# METRO PLANNING COMMITTEE OF THE TOWN PLANNING BOARD

MPC Paper No. 8/14

For Consideration by the Town Planning Board on 25.4.2014

PROPOSED AMENDMENTS TO
THE DRAFT KWAI CHUNG OUTLINE ZONING PLAN NO. S/KC/26

## Proposed Amendments to the Draft Kwai Chung Outline Zoning Plan No. S/KC/26

## 1. Introduction

This paper is to seek Members' agreement that:

- (a) the proposed amendments to the draft Kwai Chung Outline Zoning Plan (OZP) No. S/KC/26 as shown on the draft OZP No. S/KC/26A (**Appendix I**) and its Notes (**Appendix II**) are suitable for exhibition under section 7 of the Town Planning Ordinance (the Ordinance); and
- (b) the revised Explanatory Statement (ES) of the OZP (**Appendix III**) is an expression of the Town Planning Board's (the Board's) planning intentions and objectives for the various land use zonings of the OZP.

## 2. Status of the Current Draft Kwai Chung OZP No. S/KC/26

- 2.1 On 31.5.2011, the Chief Executive in Council (CE in C), under section 9(1)(a) of the Ordinance, approved the draft Kwai Chung OZP which was subsequently renumbered as S/KC/25. On 4.10.2011, the CE in C referred the approved OZP to the Board for amendments under section 12(1)(b)(ii) of the Ordinance. The reference back of the OZP was notified in the Gazette on 14.10.2011 under section 12(2) of the Ordinance.
- 2.2 On 20.4.2012, the draft Kwai Chung OZP No. S/KC/26 (**Plan 1**), incorporating amendments mainly to impose building height (BH) restrictions for various development zones, to designate non-building areas and building gaps as well as to rezone a number of sites to reflect their existing uses and planning intentions was exhibited for public inspection under section 5 of the Ordinance. Upon expiry of the two-month exhibition period on 20.6.2012, a total of 13 representations were received. On 29.6.2012, the 13 representations were published for 3 weeks for public comments and a total of 1,925 comments were received.
- 2.3 On 12.10.2012, after giving consideration to 7 representations and the related comments, the Board decided not to uphold these representations. On 26.10.2012, the Board considered the remaining 6 representations and comments which were related to the BH restrictions imposed on the Kwai Chung Container Terminals under the "OU" annotated "Container Terminal" ("OU(CT)") zoning. The Board decided to defer consideration of the representations and requested Planning Department (PlanD) to liaise with the representers regarding their expansion proposals and to carry out further assessments to assess the cumulative impact of their proposals. The findings of the technical assessments should be submitted to the Board for further consideration. Further consideration of the representations is

tentatively scheduled in mid 2014.

On 11.1.2013, a judicial review (JR) application was filed against the Board's decision of not upholding a representation in respect of the BH restriction imposed on a "Comprehensive Development Area" site and to seek an interim stay of the submission of the OZP to CE in C pending the final determination of the JR proceedings. On 5.2.2013, the Court of First Instance granted leave to the JR and an interim stay of the submission of the OZP to the CE in C. The date of hearing of the JR is yet to be fixed.

## 3. The Proposed Amendments (Appendix I and Plan 2)

- (A) <u>Proposed Public Columbarium at Tsing Tsuen Road</u> (Amendment Item A) (Plans 2, 3a, 4a and 6a) (Site Area: about 3.56ha)
- 3.1 With a growing and aging population in Hong Kong, the number of deaths and the corresponding number of cremations have been rising gradually year on year resulting in an increasing demand for public niches. The annual average number of deaths and cremations will be around 52,000 and 48,800 respectively in the 20-year period from 2012 to 2031. To meet the demand for public niches, the Government launched a public consultation on review of columbarium policy from July to September 2010. The Government has been promoting the district-based columbarium development scheme where 18 districts should collectively share the responsibility of developing columbarium facilities so as to increase the supply of public niches. In Kwai Tsing District, a site at Tsing Tsuen Road, i.e. Amendment Item A (hereinafter known as 'the Tsing Tsuen Road site'), is one of the sites identified for public columbarium developments.

**Development Parameters** 

3.2 The Tsing Tsuen Road site is located to the northeast of Tsuen Wan Chinese Permanent Cemetery (TWCPC). The development parameters of the Tsing Tsuen Road site as proposed by the Food and Environmental Hygiene Department (FEHD) are as follows (**Drawings 1** to **18**):

Site Area	about 3.56 ha
GFA	18,000 m <sup>2</sup>
- Columbarium	$-14,000 \text{ m}^2$
- Ancillary Facilities	$-4,000 \text{ m}^2$
(including office, joss paper furnaces, ash collection	
chamber, refuse storage area, refreshment kiosk,	
associated shopping facilities, eating and gathering	
place, transport terminus and parking facilities, utilities	
installation, memorial hall and consultation rooms,	
pavilions and rain shelters at garden or sitting-out area	
No. of Storeys	4 (semi-sunken)
Building Height	about 45mPD
No. of Niches	20,000
Area of Garden of Remembrance	$5,200 \text{ m}^2$

No. of Memorial Plaques	2,000
Area of Landscape Piazza	$1,600 \text{ m}^2$
No. of Parking Spaces	14
No. of Bus Bays	6

## Land Use Compatibility

3.3 The Tsing Tsuen Road site is currently used as a temporary car park under Short Term Tenancy (STT) No. 3776 K&T which is subject to a fixed term of 1 year from 1.2.2012 and thereafter quarterly (**Plan 6a**). To the northwest of the site is Tsuen Wan Sewage Pumping Station across Tsing Tsuen Road and to the further northwest are 3 residential developments, namely Riviera Gardens, Waterside Plaza, and the West Rail Tsuen Wan 7 (TW7) which is currently under construction (**Plan 3a**). As the site is situated at the fringe of industrial area and next to TWCPC as well as in close proximity with Kwai Chung Crematorium and Columbarium (**Plans 2, 3a** and **4a**), the proposed columbarium development at the site is generally considered compatible with its surrounding developments. Moreover, the site was identified as having potential for columbarium development in the 'Report on Area Assessments 2009 on Industrial Land in the Territory' which was endorsed by the Board on 17.9.2010.

