長時間佔用一條行車線。長沙灣政府合署門外有小巴站和的士落客處，車龍和的士、小巴，有時還會互相爭路，佔據了兩條行車線做成混亂。



長沙灣政府合署停車場外車龍



車龍阻塞，小巴停在中線上落客

西九龍中心停車場收費極昂貴，泊車最低收費為 \$ 38（兩小時），但仍經常泊滿車，足見區內車位不足。運輸署不在區內提供足夠車位，導至個別私人停車場有機會謀取暴利，變相利益輸送。

同時，不少居民表示面對深水埗區的電單車位不足的問題，被迫將車輛停泊較偏遠地方，故希望運輸署、房屋署等部門能增加提供區內的電單車車位供應。

預見未來深水埗舊區內有不少重建項目及新建公屋落成，停車位的需求只會越來越大。運輸署給予規劃署意見時，卻仍指深水埗沒有車位的需求，甚至連一個目前能稍為舒緩問題的福榮街臨時停車場，都說成沒有必要。我們很擔心未來區內停車位供求情況。

要求運輸署：

1. 重新檢視深水埗區內停車位的需求；
2. 解決長沙灣道政府合署外停車場車龍和其他車輛的混亂情況



麗安邨停車場外車龍，另有一截車龍在邨內

文件提交 2013 年 2 月 21 日交通事務委員會討論

文件提交人：沈少雄、林家輝、鄭泳舜、陳偉明、李詠民

2013 年 1 月 16 日

(Translation)

Sham Shui Po District Council
4/F, Cheung Sha Wan Government Offices
303 Cheung Sha Wan Road, Kowloon
Email: sspdcadm@sspdh.had.gov.hk
Fax: 2785 4218

File Ref: HAD SSP DC 13/1/5/7/(4)I
Tel: 2150 8104

By Fax

18 March 2013

Mr. Thomas CHOW
Chairman, Town Planning Board
15/F, North Point Government Offices
333 Java Road
North Point, Hong Kong
(Fax: 2877 0245, 2252 8426)

Dear Chairman CHOW,

Re: Concern on Insufficient Parking Spaces in Sham Shui Po

A discussion on the issue of insufficient parking spaces in Sham Shui Po was conducted at the meeting of the Traffic Affairs Committee (Committee) of the Sham Shui Po District Council held on 21 February 2013 (please refer to the Annex for the discussion paper).

Members of the Committee showed their worries on the serious insufficiency of parking spaces in the district. They hope that the authorities concerned would actively follow up the issue and try to provide more parking spaces for use by the public. Members also requested the authorities concerned to relax the plot ratio of the private development project of Fuk Wing Street Temporary Car Park for the provision of more public parking spaces to make good the insufficiency resulting from land development.

A prompt reply is appreciated. If there are any enquiries please contact Ms. YU Ka Fu (transliteration), Secretary of the Committee (Tel: 2150 8104).

(sd) CHENG Wing-shun, Vincent
Chairman, Transport Affairs Committee
Sham Shui Po District Council

cc:

District Officer (Sham Shui Po)

Engineer/Sham Shui Po, Kowloon District West Section, Traffic Engineering (Kln)
Division, Transport Department

Concern on Insufficient Parking Spaces in Sham Shui Po

There are insufficient public parking spaces along Cheung Sha Wan Road from Tonkin Street to Boundary Street leading to vehicles waiting for parking spaces outside the car parks. This would affect traffic flow or exert additional pressure on traffic in the area as the drivers have to drive around to find parking spaces. At present public car parks near Cheung Sha Wan Road include:

- Lai Kok Estate Car Park
- Lai On Estate Car Park
- Fuk Wing Street Temporary Car Park
- Cheung Sha Wan Government Offices Car Park
- Dragon Centre Car Park
- Shek Kip Mei Estate Car Park

It seems that there are quite a large number of car parks but there are always long queues waiting outside some of them such as the Lai On Estate Car Park and the Cheung Sha Wan Government Offices Car park. Every day there are always many vehicles waiting on the road to go into those car parks and one traffic lane is constantly occupied by them. There is a minibus stop and a taxi stand outside the Cheung Sha Wan Government Offices and sometimes the line of vehicles, the minibuses and the taxis have to scramble for space leading to confusion as two lanes are occupied by them.

(photo)

A line of vehicles waiting outside Cheung Sha Wan Government Offices

(photo)

Obstruction caused by traffic jam, minibuses picking up and dropping off passengers in the middle lane

Exorbitant rentals are charged by the Dragon Centre Car Park at a minimum rate of \$38 for 2 hours. However, the car park is always full and this shows that there are insufficient parking spaces in the district. The Transport Department does not provide sufficient parking spaces in the district leading to profiteering by individual car parks and this is tantamount to transmission of interests.

At the same time, many local residents stated that there are insufficient parking spaces for motor cycles in the district and they have to park their vehicles in a very faraway place. Thus they hope that the Transport Department, Housing Department etc. would increase the number of motor cycle parking spaces in the district.

It is anticipated that there would be many redevelopment projects in Sham Shui Po and many new public housing estates would be ready for occupation in the near future. Thus the demand for parking spaces would become keener and keener. However the Transport Department still claimed that there was no demand for parking spaces in Sham Shui Po when providing its comments to the Planning Department. It even claimed that there was no need for the Fuk Wing Street Temporary Car park which is the only car park that could help alleviate the present situation. We are greatly worried about the future supply and demand for parking spaces in the district.

The Transport Department is requested:

1. To review the demand for parking spaces in Sham Shui Po;
2. To address the confusion caused by the line of vehicles waiting outside Cheung Sha Wan Government Offices and other vehicles

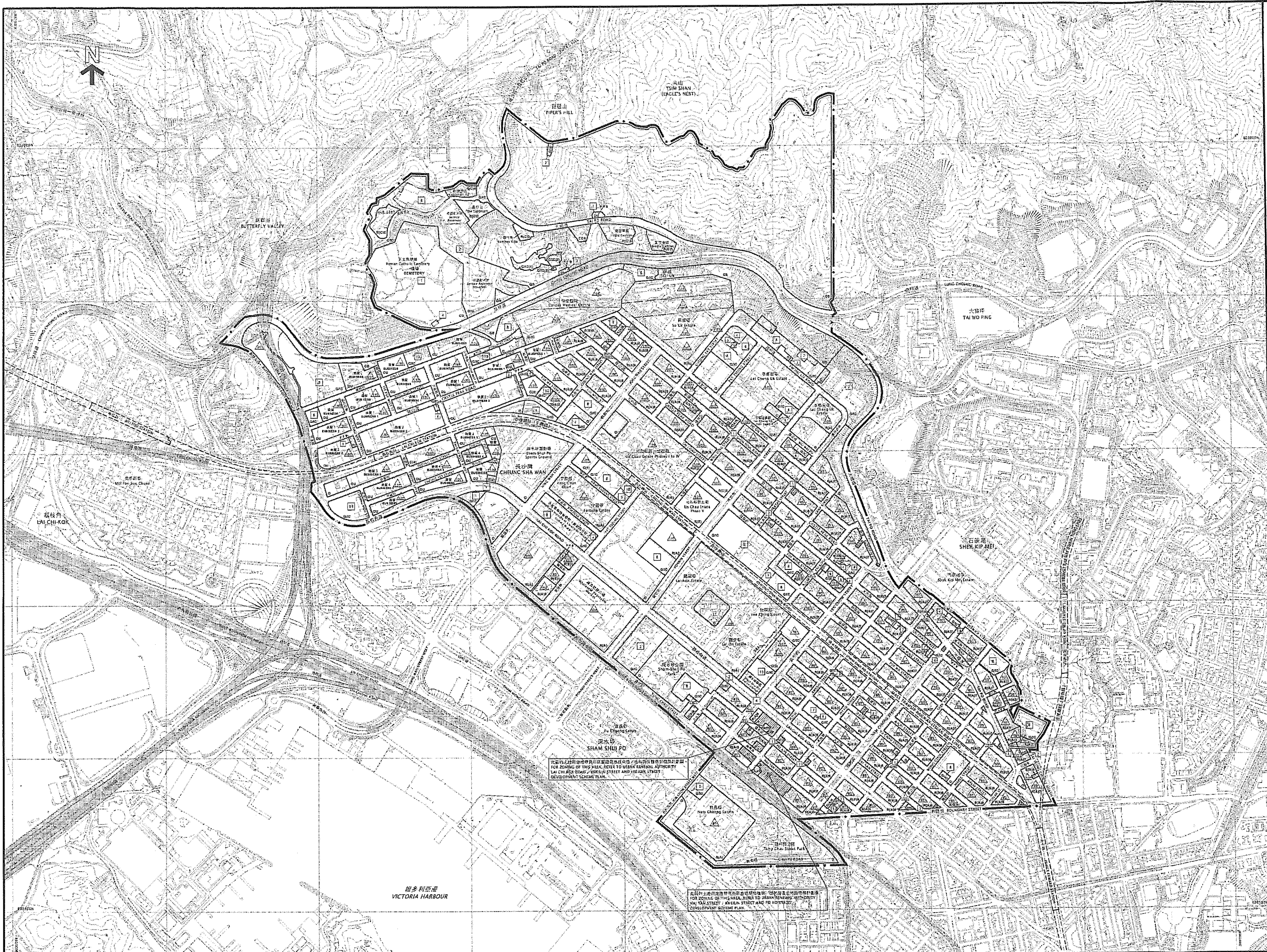
(photo)

A line of vehicles waiting outside Lai On Estate Car Park and there is another line of vehicles waiting inside the Estate.

Paper tabled for discussion by the Traffic Affairs Committee on 21 February 2013

Paper submitted by: SHUM Siu-hung, LAM Ka-fai, CHENG Wing-shun, CHAN Wai Ming and LEE Wing-man

16 January 2013



圖例 NOTATION	
ZONES	地帶
COMMERCIAL	C
COMPREHENSIVE DEVELOPMENT AREA	CDA
RESIDENTIAL (GROUP A)	RA
RESIDENTIAL (GROUP C)	RC
RESIDENTIAL (GROUP E)	RE
GOVERNMENT, INSTITUTION OR COMMUNITY	GIC
OPEN SPACE	O
OTHER SPECIFIED USES	OU
GREEN BELT	GB
COMMUNICATIONS	交通
RAILWAY AND STATION (UNDERGROUND)	鐵路及車站 (地下)
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
URBAN RENEWAL AUTHORITY DEVELOPMENT SCHEME PLAN AREA	市區重建局發展計劃範圍
BUILDING HEIGHT CONTROL ZONE BOUNDARY	建築物高度管制區界線
MAXIMUM BUILDING HEIGHT (IN METRES ABOVE PRINCIPAL DATUM)	最高建築高度 (在主要平面以上之高度)
MAXIMUM BUILDING HEIGHT (IN NUMBER OF STOREYS)	最高樓層數目
PETROL FILLING STATION	加油站
NON-BUILDING AREA	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
COMMERCIAL	2.19	0.67	商業
COMPREHENSIVE DEVELOPMENT AREA	0.28	0.08	綜合發展區
RESIDENTIAL (GROUP A)	88.74	26.44	住宅 (甲類)
RESIDENTIAL (GROUP C)	2.67	0.81	住宅 (丙類)
RESIDENTIAL (GROUP E)	2.20	0.67	住宅 (戊類)
GOVERNMENT, INSTITUTION OR COMMUNITY	41.14	12.54	政府、機構或社區
OPEN SPACE	26.76	8.17	休憩用地
OTHER SPECIFIED USES	25.81	7.90	其他指定用途
GREEN BELT	80.78	24.48	綠化地帶
MAJOR ROAD ETC.	89.29	26.91	主要道路等
URBAN RENEWAL AUTHORITY DEVELOPMENT SCHEME PLAN AREA	1.09	0.33	市區重建局發展計劃範圍
TOTAL PLANNING SCHEME AREA	320.05	100.00	規劃範圍總面積

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

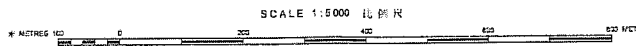
行政長官會同行政會議於2011年11月8日 核准
APPROVED BY THE CHIEF EXECUTIVE IN COUNCIL UNDER SECTION 9(1)(a) OF THE TOWN PLANNING ORDINANCE ON 8 NOVEMBER 2011