## Traffic Impact Assessment

- 3.4 The Tsing Tsuen Road site is planned to provide 20,000 niches. To assess the traffic impact of the proposal, FEHD commissioned a traffic impact assessment (TIA) for the site through the Architectural Services Department which was completed in 2012. An executive summary of TIA is at **Appendix IV**.
- 3.5 The following traffic and transport improvement measures are recommended in TIA:
  - (a) provision of special buses from MTR Kwai Fong Station, MTR Tsing Yi Station and West Rail Tsuen Wan Station during the grave-sweeping seasons to the pick-up/drop-off area inside the proposed site;
  - (b) provision of a roundabout at junction of Wing Kei Road and the proposed site and improvement of the access slip road (**Drawing 19**);
  - (c) provision of a new bus layby at Tsuen Tsing Interchange Slip Road towards Tsing Yi and a new footpath/stairway connecting the bus layby to the proposed site (**Drawing 20**); and
  - (d) extension of the existing special traffic arrangement to Wing Kei Road to provide a public transport corridor during the grave-sweeping seasons.
- 3.6 The TIA concludes that with the above traffic and transport improvement measures in place, the capacity of the roads nearby can handle the additional traffic generated

<sup>1</sup> The TIA covers three proposed columbarium sites in Kwai Chung. A total of 71,000 niches are proposed in the three columbarium sites whereas the Tsing Tsuen Road site will provide 20,000 niches.

from the 20,000 niches at the Tsing Tsuen Road site during the grave-sweeping seasons.

#### Local Consultation

3.7 The Food and Health Bureau (FHB) and FEHD consulted Kwai Tsing District Council (K&T DC) on the proposed 20,000 niches at the Tsing Tsuen Road site on 10.1.2013. K&T DC Members generally supported the proposal although some DC members expressed concern on the traffic impact on the nearby residents during the Tsing Ming and Chung Yeung Festivals. Some DC members even suggested using the landscaping area for Garden of Remembrance as well as making use of the sloping area of the site to provide more niches.

## Proposed Garden of Remembrance

3.8 In response to K&T DC's comments, FHB proposes to provide a Garden of Remembrance with 2,000 memorial plaques in addition to the proposed 20,000 niches (**Drawing 1**). FHB concurred with K&T DC members' view that in view of the large site area, the Tsing Tsuen Road site may have scope to provide more niches. Subject to a further TIA, there may be scope for future expansion (**Drawings 1, 10** to **15**).

## Traffic and Crowd Management

- 3.9 The Commissioner for Transport (C for T) and Commissioner of Police (C of P) were consulted on the TIA and they had no comment on the recommended traffic and transport improvement measures mentioned in paragraph 3.5 above. FHB and FEHD have also obtained assurance from the Police that they will implement suitable crowd management measures to maintain law and order as well as public safety, especially during the festival periods for the proposed columbarium development at the subject site.
- 3.10 With regard to the additional 2,000 memorial plaques proposed after the completion of the TIA, C for T considers that the proposed number of plaques is minor in scale as compared with the 71,000 niches assessed in the TIA. C for T confirms that a revised TIA is not required for the proposed Garden of Remembrance with 2,000 memorial plaques. C of P also confirms that the additional 2,000 memorial plaques would not cause any adverse traffic and crowd management problems.

### Visual Impact

3.11 With the semi-sunken design together with extensive roof-top greening (**Drawings 16** to **18**), the visual impact on the nearby residents will be minimal. K&T DC members had expressed at the K&T DC meeting on 10.1.2013 that the building design was innovative. They had no comment on the visual impact.

## Environmental Impact

3.12 The Director of Environmental Protection (DEP) confirms that the proposed columbarium is not a designated project under the Environmental Impact Assessment Ordinance (EIAO) and there will be no insurmountable issues from the sewerage infrastructure planning of view. However, sewerage impact assessment (SIA) is required to ascertain that there would be no unacceptable impact on the public sewerage system, with any necessary mitigation measure in place. SIA could be submitted as a stand-alone report or as a part of other submission before construction. Similar to other government columbarium managed by FEHD, e.g. Wo Hop Shek Columbarium (Phase V) and Diamond Hill Columbarium, the type and model of the joss paper furnaces will meet EPD's "Guidelines on Air Pollution Control for Joss Paper Burning at Chinese Temples, Crematoria and Similar Places".

## Impact on Industrial Land

3.13 The Tsing Tsuen Road site is currently zoned "I" on the draft OZP. According to the recommendation of the 'Report on Area Assessments 2009 on Industrial Land in the Territory', the site is identified as having potential to be rezoned for columbarium development in order to tackle issues relating to the columbarium in the territory. The Director-General of Trade and Industry (DG of TI) was consulted and he has no comment on the proposed columbarium development at the site as the recommendation of the Report on Area Assessments 2009 had already been endorsed in principle by the Board in 2010. It is concluded in the Report that the rezoning proposals of "I" sites would not result in shortage of industrial floor space in the territory as they would not be taken forward at once. PlanD will closely monitor the situation to ensure that there will be adequate supply of industrial land to meet the demand.

### Proposed Zoning and Development Restrictions

3.14 It is proposed to rezone the Tsing Tsuen Road site from "I" to "OU(Columbarium)" (Item A) (Plan 3a) to facilitate the proposed public columbarium development. According to the columbarium study in relation to a private columbarium proposal at 2-6 Wing Lap Street, Kwai Chung, considered by the Metro Planning Committee (the Committee) of the Board on 21.3.2014, BH and number of niches are the two key development parameters to control columbarium development (see paragraphs 3.18 to 3.20). As such, it is proposed to impose a maximum BH of 45mPD, a maximum number of niches of 20,000 and a maximum number of memorial plaques of 2,000 for the Tsing Tsuen Road site. As the site covers an area of about 3.56ha, there may be scope for future expansion to meet the market demand for more public niches (Drawings 1, 10 to 15). However, any additional niches have to be justified with supporting technical assessments, e.g. TIA. To allow flexibility for the future development, a minor relaxation clause for BH, number of niches and number of memorial plaques is included under the Remarks of the Notes.

## (B) Rectification of the Zoning Boundary for TWCPC (Amendment Item B) (Plans 2, 3a and 4a) (Site Area: about 0.27ha)

3.15 It is proposed to rezone a strip of land in between the Tsing Tsuen Road site mentioned above and the existing TWCPC from "I" to "OU (Cemetery)" (**Item B** on **Plan 2**)) in order to tally with the lot boundary of TWCPC as well as to reflect the existing use. Development restriction of this strip of land will follow the existing TWCPC, i.e. a maximum BH of 2 storeys.