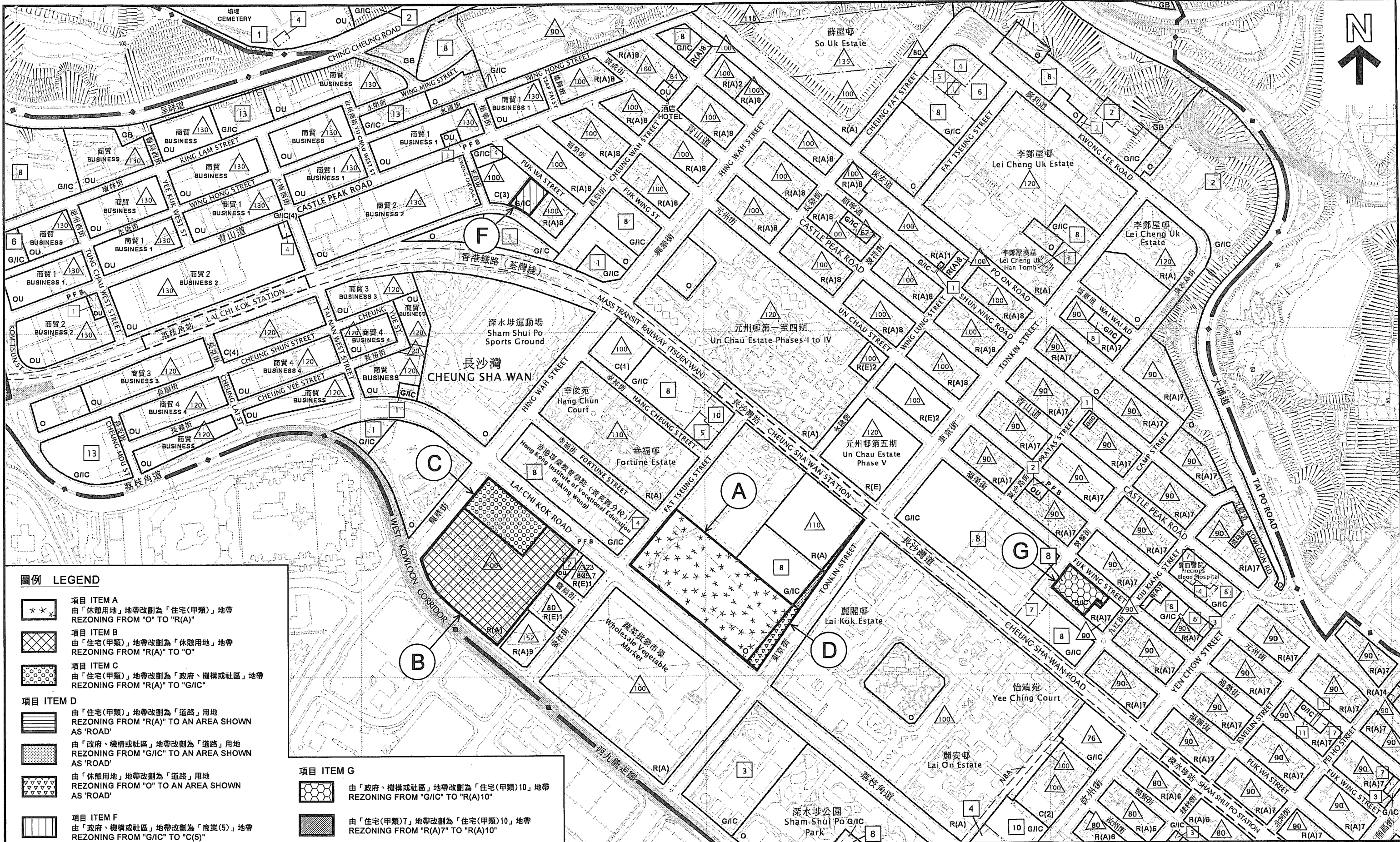
Ms Manda CHAN 陳曼琪女士
CLERK TO THE EXECUTIVE COUNCIL 行政會議秘書

香港城市規劃委員會依據城市規劃條例擬備的長沙灣（九龍規劃區第5區）分區計劃大綱圖
TOWN PLANNING ORDINANCE, HONG KONG TOWN PLANNING BOARD
KOWLOON PLANNING AREA No. 5 - CHEUNG SHA WAN - OUTLINE ZONING PLAN

規劃署擬定城市規劃委員會批准提議
PREPARED BY THE PLANNING DEPARTMENT UNDER THE DIRECTION OF THE TOWN PLANNING BOARD

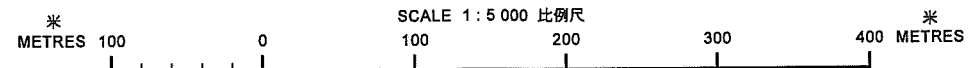
圖則編號
PLAN No. S/K5/33



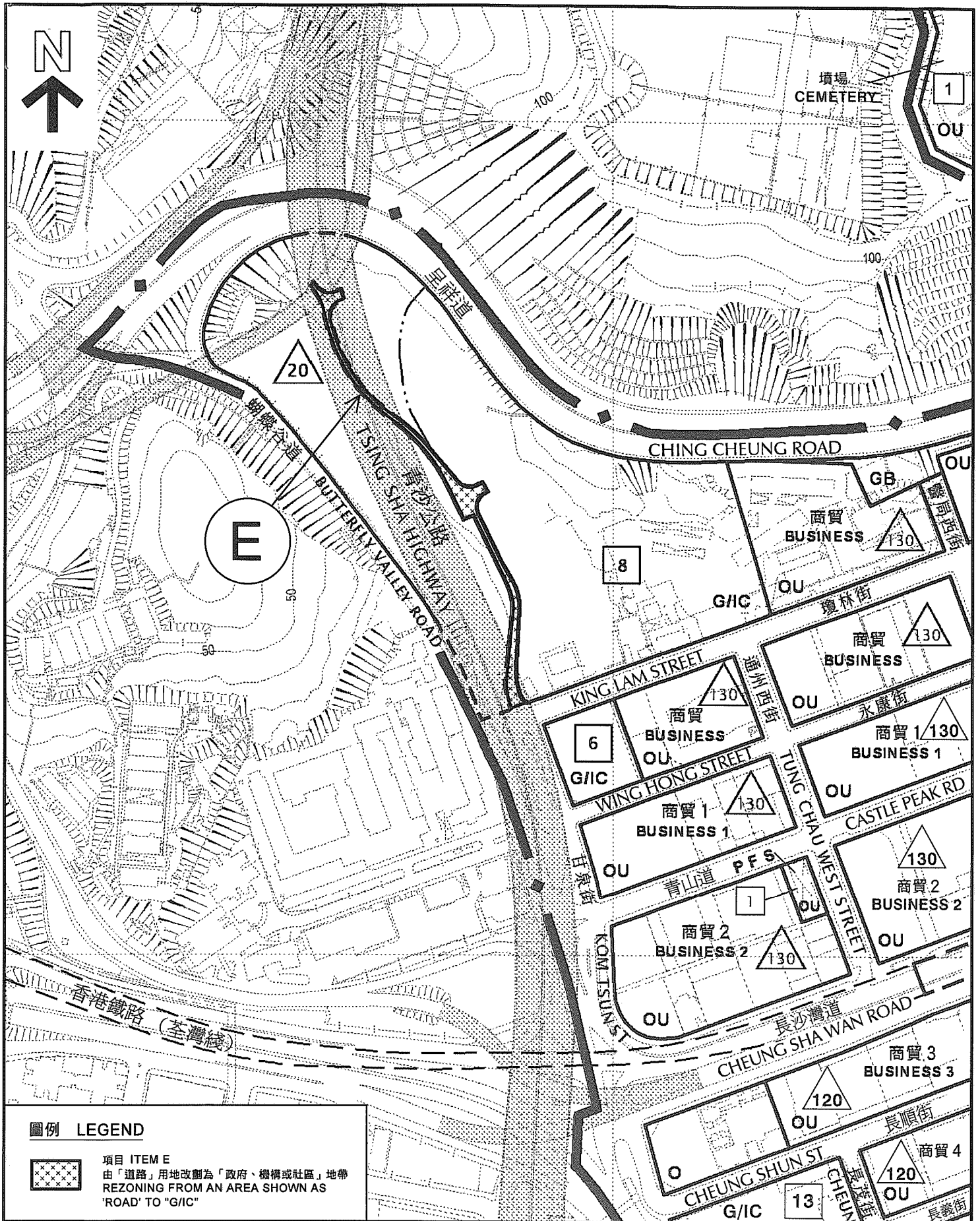


- 圖例 LEGEND**
- 項目 ITEM A
由「休憩用地」地帶改劃為「住宅(甲類)」地帶
REZONING FROM "O" TO "R(A)"
 - 項目 ITEM B
由「住宅(甲類)」地帶改劃為「休憩用地」地帶
REZONING FROM "R(A)" TO "O"
 - 項目 ITEM C
由「住宅(甲類)」地帶改劃為「政府、機構或社區」地帶
REZONING FROM "R(A)" TO "G/I/C"
 - 項目 ITEM D
由「住宅(甲類)」地帶改劃為「道路」用地
REZONING FROM "R(A)" TO AN AREA SHOWN AS 'ROAD'
 - 由「政府、機構或社區」地帶改劃為「道路」用地
REZONING FROM "G/I/C" TO AN AREA SHOWN AS 'ROAD'
 - 項目 ITEM F
由「政府、機構或社區」地帶改劃為「商業(5)」地帶
REZONING FROM "G/I/C" TO "C(5)"
 - 項目 ITEM G
由「政府、機構或社區」地帶改劃為「住宅(甲類)10」地帶
REZONING FROM "G/I/C" TO "R(A)10"
 - 由「住宅(甲類)7」地帶改劃為「住宅(甲類)10」地帶
REZONING FROM "R(A)7" TO "R(A)10"

修訂項目 A 至 D 及 F 至 G 位置圖
LOCATION PLAN OF AMENDMENT ITEMS A TO D AND F TO G
長沙灣分區計劃大綱核准圖編號 S/K5/33
的擬議修訂項目
PROPOSED AMENDMENTS TO
APPROVED CHEUNG SHA WAN OUTLINE ZONING PLAN No. S/K5/33



本摘要圖於2013年3月26日擬備，
所根據的資料為於2011年11月8日
核准的分區計劃大綱圖號S/K5/33
EXTRACT PLAN PREPARED ON 26.3.2013
BASED ON OUTLINE ZONING PLAN
No. S/K5/33 APPROVED ON 8.11.2011



本摘要圖於2013年3月18日擬備，
所根據的資料為於2011年11月8日
核准的分區計劃大綱圖號S/K5/33
EXTRACT PLAN PREPARED ON 18.3.2013
BASED ON OUTLINE ZONING PLAN
No. S/K5/33 APPROVED ON 8.11.2011

修訂項目E位置圖
LOCATION PLAN OF AMENDMENT ITEM E
長沙灣分區計劃大綱核准圖
編號 S/K5/33 的擬議修訂項目
PROPOSED AMENDMENT TO APPROVED CHEUNG SHA WAN
OUTLINE ZONING PLAN No. S/K5/33

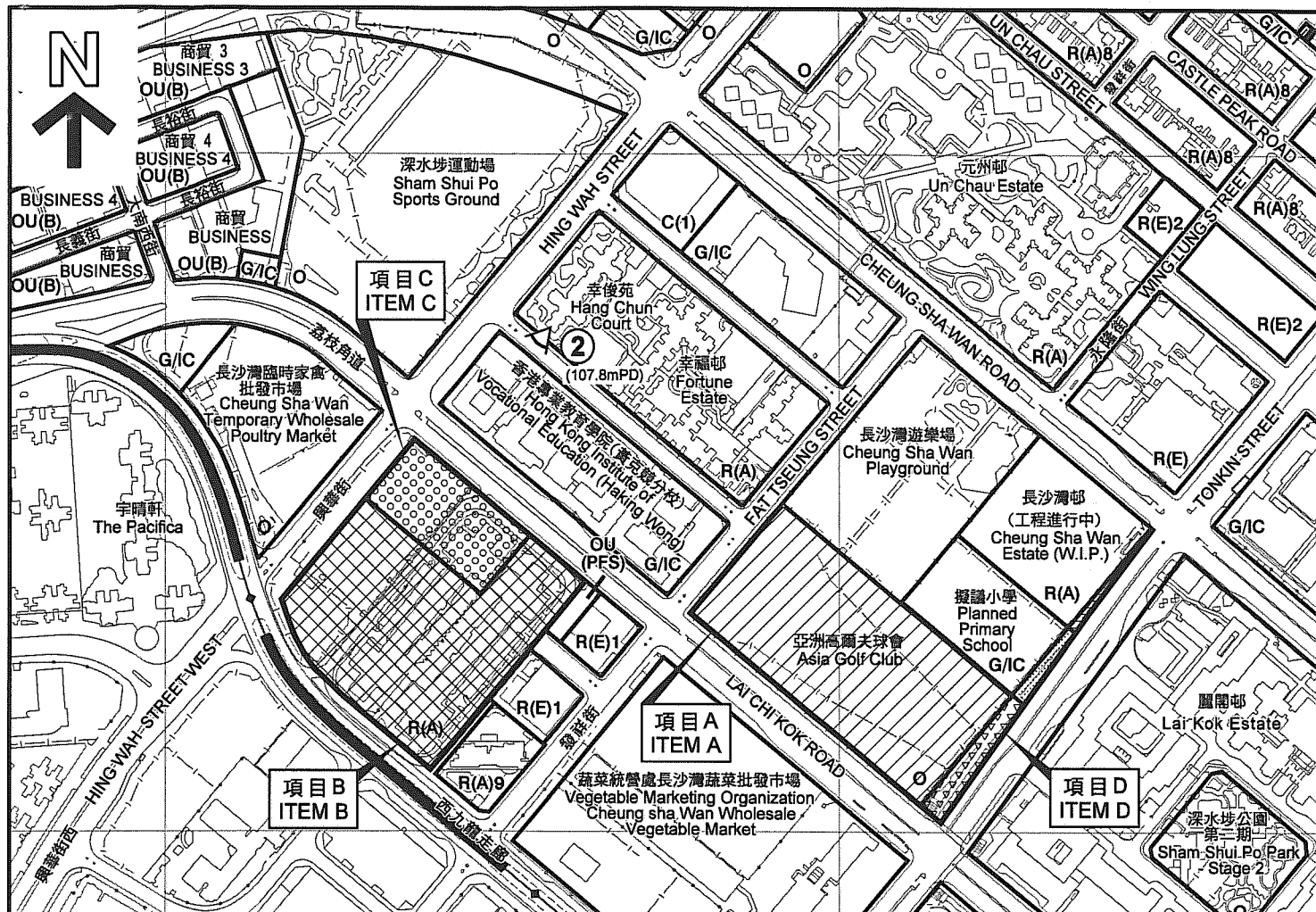
SCALE 1 : 3 000 比例尺
METRES 50 0 50 100 METRES

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/K5/13/8

圖 PLAN
2b



圖例 LEGEND



項目 ITEM A
由「休憩用地」地帶改劃為「住宅(甲類)」地帶
REZONING FROM "O" TO "R(A)"



項目 ITEM B
由「住宅(甲類)」地帶改劃為「休憩用地」地帶
REZONING FROM "R(A)" TO "O"



項目 ITEM C
由「住宅(甲類)」地帶改劃為「政府、機構或社區」地帶
REZONING FROM "R(A)" TO "G/C"

項目 ITEM D



由「休憩用地」地帶改劃為「道路」用地
REZONING FROM "O" TO AN AREA SHOWN AS 'ROAD'



由「政府、機構或社區」地帶改劃為「道路」用地
REZONING FROM "G/C" TO AN AREA SHOWN AS 'ROAD'



由「住宅(甲類)」地帶改劃為「道路」用地
REZONING FROM "R(A)" TO AN AREA SHOWN AS 'ROAD'

C

商業
COMMERCIAL

R(A)

住宅(甲類)
RESIDENTIAL (GROUP A)

R(E)

住宅(戊類)
RESIDENTIAL (GROUP E)

G/C

政府、機構或社區
GOVERNMENT, INSTITUTION OR COMMUNITY

O

休憩用地
OPEN SPACE

OU(B)

其他指定用途「商貿」
OTHER SPECIFIED USES (BUSINESS)

OU(PFS)

其他指定用途「加油站」
OTHER SPECIFIED USES (PETROL FILLING STATION)

①

實地照片的觀景點及其高度
(在主水平基準上118.2米)
VIEWING POINT OF SITE PHOTO AND ITS ALTITUDE
(in 118.2 metres above Principal Datum)

平面圖 - 項目A、B、C及D SITE PLAN - ITEMS A, B, C AND D

長沙灣分區計劃大綱核准圖
編號 S/K5/33 的擬議修訂項目
PROPOSED AMENDMENTS TO
APPROVED CHEUNG SHA WAN
OUTLINE ZONING PLAN No. S/K5/33

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

規劃署
PLANNING
DEPARTMENT



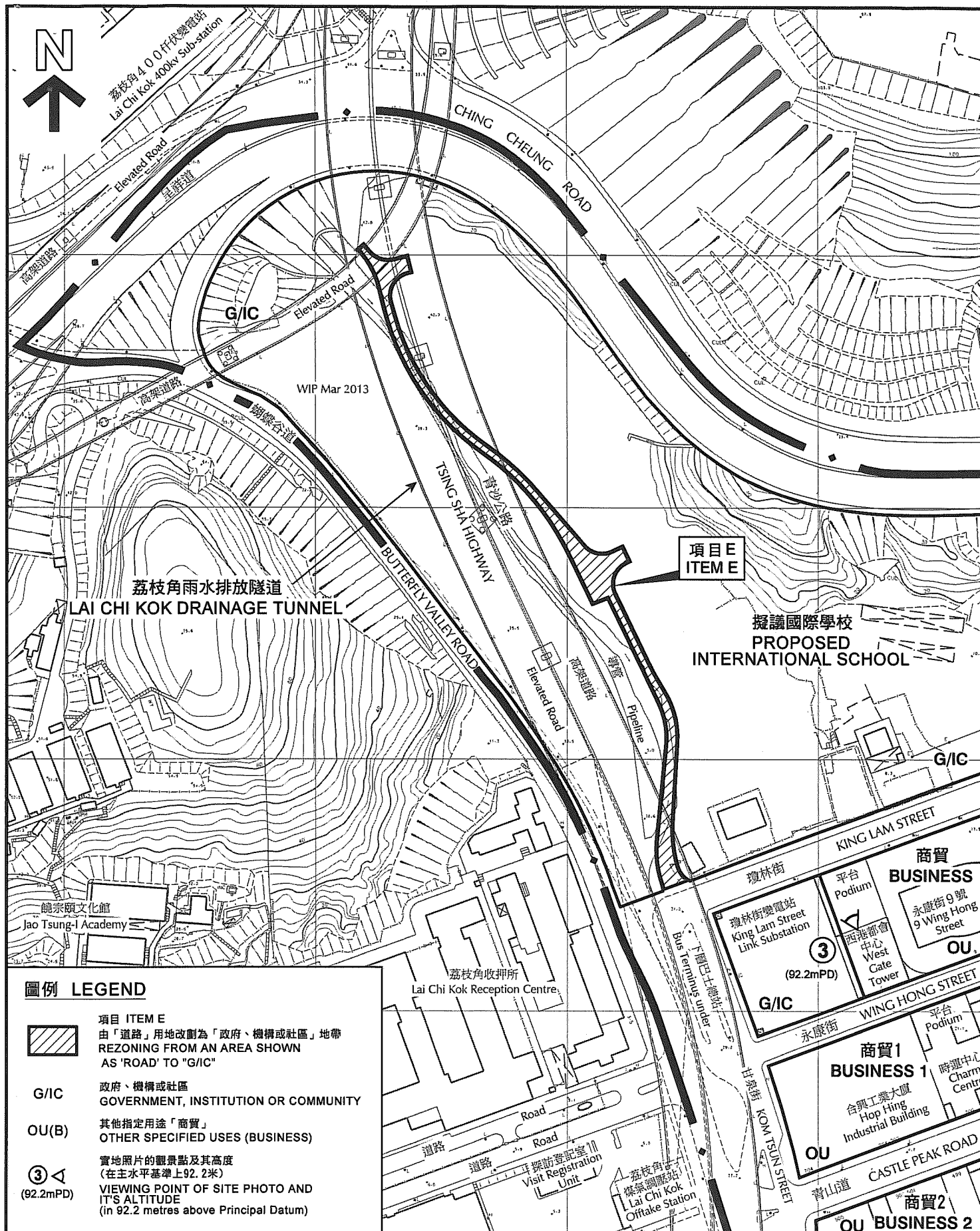
參考編號
REFERENCE No.

M/K5/13/8

圖 PLAN

3

本摘要圖於2013年3月20日擬備，
所根據的資料為測量圖編號
11-NW-8C/D和13A/B/C/D
EXTRACT PLAN PREPARED ON 20.3.2013
BASED ON SURVEY SHEETS No.
11-NW-8C/D & 13A/B/C/D



本摘要圖於2013年3月18日擬備，所根據的資料為測量圖編號11-NW-7B/D & 8A/C
EXTRACT PLAN PREPARED ON 18.3.2013
BASED ON SURVEY SHEETS No.
11-NW-7B/D & 8A/C

平面圖 - 項目E
SITE PLAN - ITEM E
長沙灣分區計劃大綱核准圖
編號 S/K5/33 的擬議修訂項目
PROPOSED AMENDMENT TO
APPROVED CHEUNG SHA WAN
OUTLINE ZONING PLAN No. S/K5/33

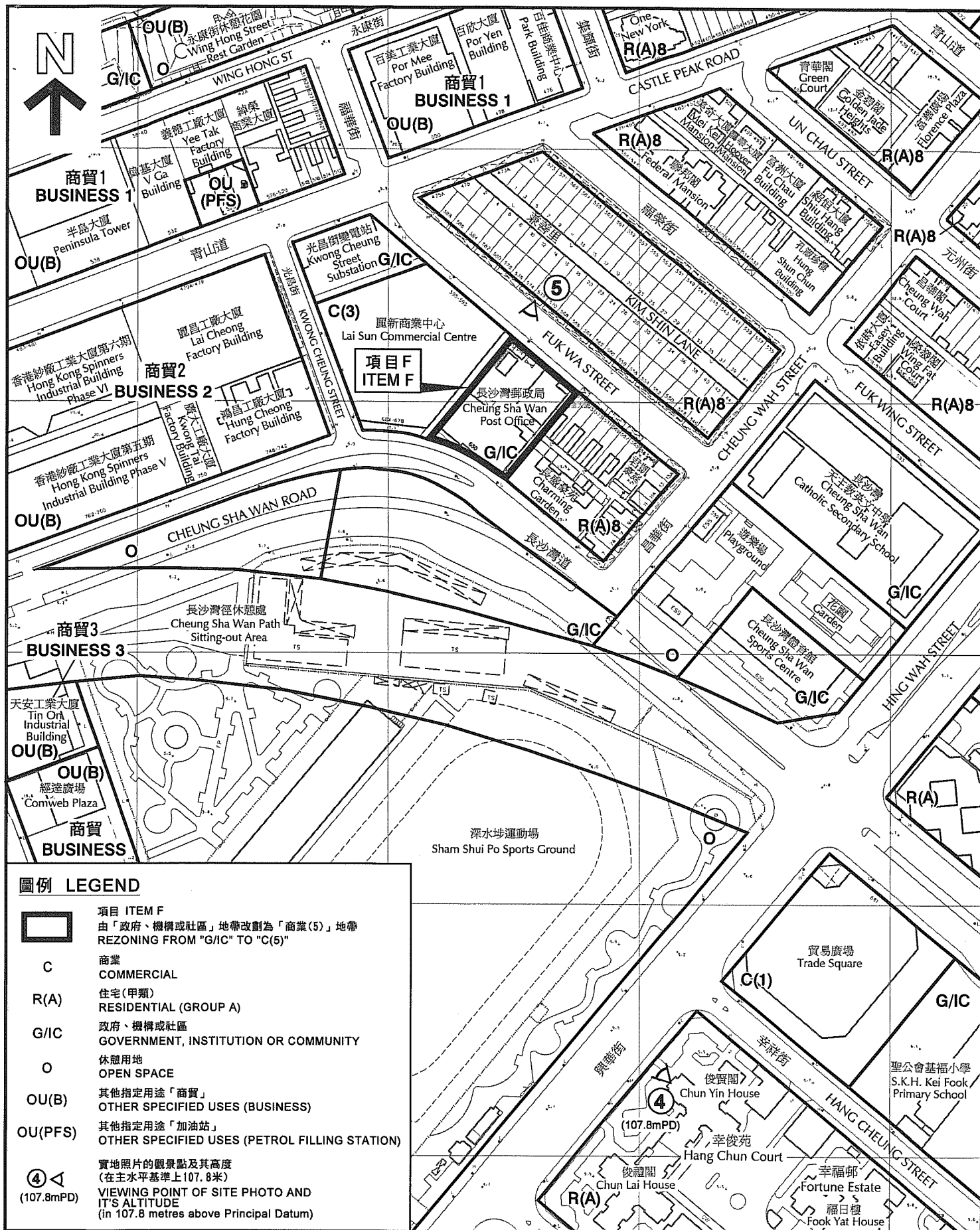
米 METRES 40 0 40 80 METRES
SCALE 1:2 000 比例尺