## (C) <u>Proposed "Green Belt" Zone for the Slopes abutting Tsuen Wan Road and Tsing Tsuen Road</u> (Amendment Item C)

(**Plans 2, 3a** and **4a**) (Site Area : about 2.78ha)

3.16 It is proposed to rezone the following slopes abutting Tsuen Wan Road and Tsing Tsuen Road from various zones to "Green Belt" ("GB"):

## (i) Item C1 (**Plan 3a**) (Site Area: about 1.36ha)

This piece of rocky slope is the remaining "I" portion resulting from the proposed Amendment Items A and B mentioned above. The majority of this site falls within the boundary of PWP Item No. 7743TH/B "Tsuen Wan Bypass, Widening of Tsuen Wan Road between Tsuen Tsing Interchange and Kwai Tsing Interchange and associated junction improvement works" (Plan 3a) which is scheduled to commence in mid 2018. The remaining area of Item C1 after completion of the road widening works will serve as a green buffer between Tsuen Wan Road/Tsing Tsuen Road and the proposed columbarium development at the Tsing Tsuen Road site. As such, it is proposed to rezone this strip of land from "I" to "GB" to reflect its long term planning intention as a green buffer area.

### (ii) Item C2 (**Plan 3a**) (Site Area: about 0.75ha)

It is proposed to rezone two strips of the existing tree planting slopes on both sides of Wing Shun Street from "Government, Institution or Community" ("G/IC") to "GB" in order to reflect the existing use of the slopes and the long term planning intention (**Plan 4a**).

## (iii) Item C3 (Plan 3a) (Site Area: about 0.26ha)

It is proposed to rezone an existing tree planting slope on the eastern side of Wing Shun Street from "OU(Slaughter House)" to "GB" in order to reflect the existing use of the slope and the long term planning intention (**Plan 4a**).

### (iv) Item C4 (**Plan 3a**) (Site Area: about 0.41ha)

It is proposed to rezone two pieces of existing tree planting slopes on both sides of Wing Shun Street from "OU(Cargo Handling Area)" to "GB" in order to reflect the existing use of the slopes and the long term planning intention (**Plan 4a**).

## (D) Proposed Amendment to Reflect the Existing Road Alignment (Amendment Item D) (Plans 2, 3a and 4a) (Site Area: about 1.91ha)

3.17 It is proposed to rectify the zoning boundaries of various zones to "Road" in order to reflect the existing alignment of Wing Shun Street. They include:

## (i) Item D1 (**Plan 3a**) (Site Area: about 0.25ha)

It is proposed to rezone this portion of Wing Shun Street from "G/IC" to "Road" (**Plan 4a**).

## (ii) Item D2 (**Plan 3a**) (Site Area: about 0.19ha)

It is proposed to rezone this portion of Wing Shun Street from "OU(Slaughter House)" to "Road" (**Plan 4a**).

## (iii) Item D3 (**Plan 3a**) (Site Area: about 0.28ha)

It is proposed to rezone this portion of Wing Shun Street from "OU(Cemetery)" to "Road" (**Plan 4a**).

## (iv) Item D4 (**Plan 3a**) (Site Area: about 0.93ha)

It is proposed to rezone this portion of Wing Shun Street from "OU(Cargo Handling Area)" to "Road" (**Plan 4a**).

## (v) Item D5 (**Plan 3a**) (Site Area: about 0.26ha)

It is proposed to rezone this portion of Wing Shun Street from "Open Space" ("O") to "Road" (**Plan 4a**).

## (E) <u>Proposed Private Columbarium at 2-6 Wing Lap Street</u> (Amendment Item E) (Plans 3b, 4a and 6b) (Site Area: about 0.08ha)

**Background** 

- 3.18 On 13.12.2013, the Committee of the Board considered a s.12A application (No. Y/KC/3) to rezone 2-6 Wing Lap Street, Kwai Chung (hereinafter known as the Wing Lap Street site) from "I" to "OU(Columbarium)" for a private columbarium development.
- 3.19 After deliberation, the Committee decided to partially agree to the application by rezoning the Wing Lap Street site from "I" to "OU(Columbarium)" with 'Columbarium' as a Column 2 use so that appropriate control could be imposed through approval conditions under the planning application mechanism in order to address the concerns of the relevant Government departments. However, the Committee did not agree to the scale of the proposed development and requested PlanD to examine a suitable development option for the site with a view to recommending appropriate development restrictions for further consideration by the Committee.

## Proposed Zoning and Development Restrictions

3.20 On 21.3.2014, PlanD submitted a study on the proposed development parameters for columbarium development at the Wing Lap Street site to the Committee for its consideration (MPC Paper No. 3/14 refers). After deliberation, the Committee agreed that BH and number of niches were the two key development parameters to control columbarium development and agreed to impose a maximum BH of 50mPD, a maximum number of niches of 23,000, and putting 'columbarium' use as a Column 2 use for the Wing Lap Street site. Minor relaxation of BH may be considered if there are strong justifications, architectural design merits and supporting technical assessments. Moreover, no minor relaxation for number of niches is allowed taking into account the concerns of K&T DC which had passed a motion objecting to the proposed columbarium development at the Wing Lap Street site<sup>2</sup>.

## (F) <u>Proposed Commercial Use at Tai Lin Pai Road</u> (Amendment Item F) (Plan 3c, 4b and 6c) (Site Area: about 0.12ha)

Background

3.21 The site at Tai Lin Pai Road (hereinafter known as the Tai Lin Pai Road site) is occupied by a one-storey cooked food hawker bazaar with ancillary refuse collection point (RCP) and public latrine (**Plans 3c** and **6c**) built in 1975. FEHD indicated that the current occupation rate of the site is low (4 out of 22 hawker fixed pitches). FEHD has no objection to release the site for alternative use.

The Site and its Surroundings

- 3.22 The site is zoned "G/IC(1)" on the OZP subject to a maximum BH of 1 storey and is located at the edge of the "I" zone on Tai Lin Pai Road (**Plan 2**).
- 3.23 A commercial building namely Kowloon Commerce Centre (KCC) is located at the opposite side of Tai Lin Pai Road (**Plans 3c, 4b** and **6c**). KCC is about 149.7mPD in height (**Plan 3d**) and is subject to a maximum BH of 150mPD under the OZP. It is the focal point of this eastern part of Kwai Chung. Except the KCC building and some GIC facilities, all surrounding buildings are predominantly industrial. Buildings to the east of Tai Lin Pai Road falling within "I" zone are subject to a maximum BH of 120mPD while except KCC, buildings to the west of Tai Lin Pai Road falling within "OU(Business)" zone are subject to a maximum BH of 105mPD under the OZP (**Appendix 1, Plan 2**).
- 3.24 To its immediate south is an electricity substation. A cluster of local open space and low-rise government uses including a football field, basketball court, RCP and public latrine are located to its the immediate north (**Plan 3c**). These government facilities can also serve as a buffer zone providing visual relief and breathing space to the area.

 $^2$  On 11.9.2012, the Community Affairs Committee of Kwai Tsing District Council passed a motion on 'Kwai Tsing District Council objecting to the proposal of changing the industrial building at 2-6 Wing lap Street, Kwai Chung for columbarium development'.

## Proposed for Commercial Use

- 3.25 Taking the advantage of being located to the opposite side of KCC and "OU(Business)" zone, the site is considered suitable for commercial use so as to provide a synergy effect.
- 3.26 Government Property Agency had no comment on the proposed change of use as long as there are sufficient GIC facilities in the locality. In this regard, it should be noted that the proposed commercial development at the Tai Lin Pai Road site covering only about 0.12ha in area will not have any adverse impact on the provision of GIC facilities for the Kwai Chung area. Moreover, the GIC facilities are generally adequate in Kwai Chung. A summary table of the major GIC facilities is at **Appendix V**.

## Proposed Development Restrictions

- 3.27 It is proposed to impose a BH restriction of 105mPD for the Tai Lin Pai Road site which is the same BH restriction as the "OU(Business)" zone at the opposite side of Tai Lin Pai Road. To better utilize land resources, a maximum PR of 9.5 is proposed which is the same PR restriction for the "I", "OU(Business)" and "C" zones on the Kwai Chung OZP.
- 3.28 It is noted that the adjoining government facility sites including football field and public latrine have about 5m set back abutting Tai Lin Pai Road. In order to provide a consistent visual openness along this part of Tai Lin Pai Road and to minimise the visual impact arising from the proposed commercial development (**Plans 7d** and **7e**), a 5m set back for the site is suggested (**Plan 3c**). The 5m set back area also allows opportunity and space for the developer to provide landscaping on street level.

### Traffic Impact

3.29 C for T advises that assuming the site will be developed as an office/retail complex, the anticipated traffic generation/attraction will only be around 36/41 pcu/hr. In view of the present traffic situation and the planned improvement near the vicinity (e.g. junction of Kwai Chung Road / Kwai On Road / Kwai Yik Road), it is anticipated that the proposed commercial development at the Tai Lin Pai Road site will not cause insurmountable traffic problems and no TIA is required.

### Environmental Impact

3.30 DEP advised that the site is next to Tai Lin Pai Road which is frequented by heavy vehicles and surrounded by active industrial buildings with potential chimney emissions. He does not support to include noise and air sensitive uses such as 'Educational Institutions', 'Hospital', 'Public Clinic', 'Religious Institution' and 'Social Welfare Facility' under Column 1 of the proposed "C(3)" zone. For some noise sensitive uses such as 'Institutional Use', 'Hotel', 'Office', 'Library' and 'Training Centre', if they are equipped with central air-conditioning system, the potential noise impact from the adjacent road and industrial uses will not be a

concern. In view of DEP's comment, it is proposed to rezone the site to "C(3)" with a separate set of Notes for including the noise and air sensitive uses in Column 2 (**Appendix II**) and his concern is also incorporated in paragraph 8.1.6 of the Explanatory Statement to guide the future development.

Air Ventilation

3.31 The Tai Lin Pai Road site is covered by an Expert Evaluation (EE) on AVA of the Kwai Chung area commissioned by PlanD which was completed in 2012. According to the EE report, the site does not fall within any identified breezeways or air paths. Besides, the proposed development parameters do not fall within the categories as specified in the Technical Circular for AVA. As such, an AVA study is considered not necessary.

Visual Impact

3.32 The site is located at the centre of an industrial area. High-rise industrial buildings are found on both sides of Tai Lin Pai Road. Two photomontages from the viewpoints at Tai Lin Pai Road (**Plans 7d and 7e**) demonstrate that the building bulk of the proposed commercial development is compatible with the surrounding developments. The nearest residential developments are located to the east of Castle Peak Road (Kwai Chung Section) and to the west of Kwai Chung Road and are invisible from the Tai Lin Pai Road site. The proposed commercial development will be totally shielded-off by the industrial buildings nearby from Castle Peak Road (see **Plan 7f**).

## 4. Proposed Amendments to Matters shown on the Plan (Plans 5a and 5b)

The proposed amendments to the draft Kwai Chung OZP are shown on the draft Amendment Plan No. S/KC/26A at **Appendix I**. Details of the amendment items are as follows:

- Item A Rezoning of a site at Tsing Tsuen Road from "I" to "OU(Columbarium)" and stipulation of BH restriction of 45mPD, maximum number of niches of 20,000 and maximum number of memorial plaques of 2,000 (Site Area: about 3.56ha)
- Item B Rezoning of a strip of land to the immediate east of TWCPC from "I" to "OU(Cemetery)" with same development restriction of the existing "OU(Cemetery)" zone, i.e. a maximum BH of 2 storeys (Site Area: about 0.27ha)
- Items C1 Rezoning of existing slopes abutting Tsuen Wan Road and Tsing Tsuen to C4 Road from "I", "G/IC", "OU(Slaughter House)" and "OU(Cargo Handling Area)" to "GB" (Site Area: about 2.78ha)
- Items D1 Rezoning of the existing Wing Shun Street from "G/IC", "OU(Slaughter to D5 House)", "OU(Cemetery)", "OU(Cargo Handling Area)" and "O" to "Road" (Site Area: about 1.91ha)

Item E Rezoning of a site at 2-6 Wing Lap Street from "I" to "OU(Columbarium)1" with stipulation of BH restriction of 50mPD and a maximum number of niches of 23,000 (Site Area: about 0.08ha)

Item F Rezoning of a site at Tai Lin Pai Road opposite to the Kowloon Commerce Centre from "G/IC(1)" to "C(3)" with stipulation of PR restriction of 9.5, BH restriction of 105mPD and a minimum of 5m set back from the lot boundary abutting Tai Lin Pai Road (Site Area: about 0.12ha)

## 5. Proposed Amendments to the Notes of the OZP

The proposed amendments to the Notes for these zones to incorporate restrictions on development and building height as mentioned in paragraph 4 above are shown on the revised Notes of the OZP in **Appendix II** (with additions in **bold and italic** and deletions in **erossed out**). The major amendments include incorporation of the Notes for the "OU(Columbarium)", "OU(Columbarium)1" and "C(3)" zones.

## 6. Revision of the Explanatory Statement of the OZP

- 6.1 The Explanatory Statement (ES) of the KC OZP has been revised to take into account the proposed amendments as mentioned in the above paragraphs. Opportunity has also been taken to update the general information for the various land use zones to reflect the latest status and planning circumstances of the OZP.
- 6.2 Copy of the revised ES (with additions in **bold and italics** and deletions in <del>crossed out</del>) is at **Appendix III** for Members' consideration.

## 7. Plan Number

Upon gazette, the OZP will be renumbered as S/KC/27.