規劃署
**PLANNING
DEPARTMENT**



參考編號
REFERENCE No.
M/K5/13/8

圖 **PLAN**
4



本摘要圖於2013年3月26日擬備，所根據的資料為測量圖編號11-NW-8A/B/C/D
EXTRACT PLAN PREPARED ON 26.3.2013
BASED ON SURVEY SHEETS No.
11-NW-8A/B/C/D

平面圖 - 項目F
SITE PLAN - ITEM F
長沙灣分區計劃大綱核准圖
編號 S/K5/33 的擬議修訂項目
PROPOSED AMENDMENT TO
APPROVED CHEUNG SHA WAN
OUTLINE ZONING PLAN No. S/K5/33

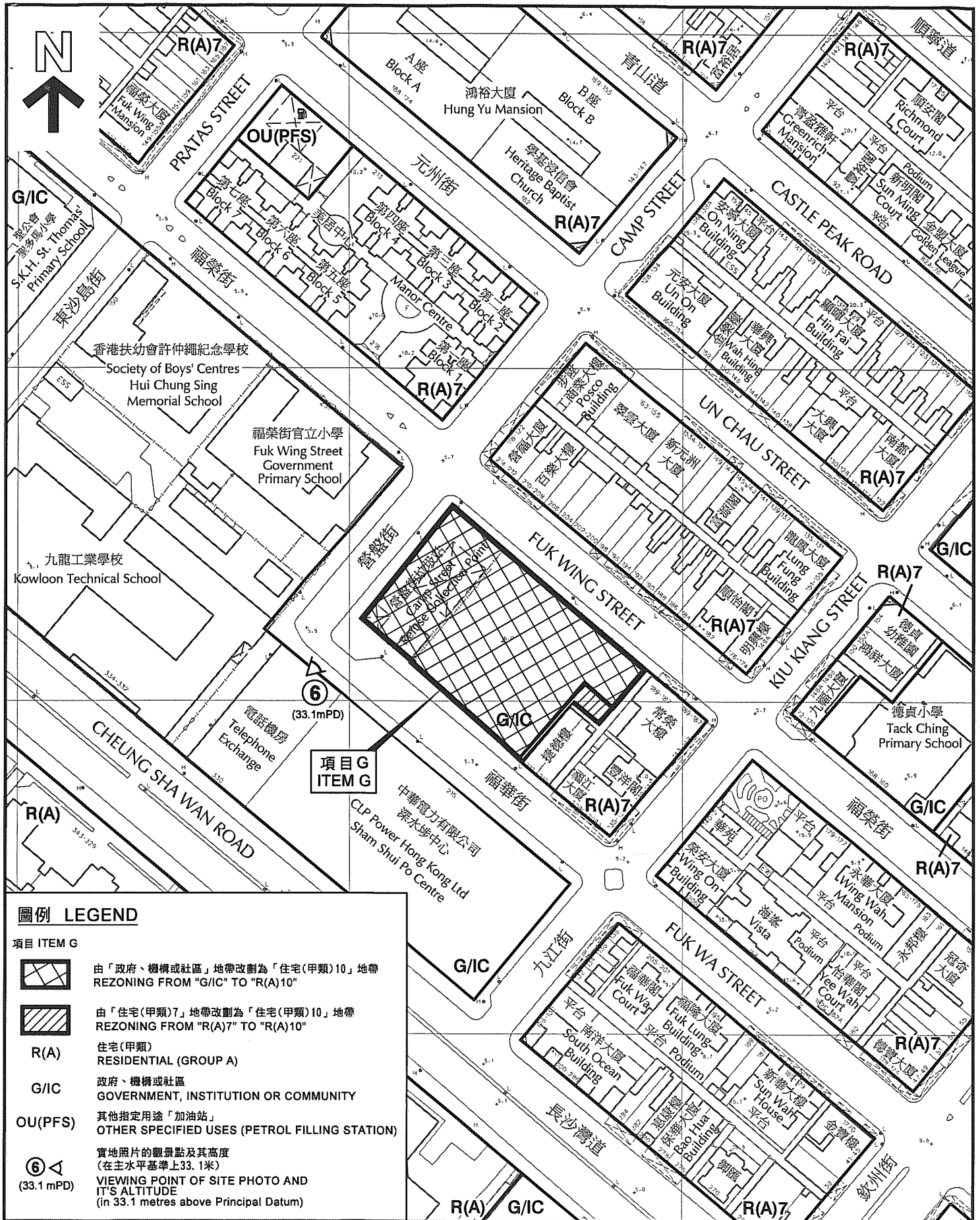
SCALE 1:2 000 比例尺
METRES 40 0 40 80 METRES

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/K5/13/8

圖 PLAN
5



圖例 LEGEND

項目 ITEM G



由「政府、機構或社區」地帶改劃為「住宅(甲類)10」地帶
REZONING FROM "G/IC" TO "R(A)10"



由「住宅(甲類)7」地帶改劃為「住宅(甲類)10」地帶
REZONING FROM "R(A)7" TO "R(A)10"

R(A)
RESIDENTIAL (GROUP A)

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

OU(PFS)
其他指定用途「加油站」
OTHER SPECIFIED USES (PETROL FILLING STATION)

⑥
(33.1 mPD)
實地照片的觀景點及其高度
(在主水平基準上33.1米)
VIEWING POINT OF SITE PHOTO AND
IT'S ALTITUDE
(in 33.1 metres above Principal Datum)

本摘要圖於2013年3月26日擬備，所根據的
資料為測量圖編號11-NW-8D/9C/13B/14A
EXTRACT PLAN PREPARED ON 26.3.2013
BASED ON SURVEY SHEETS No.
11-NW-8D/9C/13B/14A

米
METRES 25 0 25 50 METRES
SCALE 1:1 500 比例尺

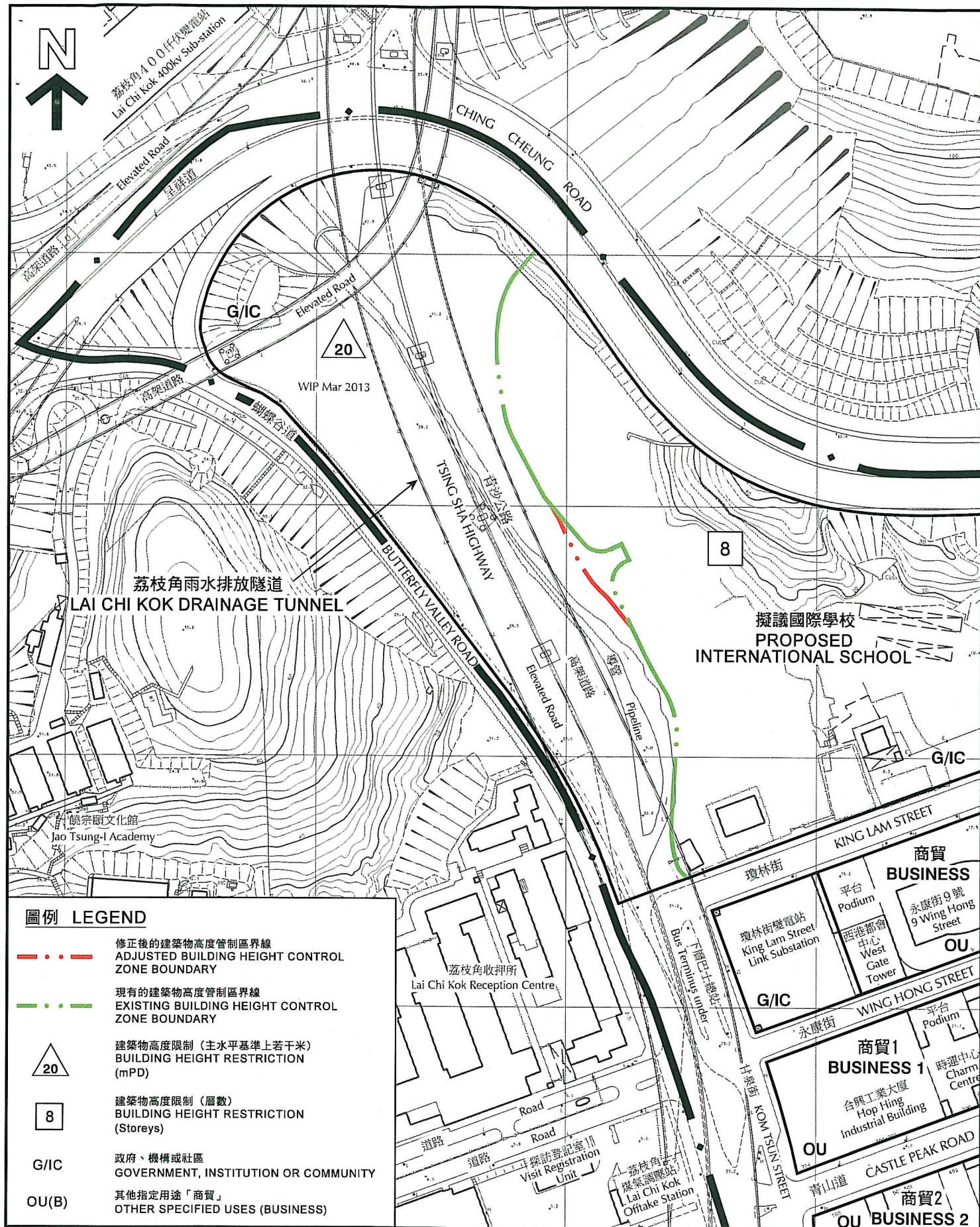
平面圖 - 項目 G
SITE PLAN - ITEM G
長沙灣分區計劃大綱核准圖
編號 S/K5/33 的擬議修訂項目
PROPOSED AMENDMENT TO
APPROVED CHEUNG SHA WAN
OUTLINE ZONING PLAN No. S/K5/33

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/K5/13/8

圖 PLAN
6



平面圖 SITE PLAN

修正後的建築物高度管制區界線
(與項目E有關)
ADJUSTED BUILDING HEIGHT CONTROL ZONE BOUNDARY
(RELATED TO ITEM E)

本摘要圖於2013年3月18日擬備，所根據的資料為測量圖編號11-NW-7B/D & 8A/C
EXTRACT PLAN PREPARED ON 18.3.2013
BASED ON SURVEY SHEETS No. 11-NW-7B/D & 8A/C

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

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/K5/13/8

圖 PLAN
7



EXTRACT PLAN PREPARED ON 22.3.2013
BASED ON AERIAL PHOTO No. CW91617
TAKEN ON 10.12.2011 BY LANDS DEPARTMENT

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/K5/13/8

PLAN
8a



荔枝角400kv变电站
Lai Chi Kok 400kv Sub-station

呈祥道

蝴蝶谷道

荔枝角雨水排放隧道
LAI CHI KOK DRAINAGE TUNNEL

BUTTERFLY VALLEY ROAD

青沙公路

CHING CHEUNG ROAD

E

KING LAM STREET

WING HONG STREET

永康街

CASTLE PEAK ROAD

青山道

長沙灣道
CHEUNG SHA WAN ROAD

CHEUNG SHUN STREET

長發街

月輪街
YUET LUN ST

葵涌道
KWAI CHUNG ROAD

荔枝角交匯處
LAI CHI KOK INTERCHANGE

荔枝角收押所
Lai Chi Kok Reception Centre

圖例 LEGEND



修訂項目
AMENDMENT ITEM

本摘要圖於2013年3月18日擬備，
所根據的資料為地政總署於2012年9月28日
拍得的航攝照片編號CS39916
EXTRACT PLAN PREPARED ON 18.3.2013
BASED ON AERIAL PHOTO No. CS39916
TAKEN ON 28.9.2012 BY
LANDS DEPARTMENT

修訂項目E航攝照片 AERIAL PHOTO OF AMENDMENT ITEM E

長沙灣分區計劃大綱核准圖
編號 S/K5/33 的擬議修訂項目
PROPOSED AMENDMENT TO APPROVED CHEUNG SHA WAN
OUTLINE ZONING PLAN No. S/K5/33