## 8. Consultation

- 8.1 Consultation with District Council on the proposed columbarium site at Tsing Tsuen Road was conducted by FHB on 10.1.2013. K&T DC Members generally supported the proposal.
- 8.2 Public was consulted on the proposed columbarium for 50,000 niches at 2-6 Wing Lap Street during the course of the s.12A rezoning application in 2012 and 2013. In gist, a total of 9,014 public comments were received in which 8,972 of them supported the application, 17 of them objected to the application, 4 had no objection to the application, 3 had no comment on the application and the remaining 7 had concerns on the application. At the meeting of Community Affairs Committee (CAC) on 11.9.2012, a motion on 'Kwai Tsing District Council objected to the

proposal of changing the industrial building at 2-6 Wing Lap Street, Kwai Chung, for columbarium development' was passed. K&T DC members at the CAC meeting on 30.7.2013 raised concern about the lack of monitoring system for private columbaria and wanted to know the progress of the licensing scheme.

## Departmental Consultation

- 8.3 The proposed amendments have been circulated to the following Government bureau/departments for comments. Their comments have been incorporated where appropriate. Concerned bureau/departments have no objection to or no adverse comments on the proposed amendments and no insurmountable problem have been raised by the Government departments consulted:
  - (a) Secretary for Food and Health;
  - (b) Director of Food and Environmental Hygiene;
  - (c) District Lands Officer/Tsuen Wan and Kwai Tsing, Lands Department;
  - (d) District Officer/Kwai Tsing;
  - (e) Government Property Administrator;
  - (f) Director-General of Trade and Industry;
  - (g) Commissioner for Transport;
  - (h) Commissioner of Police;
  - (i) Director of Environmental Protection;
  - (j) Director of Social Welfare;
  - (k) Director of Leisure and Cultural Services;
  - (l) Chief Architect/Central Management Division 2, Architectural Services Department;
  - (m) Chief Building Surveyor/New Territories West, Buildings Department;
  - (n) Chief Engineer/Development(2), Water Supplies Department;
  - (o) Chief Engineer Mainland South, Drainage Services Department;
  - (p) Chief Highway Engineer/New Territories West, Highways Department;
  - (q) Director of Electrical and Mechanical Services;
  - (r) Director of Fire Services;
  - (s) Head of the Geotechnical Engineering Office, Civil Engineering and Development Department;
  - (t) Project Manager (New Territories North and West), Civil Engineering and Development Department; and
  - (u) Chief Town Planner/Urban Design and Landscape, Planning Department.

## Public Consultation

8.4 If the proposed amendments are agreed by the Committee, the draft OZP (to be renumbered to S/KC/27 upon exhibition) and its Notes will be exhibited under section 7 of the Ordinance. K&T DC will be consulted on the proposed amendments and Members of the public can submit representations on the OZP to the Board during the two-month statutory public inspection period.

## 9. Decision Sought

Members are invited to:

- (a) agree to the proposed amendments to the draft Kwai Chung OZP No. S/KC/26 as mentioned in paragraph 3 above;
- (b) agree that the proposed amendments to the draft OZP No. S/KC/26 as shown on the draft OZP No. S/KC/26A (to be renumbered as S/KC/27 upon exhibition) at **Appendix I** and the draft Notes at **Appendix II** are suitable for exhibition for public inspection under section 7 of the Ordinance; and
- (c) adopt the revised ES at **Appendix III** for the draft OZP No. S/KC/26A (to be renumbered as S/KC/27 upon exhibition) as an expression of the planning intentions and objectives of the Board for various land use zonings on the Plan; and
- (d) agree that the revised ES at **Appendix III** is suitable for exhibition together with the draft Kwai Chung OZP No. S/KC/26A (to be renumbered as S/KC27 upon exhibition).

## 10. Attachments

Plan 6a

Plan 6b

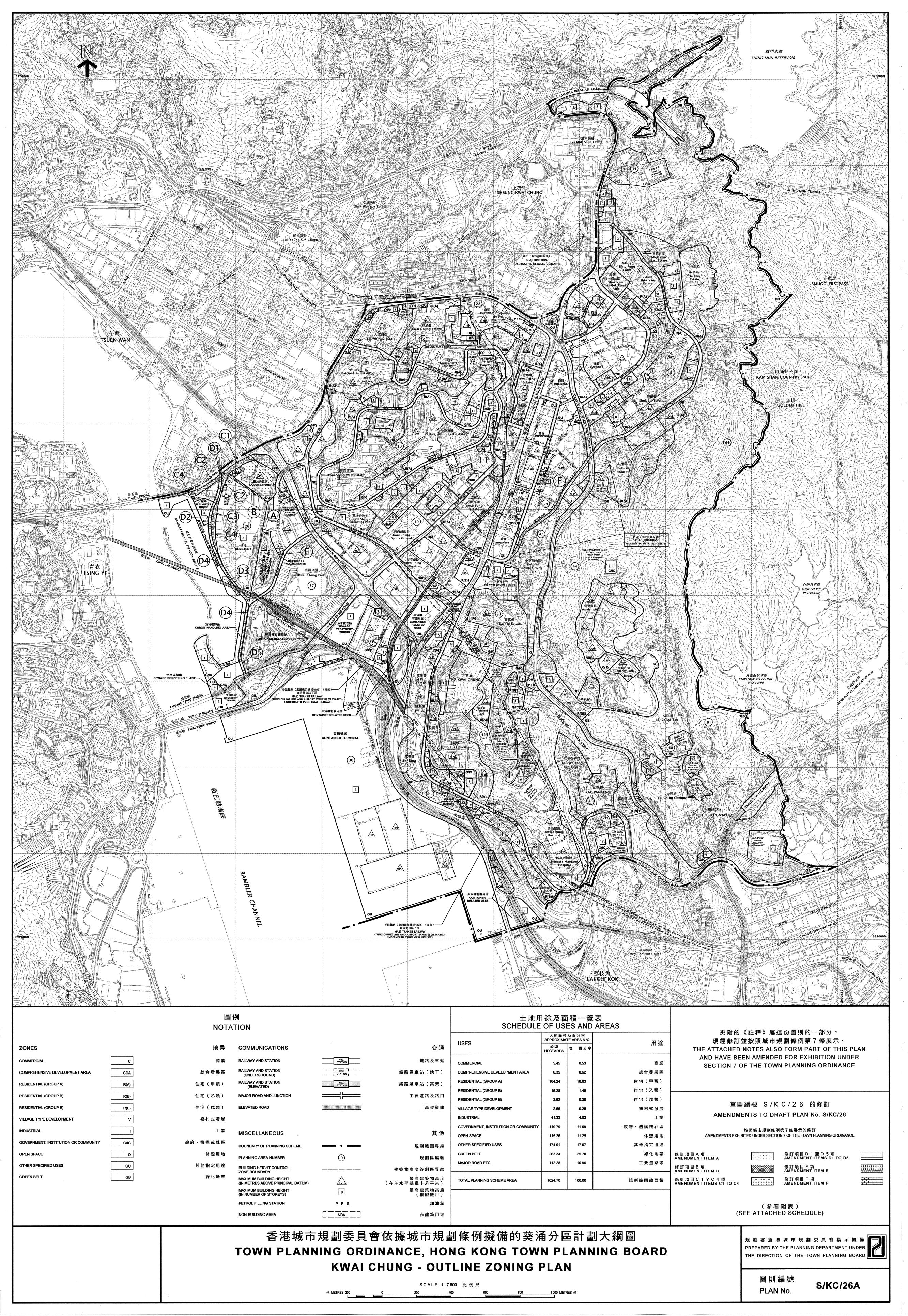
Appendix II Appendix III Appendix IV Appendix V	Draft Kwai Chung Outline Zoning Plan No. S/KC/26A Revised Notes of the draft Kwai Chung Outline Zoning Plan No. S/KC/26A Revised Explanatory Statement of the draft Kwai Chung Outline Zoning Plan No. S/KC/26A Executive Summary of TIA for 3 proposed government columbarium sites in Kwai Chung Provision of Major Community Facilities in Kwai Chung Area
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PLANNING DEPARTMENT APRIL 2014