規劃署
PLANNING
DEPARTMENT

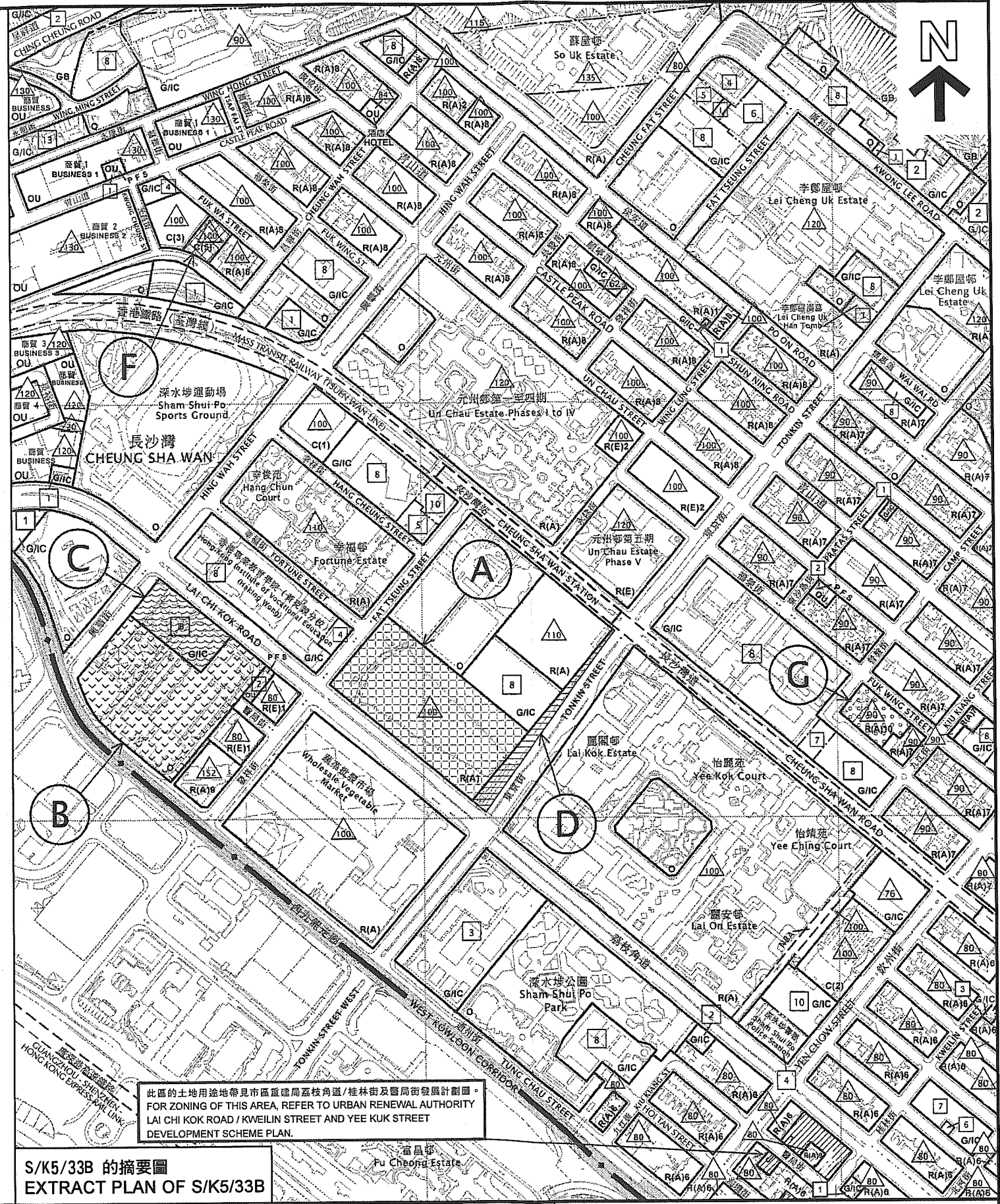
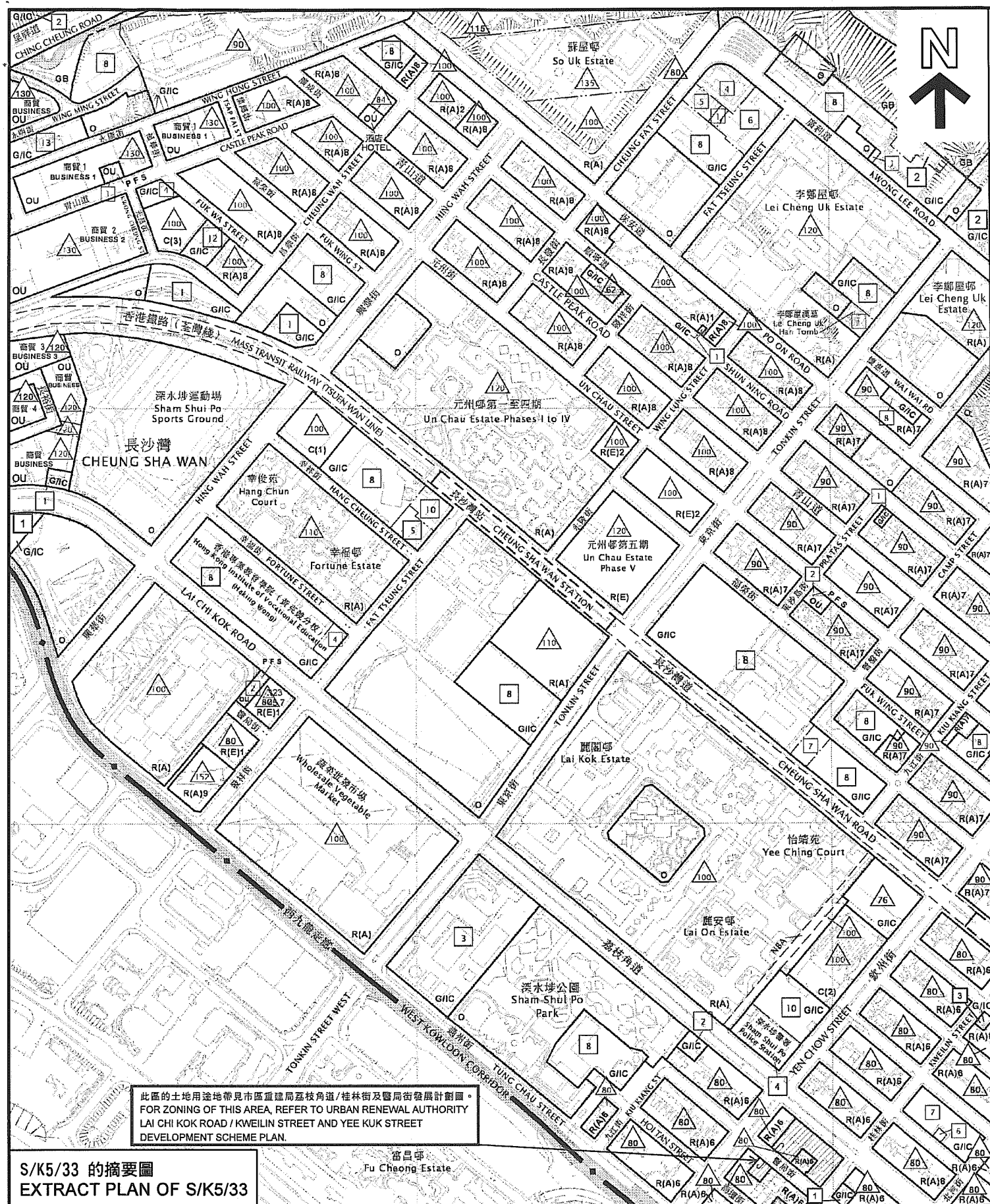


參考編號
REFERENCE No.

M/K5/13/8

圖 PLAN

8b



本摘要圖於2013年3月26日擬備，
所根據的資料為長沙灣分區計劃大綱核准圖編號 S/K5/33
和長沙灣分區計劃大綱草案圖編號 S/K5/33B
EXTRACT PLAN PREPARED ON 26.3.2013
BASED ON OUTLINE ZONING PLANS No.
S/K5/33 AND S/K5/33B

修訂項目A至D及F至G在長沙灣分區計劃大綱圖上的現有與擬議用途地帶的比較
COMPARISON OF EXISTING AND PROPOSED ZONINGS
ON THE CHEUNG SHA WAN OUTLINE ZONING PLAN FOR AMENDMENT ITEMS A TO D AND F TO G

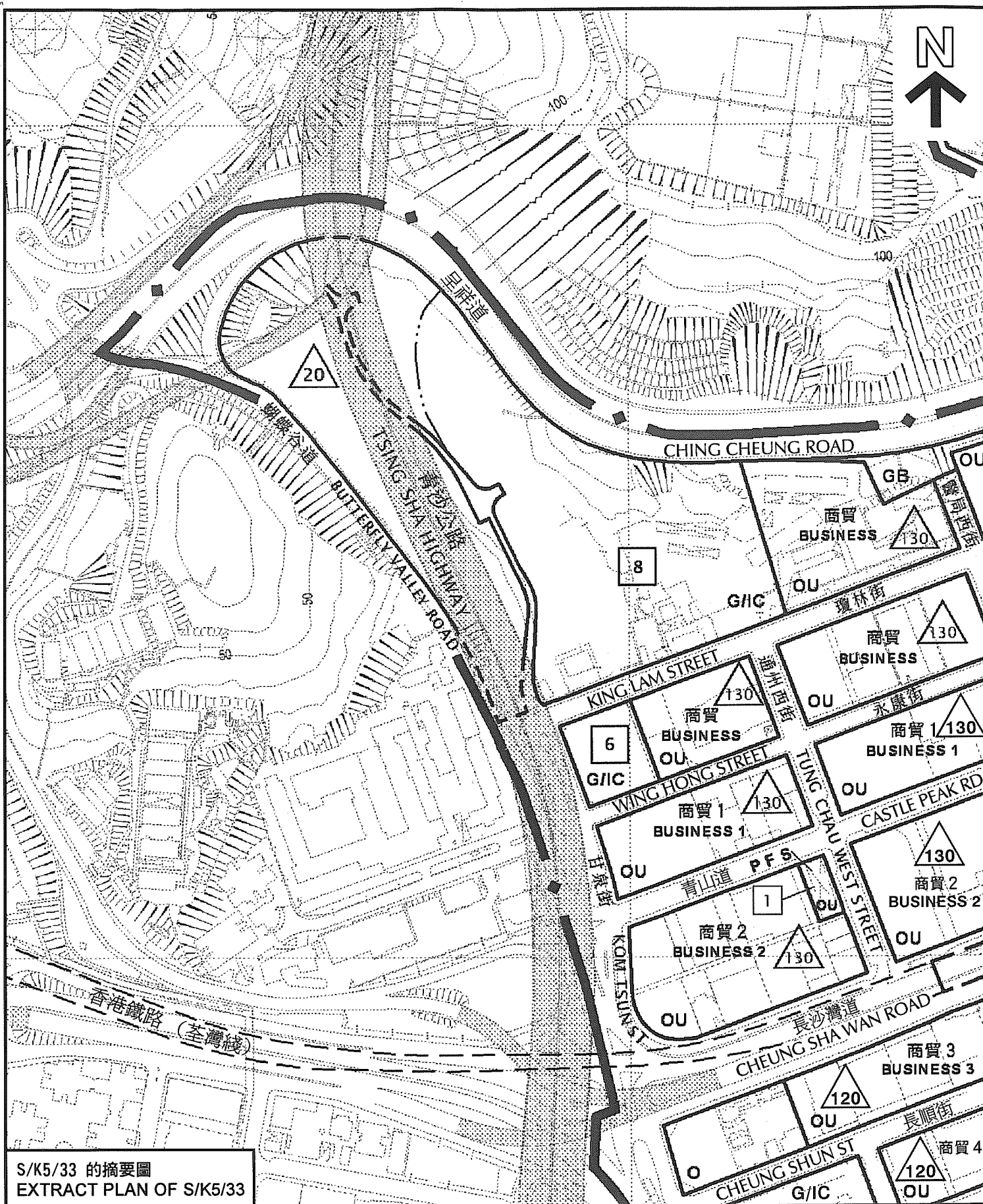
米
METRES 100 0 100 200 300 400 500 METRES
SCALE 1:6 000 比例尺

規劃署
PLANNING DEPARTMENT

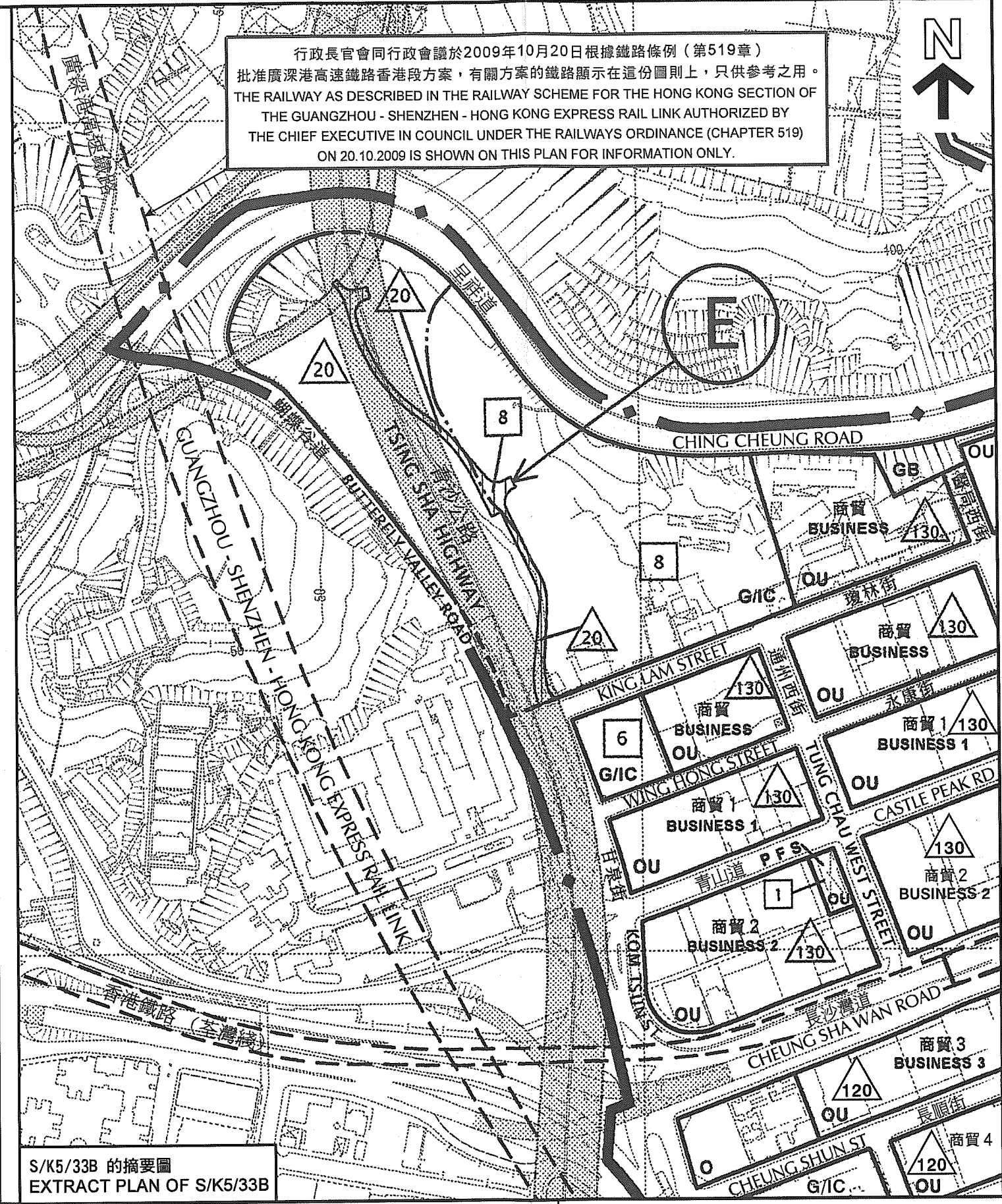


參考編號
REFERENCE No.
M/K5/13/8

圖 PLAN
9a



S/K5/33 的摘要圖
EXTRACT PLAN OF S/K5/33

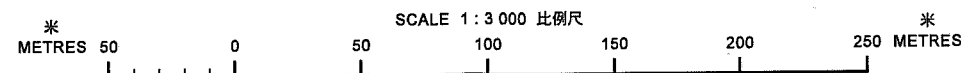


S/K5/33B 的摘要圖
EXTRACT PLAN OF S/K5/33B

行政長官會同行政會議於2009年10月20日根據鐵路條例（第519章）批准廣深港高速鐵路香港段方案，有關方案的鐵路顯示在這份圖則上，只供參考之用。
THE RAILWAY AS DESCRIBED IN THE RAILWAY SCHEME FOR THE HONG KONG SECTION OF THE GUANGZHOU - SHENZHEN - HONG KONG EXPRESS RAIL LINK AUTHORIZED BY THE CHIEF EXECUTIVE IN COUNCIL UNDER THE RAILWAYS ORDINANCE (CHAPTER 519) ON 20.10.2009 IS SHOWN ON THIS PLAN FOR INFORMATION ONLY.

本摘要圖於2013年3月26日擬備，
所根據的資料為長沙灣分區計劃大綱核准圖編號 S/K5/33
和長沙灣分區計劃大綱草圖編號 S/K5/33B
EXTRACT PLAN PREPARED ON 26.3.2013
BASED ON OUTLINE ZONING PLANS No.
S/K5/33 AND S/K5/33B

修訂項目 E 在長沙灣分區計劃大綱圖上的現有與擬議用途地帶的比較
COMPARISON OF EXISTING AND PROPOSED ZONINGS
ON THE CHEUNG SHA WAN OUTLINE ZONING PLAN FOR AMENDMENT ITEM E



規劃署
PLANNING DEPARTMENT



參考編號
REFERENCE No.
M/K5/13/8

圖 PLAN
9b



本摘要圖於2013年3月18日擬備，
所根據的資料為攝於2013年1月4日
的實地照片
EXTRACT PLAN PREPARED ON 18.3.2013
BASED ON SITE PHOTO
TAKEN ON 4.1.2013

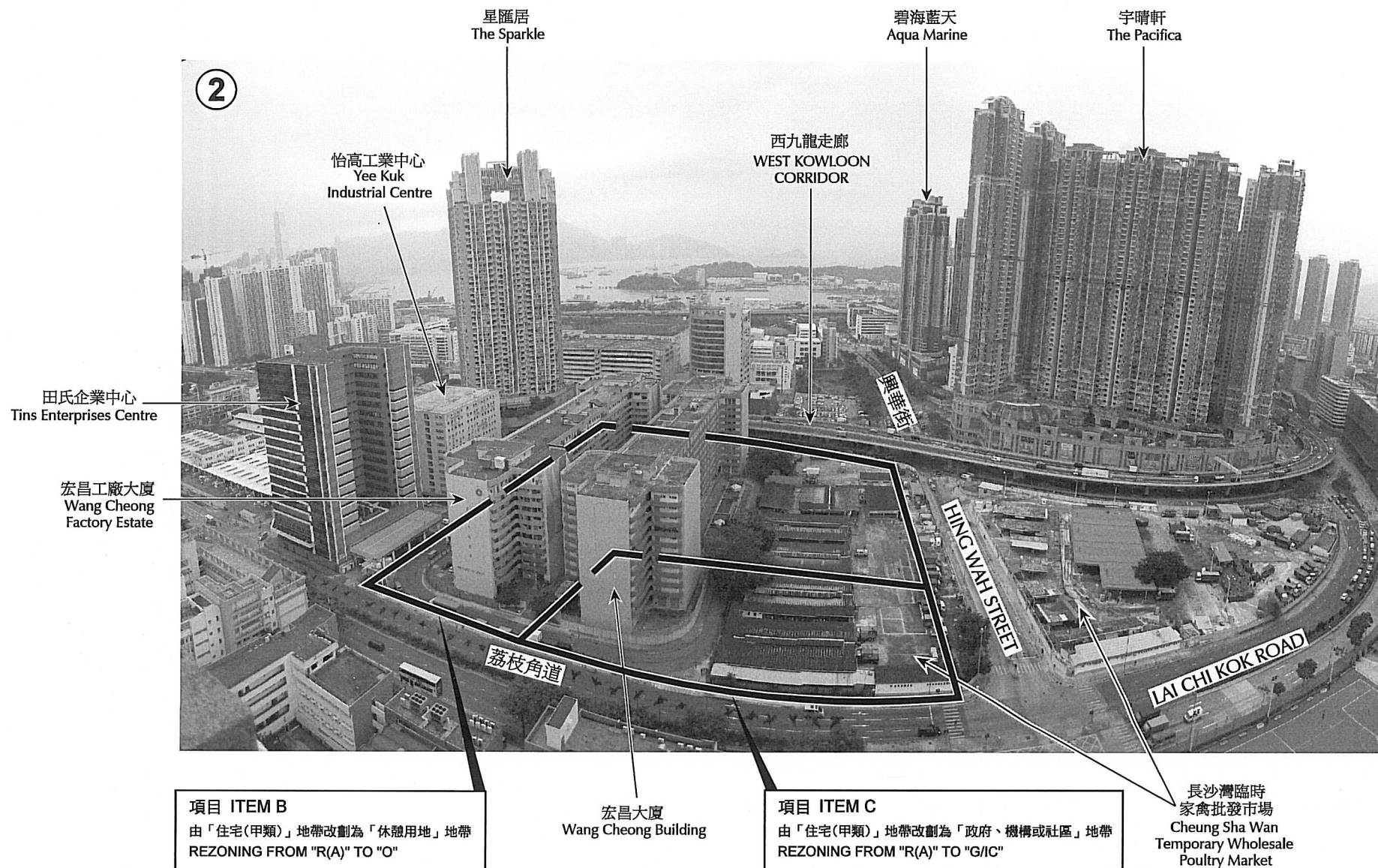
修訂項目A及D實地照片
SITE PHOTO OF AMENDMENT ITEM A AND D
長沙灣分區計劃大綱核准圖編號 S/K5/33
的擬議修訂項目
PROPOSED AMENDMENTS TO
APPROVED CHEUNG SHA WAN OUTLINE ZONING PLAN No. S/K5/33

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/K5/13/8

圖 PLAN
10



項目 ITEM B

由「住宅(甲類)」地帶改劃為「休憩用地」地帶
REZONING FROM "R(A)" TO "O"

宏昌大廈
Wang Cheong Building

項目 ITEM C

由「住宅(甲類)」地帶改劃為「政府、機構或社區」地帶
REZONING FROM "R(A)" TO "G/IC"

長沙灣臨時
家禽批發市場
Cheung Sha Wan
Temporary Wholesale
Poultry Market

本摘要圖於2013年3月18日擬備，
所根據的資料為攝於2012年12月27日
的實地照片
EXTRACT PLAN PREPARED ON 18.3.2013
BASED ON SITE PHOTO
TAKEN ON 27.12.2012

**修訂項目B及C實地照片
SITE PHOTO OF AMENDMENT ITEMS B AND C**

長沙灣分區計劃大綱核准圖編號 S/K5/33
的擬議修訂項目
PROPOSED AMENDMENTS TO
APPROVED CHEUNG SHA WAN OUTLINE ZONING PLAN No. S/K5/33