## DRAFT KWAI CHUNG OUTLINE ZONING PLAN NO. S/KC/26A

(Being a Draft Plan for the Purposes of the Town Planning Ordinance)

### **NOTES**

(N. B. These form part of the Plan)

- (1) These Notes show the uses or developments on land falling within the boundaries of the Plan which are always permitted and which may be permitted by the Town Planning Board, with or without conditions, on application. Where permission from the Town Planning Board for a use or development is required, the application for such permission should be made in a prescribed form. The application shall be addressed to the Secretary of the Town Planning Board, from whom the prescribed application form may be obtained.
- (2) Any use or development which is always permitted or may be permitted in accordance with these Notes must also conform to any other relevant legislation, the conditions of the Government lease concerned, and any other Government requirements, as may be applicable.
- (3) (a) No action is required to make the existing use of any land or building conform to this Plan until there is a material change of use or the building is redeveloped.
  - (b) Any material change of use or any other development (except minor alteration and/or modification to the development of the land or building in respect of the existing use which is always permitted) or redevelopment must be always permitted in terms of the Plan or, if permission is required, in accordance with the permission granted by the Town Planning Board.
  - (c) For the purposes of subparagraph (a) above, "existing use of any land or building" means -
    - (i) before the publication in the Gazette of the notice of the first statutory plan covering the land or building (hereafter referred as 'the first plan'),
      - a use in existence before the publication of the first plan which has continued since it came into existence; or
      - a use or a change of use approved under the Buildings Ordinance which relates to an existing building; and
    - (ii) after the publication of the first plan,
      - a use permitted under a plan which was effected during the effective period of that plan and has continued since it was effected; or
      - a use or a change of use approved under the Buildings Ordinance which relates to an existing building and permitted under a plan prevailing at the time when the use or change of use was approved.

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- (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.

"New Territories Exempted House" means a domestic building other than a guesthouse or a hotel; or a building primarily used for habitation, other than a guesthouse or a hotel, the ground floor of which may be used as 'Shop and Services' or 'Eating Place', the building works in respect of which are exempted by a certificate of exemption under Part III of the Buildings Ordinance (Application to the New Territories) Ordinance (Cap. 121).

## DRAFT KWAI CHUNG OUTLINE ZONING PLAN NO. S/KC/26A

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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

Market

Off-course Betting Centre

Office

Place of Entertainment

Place of Recreation, Sports or Culture

Private Club

Public Clinic

**Public Convenience** 

**Public Transport Terminus or Station** 

**Public Utility Installation** 

Public Vehicle Park (excluding container

vehicle)

Recyclable Collection Centre

**Religious Institution** 

School

**Shop and Services** 

Social Welfare Facility

**Training Centre** 

Utility Installation for Private Project

Wholesale Trade

Broadcasting, Television and/or Film Studio Flat (excluding land designated "C(2)") Government Refuse Collection Point Hospital (excluding land designated "C(2)") Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances

**Petrol Filling Station** 

Residential Institution (excluding land designated "C(2)")

## **Planning Intention**

This zone is intended primarily for commercial developments, which may include uses such as office, shop, services, place of entertainment and eating place, functioning mainly as local commercial and shopping centre(s).

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## COMMERCIAL (Cont'd)

## Remarks

- (1) On land designated "Commercial" ("C"), 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 total plot ratio of 9.5, or the plot ratio of the existing building, whichever is the greater.
- On land designated "Commercial (1)" ("C(1)") and "C(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 total gross floor area (GFA) specified below, or the GFA of the existing building, whichever is the greater:

Sub-area	Restrictions
C(1)	Maximum GFA of 11 000m <sup>2</sup>
C(2)	Maximum GFA of 74 340m <sup>2</sup>

- On land designated "C", "C(1)" and "C(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 as stipulated on the Plan, or the height of the existing building, whichever is the greater.
- (4) In determining the relevant maximum plot ratio or GFA 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, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.
- (5) 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) 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 or GFA specified in paragraphs (1) and (2) above may thereby be exceeded.
- (6) 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) to (3) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

## COMMERCIAL(3)

## 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

**Exhibition or Convention Hall** 

Government Use (not elsewhere specified)

Hotel

Information Technology and

Telecommunications Industries

Institutional Use (not elsewhere specified)

Library Market

Off-course Betting Centre

Office

Place of Entertainment

Place of Recreation, Sports or Culture

Private Club

Public Convenience

**Public Transport Terminus or Station** 

Public Utility Installation

Public Vehicle Park (excluding container

vehicle)

Recyclable Collection Centre

Shop and Services Training Centre

Utility Installation for Private Project

Wholesale Trade

Broadcasting, Television and/or Film Studio

**Educational Institution** 

Flat

Government Refuse Collection Point

**Hospital** 

Mass Transit Railway Vent Shaft and/or

Other Structure above Ground Level

other than Entrances

**Petrol Filling Station** 

Public Clinic

Religious Institution Residential Institution

Social Welfare Facility

## **Planning Intention**

This zone is intended primarily for commercial developments, which may include uses such as office, shop, services, place of entertainment and eating place, functioning mainly as local commercial and shopping centre(s).

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## COMMERCIAL(3) (Cont'd)

### Remarks

- (1) On land designated "Commercial (3)" ("C(3)"), no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum total plot ratio of 9.5, or the plot ratio of the existing building, whichever is the greater.
- (2) On land designated "C(3)", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building heights in terms of metres above Principal Datum as stipulated on the Plan, or the height of the existing building, whichever is the greater.
- (3) A minimum of 5m set back from the lot boundary abutting Tai Lin Pai Road shall be provided.
- (4) In determining the relevant maximum plot ratio for the purposes of paragraph (1) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.
- (5) 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.
- (6) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio/building height restrictions stated in paragraphs (1) and (2) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

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## COMPREHENSIVE DEVELOPMENT AREA

## Column 1 Uses always permitted

### Column 2

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

Ambulance Depot

Commercial Bathhouse/Massage Establishment

**Eating Place** 

**Educational Institution** 

**Exhibition or Convention Hall** 

Flat

Government Refuse Collection Point

Government Use (not elsewhere specified)

Hospital

Hotel

House

Information Technology and Telecommunications

Industries

Institutional Use (not elsewhere specified)

Library

Market

Mass Transit Railway Vent Shaft and/or Other

Structure above Ground Level other than

Entrances

Off-course Betting Centre

Office

**Petrol Filling Station** 

Place of Entertainment

Place of Recreation, Sports or Culture

Private Club

Public Clinic

**Public Convenience** 

**Public Transport Terminus or Station** 

**Public Utility Installation** 

Public Vehicle Park (excluding container vehicle)

Recyclable Collection Centre

Religious Institution

Research, Design and Development Centre

Residential Institution

School

Shop and Services

Social Welfare Facility

**Training Centre** 

Utility Installation for Private Project

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## COMPREHENSIVE DEVELOPMENT AREA (Cont'd)

## **Planning Intention**

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

### 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:
  - (a) the area of proposed land uses, the nature, position, dimensions, and heights of all buildings to be erected in the area;
  - (b) the proposed total site area and gross floor area for various uses, total number of flats and flat size, where applicable;
  - (c) 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;
  - (d) the alignment, widths and levels of any roads proposed to be constructed within the area;
  - (e) the landscape and urban design proposals within the area;
  - (f) programmes of development in detail;
  - (g) 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;
  - (h) 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;
  - (i) 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:
  - (j) an air ventilation assessment report to examine any possible air ventilation problems that may be caused to or by the proposed development and the proposed mitigation measures to tackle them; and

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## COMPREHENSIVE DEVELOPMENT AREA (Cont'd)

## Remarks (Cont'd)

- (k) such other information as may be required by the Town Planning Board.
- (2) The Master Layout Plan should be supported by an explanatory statement which contains an adequate explanation of the development proposal, including such information as land tenure, relevant lease conditions, existing conditions of the site, the character of the site in relation to the surrounding areas, principles of layout design, major development parameters, design population, types of GIC facilities, and recreational and open space facilities.
- (3) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum total plot ratio of 5.0 for the site north of Lai King Hill Road and a maximum total plot ratio of 6.36 for the site at Cheung Wing Road, or the plot ratio of the existing building, whichever is the greater.
- (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 as stipulated on the Plan, or the height of the existing building, whichever is the greater.
- (5) In determining the maximum plot ratio 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.
- (6) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio/building height restrictions stated in paragraphs (3) and (4) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

## RESIDENTIAL (GROUP A)

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

**Training Centre** 

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)
Off-course Betting Centre
Office
Place of Entertainment
Private Club
Public Convenience
Recyclable Collection Centre
School
Shop and Services

**Training Centre** 

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

## **Planning Intention**

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

## Remarks

- (1) On land designated "Residential (Group A)" ("R(A)"), no new development for a domestic or non-domestic building shall exceed a maximum domestic plot ratio of 5.0 or a maximum non-domestic plot ratio of 9.5, as the case may be. For new development of a building that is partly domestic and partly non-domestic, the plot ratio of the domestic part of the building shall not exceed the product of the difference between the maximum non-domestic plot ratio of 9.5 and the actual non-domestic plot ratio proposed for the building and the maximum domestic plot ratio of 5.0 divided by the maximum non-domestic plot ratio of 9.5.
- (2) For the purposes of paragraph (1) above, on land designated "R(A)", 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), or the domestic and/or non-domestic plot ratio(s) of the existing building, whichever is the greater, subject to, as applicable:
  - (a) 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
  - (b) 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.
- On land designated "Residential (Group A) 1" ("R(A)1"), no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum domestic gross floor area (GFA) of 42 700m² and a maximum non-domestic GFA of 9 346m², or the GFA of the existing building, whichever is the greater.
- On land designated "R(A)" and "R(A)1", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building 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.
- (5) On land demarcated for a building gap of varying widths (ranging from 35m to 217m) between Kwai Chung Road and Lai King Hill Road as shown on the Plan, no new development (except minor addition, alteration and/or modification not affecting the building height of the existing building) or redevelopment of an existing building shall exceed the maximum building height restriction of 24mPD.

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

## Remarks (Cont'd)

- (6) A minimum 3.5m-wide non-building area from the lot boundary abutting Ta Chuen Ping Street (except 29A-33, 37-39, 41-43 and 47 Ta Chuen Ping Street) shall be provided.
- (7) In determining the relevant maximum plot ratio for the purposes of paragraph (1) 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.
- (8) 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, 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.
- (9) In determining the relevant maximum GFA for the purposes of paragraph (3) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, or caretaker's quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded. Any floor space that is constructed or intended for use solely as public transport facilities, as required by the Government, may also be disregarded.
- (10) 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), (2) or (3) 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/GFA specified in paragraphs (1), (2) or (3) above may thereby be exceeded.
- (11) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio/GFA/building height/building gap restrictions stated in paragraphs (1) and (3) to (5) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.
- (12) Under exceptional circumstances, for a development or redevelopment proposal, minor relaxation of the non-building area restrictions as shown on the Plan or stated in paragraph (6) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

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## RESIDENTIAL (GROUP B)

Column 1	Column 2
Uses always permitted	Uses that may be permitted with or
	without conditions on application
	to the Town Planning Board
Flat	Eating Place
Government Use (Police Reporting Centre,	Educational Institution
Post Office only)	Government Refuse Collection Point
House	Government Use (not elsewhere specified)
Library	Hospital
Residential Institution	Hotel
School (in free-standing purpose-designed	Institutional Use (not elsewhere specified)
building only)	Market
Utility Installation for Private Project	Mass Transit Railway Vent Shaft and/or Other
	Structure above Ground Level other than
	Entrances
	Off-course Betting Centre
	Office
	Petrol Filling Station
	Place of Entertainment
	Place of Recreation, Sports or Culture
	Private Club
	Public Clinic
	Public Convenience
	Public Transport Terminus or Station
	Public Utility Installation
	Public Vehicle Park (excluding container vehicle)
	Recyclable Collection Centre
	Religious Institution
	School (not elsewhere specified)
	Shop and Services
	Social Welfare Facility
	Training Centre