**規劃署
PLANNING
DEPARTMENT**

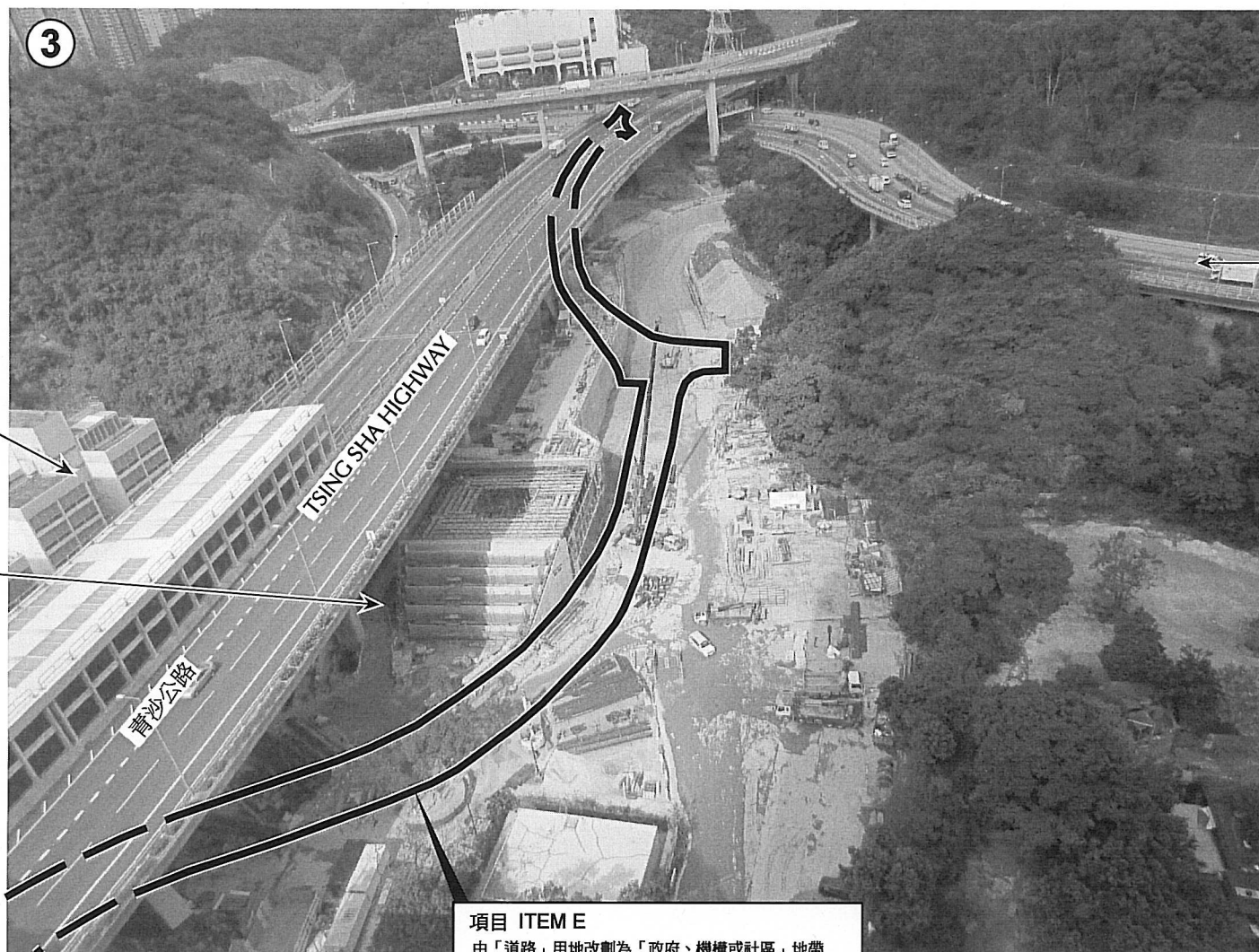
參考編號
REFERENCE No.

M/K5/13/8



圖 PLAN

11



荔枝角收押所
LAI CHI KOK
RECEPTION CENTRE

荔枝角雨水排放隧道
LAI CHI KOK DRAINAGE TUNNEL

呈祥道
CHING CHEUNG
ROAD

項目 ITEM E

由「道路」用地改劃為「政府、機構或社區」地帶
REZONING FROM AN AREA SHOWN AS 'ROAD'
TO 'G/IC'

本摘要圖於2013年3月18日擬備，
所根據的資料為攝於2012年12月14日
的實地照片
EXTRACT PLAN PREPARED ON 18.3.2013
BASED ON SITE PHOTO
TAKEN ON 14.12.2012

修訂項目E實地照片 SITE PHOTO OF AMENDMENT ITEM E

長沙灣分區計劃大綱核准圖編號 S/K5/33
的擬議修訂項目
PROPOSED AMENDMENT TO
APPROVED CHEUNG SHA WAN OUTLINE ZONING PLAN No. S/K5/33

規劃署
PLANNING
DEPARTMENT

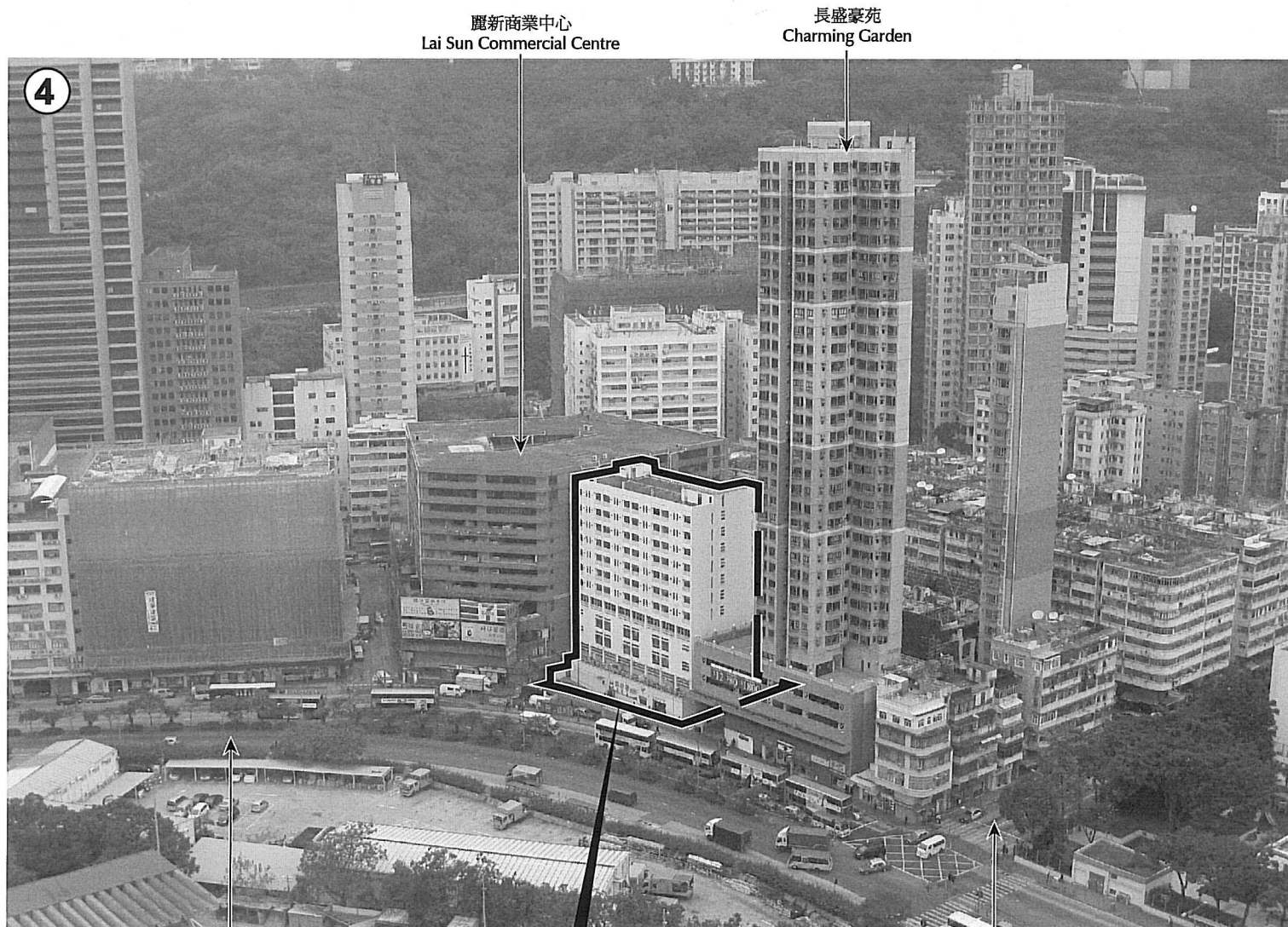


參考編號
REFERENCE No.

M/K5/13/8

圖 PLAN

12



長沙灣道
CHEUNG SHA WAN ROAD

項目 ITEM F
由「政府、機構或社區」地帶改劃為
「商業(5)」地帶
REZONING FROM "G/IC" TO "C(5)"

昌華街
CHEUNG WAH STREET

本摘要圖於2013年3月26日擬備，
所根據的資料為攝於2012年12月27日
的實地照片
EXTRACT PLAN PREPARED ON 26.3.2013
BASED ON SITE PHOTO
TAKEN ON 27.12.2012

修訂項目F實地照片
SITE PHOTO OF AMENDMENT ITEM F
長沙灣分區計劃大綱核准圖編號 S/K5/33
的擬議修訂項目
PROPOSED AMENDMENT TO
APPROVED CHEUNG SHA WAN OUTLINE ZONING PLAN No. S/K5/33

規劃署
PLANNING
DEPARTMENT

參考編號
REFERENCE No.

M/K5/13/8



圖 PLAN

13



長沙灣道650號（福華街後門入口）
650 CHEUNG SHA WAN ROAD (REAR ENTRANCE AT FUK WA STREET)

本摘要圖於2013年3月18日擬備，
所根據的資料為攝於2013年2月26日
的實地照片
EXTRACT PLAN PREPARED ON 18.3.2013
BASED ON SITE PHOTO
TAKEN ON 26.2.2013

修訂項目F實地照片
SITE PHOTO OF AMENDMENT ITEM F
長沙灣分區計劃大綱核准圖編號 S/K5/33
的擬議修訂項目
PROPOSED AMENDMENT TO
APPROVED CHEUNG SHA WAN OUTLINE ZONING PLAN No. S/K5/33

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/K5/13/8

圖 PLAN
14



營盤街垃圾站
Camp Street
Refuse Collection Point

項目 ITEM G

由「政府、機構或社區」及「住宅(甲類)7」地帶
改劃為「住宅(甲類)10」地帶

REZONING FROM "G/IC" AND "R(A)7" TO "R(A)10"

本摘要圖於2013年3月26日擬備，
所根據的資料為攝於2012年12月27日
的實地照片
EXTRACT PLAN PREPARED ON 26.3.2013
BASED ON SITE PHOTO
TAKEN ON 27.12.2012

修訂項目G實地照片
SITE PHOTO OF AMENDMENT ITEM G

長沙灣分區計劃大綱核准圖編號 S/K5/33

的擬議修訂項目

PROPOSED AMENDMENT TO
APPROVED CHEUNG SHA WAN OUTLINE ZONING PLAN No. S/K5/33

規劃署
PLANNING
DEPARTMENT



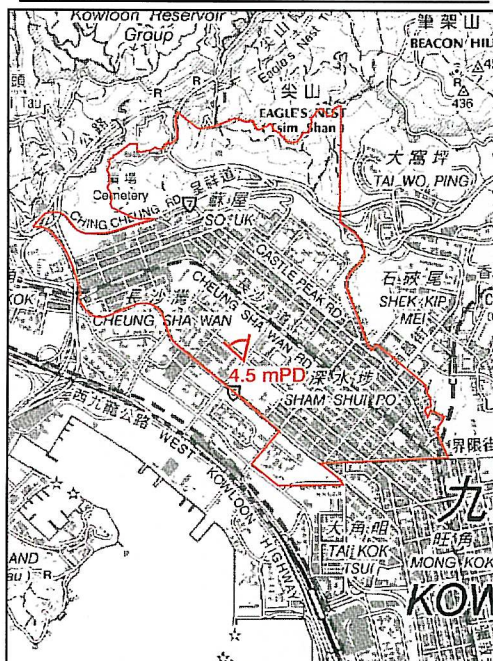
參考編號
REFERENCE No.

M/K5/13/8

圖 PLAN

15

合成照片的觀景點的位置圖
LOCATION PLAN OF
VIEWING POINT OF PHOTOMONTAGE



SCALE 1 : 50 000 比例尺

合成照片上只是粗略地描畫大廈輪廓
THE OUTLINE CONFIGURATIONS OF BUILDINGS AS
SHOWN ON PHOTOMONTAGES ARE INDICATIVE ONLY

本圖於2013年3月18日擬備，
所根據的資料為攝於2013年1月8日的實地照片
PLAN PREPARED ON 18.3.2013
BASED ON SITE PHOTO TAKEN ON 8.1.2013



修訂項目A擬議公屋發展的合成照片
PHOTOMONTAGE FOR PROPOSED PUBLIC HOUSING DEVELOPMENT
AMENDMENT ITEM A

從東京街(荔枝角道以南)向西眺望的景觀
VIEW WEST FROM TONKIN STREET (SOUTH OF LAI CHI KOK ROAD)

規劃署
PLANNING
DEPARTMENT

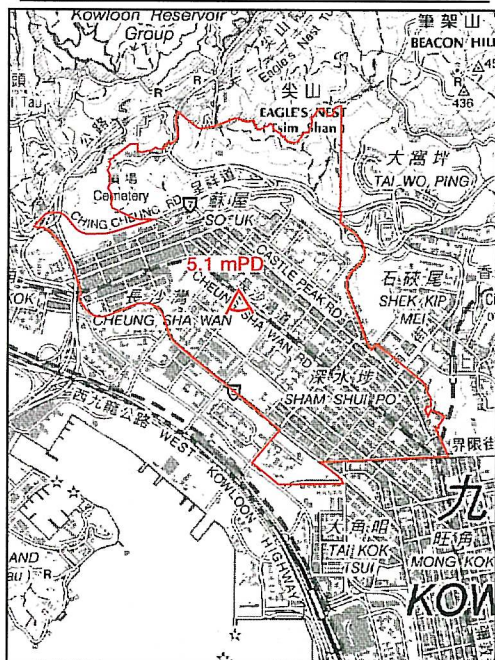
參考編號
REFERENCE No.

M/K5/13/8

圖 PLAN

16

合成照片的觀景點的位置圖
LOCATION PLAN OF
VIEWING POINT OF PHOTOMONTAGE



SCALE 1 : 50 000 比例尺

合成照片上只是粗略地描畫大廈輪廓
THE OUTLINE CONFIGURATIONS OF BUILDINGS AS
SHOWN ON PHOTOMONTAGES ARE INDICATIVE ONLY

長沙灣邨(工程進行中)
Cheung Sha Wan Estate (WIP)

擬議發展
Proposed
Development



長沙灣道
CHEUNG SHA WAN ROAD

本圖於2013年3月18日擬備，
所根據的資料為攝於2013年3月11日的實地照片
PLAN PREPARED ON 18.3.2013
BASED ON SITE PHOTO TAKEN ON 11.3.2013

修訂項目A擬議公屋發展的合成照片
PHOTOMONTAGE FOR PROPOSED PUBLIC HOUSING DEVELOPMENT
AMENDMENT ITEM A

從長沙灣道另一邊向南眺望的景觀
VIEW SOUTH FROM THE OTHER SIDE OF CHEUNG SHA WAN ROAD

規劃署
PLANNING
DEPARTMENT

參考編號
REFERENCE No.

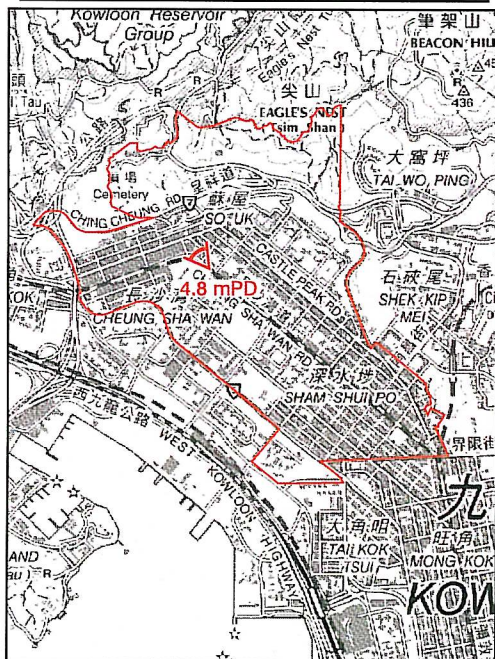
M/K5/13/8



圖 PLAN

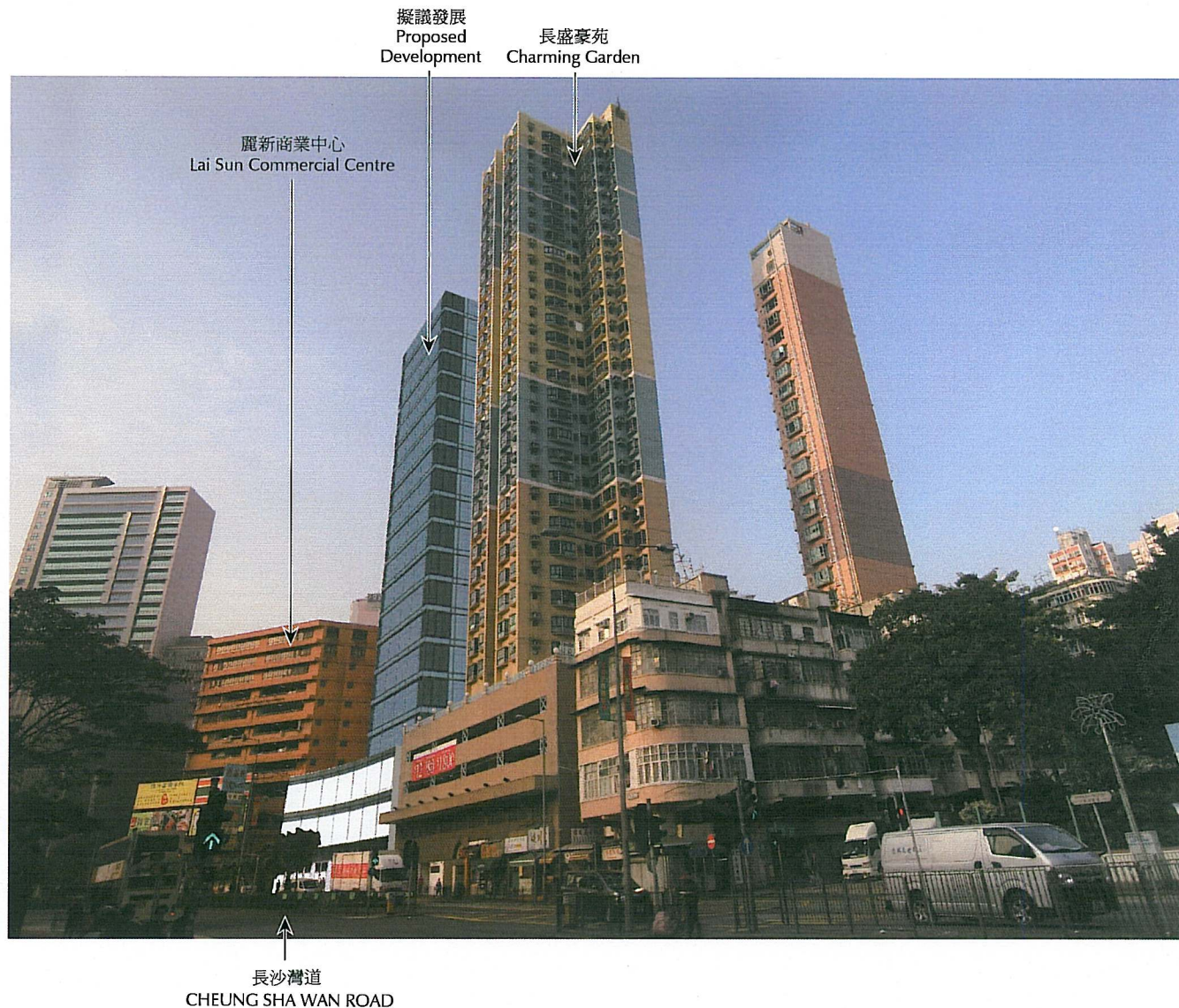
17

合成照片的觀景點的位置圖
LOCATION PLAN OF
VIEWING POINT OF PHOTOMONTAGE



SCALE 1 : 50 000 比例尺

合成照片上只是粗略地描畫大廈輪廓
THE OUTLINE CONFIGURATIONS OF BUILDINGS AS
SHOWN ON PHOTOMONTAGES ARE INDICATIVE ONLY



長沙灣道
CHEUNG SHA WAN ROAD

本圖於2013年3月26日擬備，
所根據的資料為攝於2013年1月8日的實地照片
PLAN PREPARED ON 26.3.2013
BASED ON SITE PHOTO TAKEN ON 8.1.2013

修訂項目F擬議商業發展的合成照片
PHOTOMONTAGE FOR PROPOSED COMMERCIAL DEVELOPMENT
AMENDMENT ITEM F

從長沙灣道另一邊向西眺望的景觀
VIEW WEST FROM ACROSS CHEUNG SHA WAN ROAD

規劃署
PLANNING
DEPARTMENT

參考編號
REFERENCE No.

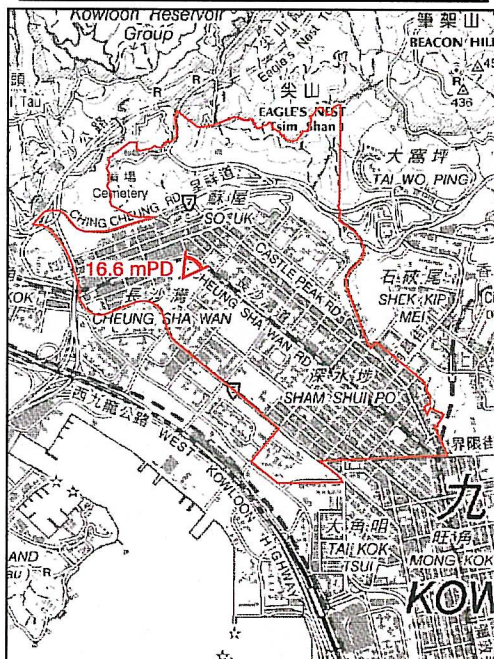
M/K5/13/8



圖 PLAN

18

合成照片的觀景點的位置圖
LOCATION PLAN OF
VIEWING POINT OF PHOTOMONTAGE



SCALE 1 : 50 000 比例尺

合成照片上只是粗略地描畫大廈輪廓
THE OUTLINE CONFIGURATIONS OF BUILDINGS AS
SHOWN ON PHOTOMONTAGES ARE INDICATIVE ONLY

鴻昌工廠大廈
Hung Cheong
Factory Building

麗新商業中心
Lai Sun Commercial Centre

擬議發展
Proposed
Development

長盛豪苑
Charming Garden



長沙灣道
CHEUNG SHA WAN ROAD

修訂項目F擬議商業發展的合成照片
PHOTOMONTAGE FOR PROPOSED COMMERCIAL DEVELOPMENT
AMENDMENT ITEM F

由深水埗運動場(長沙灣道另一邊向北)眺望的景觀
VIEW NORTH FROM SHAM SHUI PO SPORTS GROUND
(ACROSS CHEUNG SHA WAN ROAD)

本圖於2013年3月26日擬備，
所根據的資料為攝於2013年1月4日的實地照片
PLAN PREPARED ON 26.3.2013
BASED ON SITE PHOTO TAKEN ON 4.1.2013

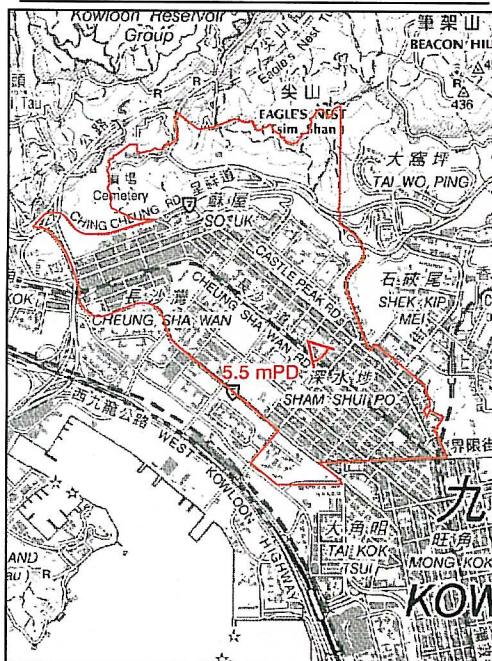
規劃署
PLANNING
DEPARTMENT

參考編號
REFERENCE No.

M/K5/13/8

圖 PLAN

合成照片的觀景點的位置圖
LOCATION PLAN OF
VIEWING POINT OF PHOTOMONTAGE



SCALE 1 : 50 000 比例尺

合成照片上只是粗略地描畫大廈輪廓
THE OUTLINE CONFIGURATIONS OF BUILDINGS AS
SHOWN ON PHOTOMONTAGES ARE INDICATIVE ONLY



福榮街官立小學
Fuk Wing Street
Government Primary School

營盤街
CAMP STREET

福榮街
FUK WING STREET

本圖於2013年3月22日擬備，
所根據的資料為攝於2012年12月19日的實地照片
PLAN PREPARED ON 22.3.2013
BASED ON SITE PHOTO TAKEN ON 19.12.2012

修訂項目G擬議住宅發展的合成照片
PHOTOMONTAGE FOR PROPOSED RESIDENTIAL DEVELOPMENT
AMENDMENT ITEM G

從福華街另一邊向東眺望的景觀
VIEW EAST FROM ACROSS FUK WA STREET

規劃署
PLANNING
DEPARTMENT

參考編號
REFERENCE No.
M/K5/13/8



圖 PLAN
20