## **Planning Intention**

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

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## RESIDENTIAL (GROUP B) (Cont'd)

### Remarks

(1) On land designated "Residential (Group B) 1" ("R(B)1") to "R(B)7", 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 total plot ratio/gross floor area (GFA), site coverage and building height in terms of number of storeys as specified below or metres above Principal Datum as stipulated on the Plan, or the plot ratio/GFA/site coverage/building height of the existing building, whichever is the greater:

Sub-area	Restrictions
"R(B)1"	maximum plot ratio of 2.0, maximum site coverage of 66.6%, and maximum building height of 3 storeys in addition to 1 storey of carport
"R(B)2"	maximum GFA of 139 860m <sup>2</sup>
"R(B)3"	maximum GFA of 23 310m <sup>2</sup>
"R(B)4"	maximum domestic GFA of 40 209m², and maximum non-domestic GFA of 316m²
"R(B)5"	maximum GFA of 11 804m²
"R(B)6"	maximum plot ratio of 2.0
"R(B)7"	maximum domestic GFA of 15 300m², and

On land designated "R(B)2", any new development (except minor addition, alteration and/or modification not affecting the building height of the existing building) or redevelopment of an existing building requires permission from the Town Planning Board under section 16 of the Town Planning Ordinance with the support of a layout plan and the following information:

maximum non-domestic GFA of 3 336m<sup>2</sup>

- (a) the proposed total site area and total GFA for various uses;
- (b) the nature, position, dimensions, and heights of all buildings to be erected in the area;
- (c) a visual impact assessment to examine any visual problems that may be caused by the new development or redevelopment and the proposed mitigation measures to tackle them; and
- (d) such other information as may be required by the Town Planning Board.

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## RESIDENTIAL (GROUP B) (Cont'd)

## Remarks (Cont'd)

- (3) In determining the maximum plot ratio/GFA/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.
- (4) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio/GFA/site coverage/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.

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## RESIDENTIAL (GROUP E)

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

Schedule I : for open-air development or for building other than industrial or industrial-office building <sup>@</sup>

Ambulance Depot

Government Use (not elsewhere specified)
Public Transport Terminus or Station
(excluding open-air terminus or station)
Utility Installation for Private Project

Commercial Bathhouse/Massage Establishment

**Eating Place** 

**Educational Institution** 

**Exhibition or Convention Hall** 

Flat

Government Refuse Collection Point

Hospital Hotel House

Institutional Use (not elsewhere specified)

Library Market

Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than

Entrance

Office

Petrol Filling Station Place of Entertainment

Place of Recreation, Sports or Culture

Private Club Public Clinic

**Public Convenience** 

Public Transport Terminus or Station (not elsewhere specified)

Public Utility Installation

Public Vehicle Park (excluding container

vehicle)

Religious Institution

Residential Institution

School

**Shop and Services** 

Social Welfare Facility

**Training Centre** 

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

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

**Eating Place Educational Institution** Institutional Use (not elsewhere specified) Library Off-course Betting Centre (excluding land designated "R(E)1") Office Place of Entertainment Place of Recreation, Sports or Culture Private Club (excluding land designated "R(E)1") Public Clinic Public Convenience Recyclable Collection Centre School Shop and Services Social Welfare Facility Training Centre (excluding land designated "R(E)1")

## 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 (excluding land designated "R(E)1")

Ambulance Depot Eating Place (Canteen only) Government Refuse Collection Point Government Use (not elsewhere specified) Information Technology and **Telecommunications Industries** Non-polluting Industrial Use (excluding industrial undertakings involving the use/storage of Dangerous Goods<sup>\Delta</sup>) Office (Audio-visual Recording Studio, Design and Media Production, Office Related to Industrial Use only) **Public Convenience Public Transport Terminus or Station Public Utility Installation** Public Vehicle Park (excluding container

Public Vehicle Park (excluding container vehicle)
Radar, Telecommunications Electronic Microwave Repeater, Television and/or Radio Transmitter Installation
Recyclable Collection Centre
Research, Design and Development Centre
Shop and Services (Motor-vehicle Showroom on ground floor, Service Trades only)
Utility Installation for Private Project
Warehouse (excluding Dangerous Goods Godown)

Cargo Handling and Forwarding Facility (Container Freight Station, free-standing purpose-designed Logistics Centre only) Industrial Use (not elsewhere specified) Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Off-course Betting Centre Office (not elsewhere specified) Petrol Filling Station Place of Recreation, Sports or Culture Private Club Shop and Services (not elsewhere specified) (ground floor only except Ancillary Showroom# which may be permitted on any floor)

Vehicle Repair Workshop Wholesale Trade

## 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)

- <sup>®</sup> 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.

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

# **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.

The sub-area "Residential (Group E) 1" is intended for public rental housing development with specific environmental mitigation measures requirements. This zoning is to facilitate appropriate planning control over the scale, design and layout of development, taking into account various environmental constraints.

#### Remarks

- (1) On land designated "Residential (Group E)" ("R(E)") and "Residential (Group E) 1" ("R(E)1"), no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum total plot ratio of 5.0, or the plot ratio of the existing building, whichever is the greater.
- (2) On land designated "R(E)" and "R(E)1", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building heights in terms of metres above Principal Datum as stipulated on the Plan, or the height of the existing building, whichever is the greater.
- (3) On land designated "R(E)" and "R(E)1", in determining the relevant maximum plot ratio for the purposes of paragraph (1) 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.
- (4) In determining the maximum plot ratio for the purpose of paragraph (1) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, 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) 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.
- (6) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio/building height restrictions stated in paragraphs (1) and (2) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

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#### VILLAGE TYPE DEVELOPMENT

Column 1	Column 2
Uses always permitted	Uses that may be permitted with or
	without conditions on application
	to the Town Planning Board
Agricultural Use	Eating Place
Government Use (Police Reporting Centre,	Government Refuse Collection Point
Post Office only)	Government Use (not elsewhere specified) #
House (New Territories Exempted House only)	House (not elsewhere specified)
On-Farm Domestic Structure	Institutional Use (not elsewhere specified) #
Religious Institution (Ancestral Hall only)	Place of Recreation, Sports or Culture
Rural Committee / Village Office	Private Club
	Public Clinic
	Public Convenience
	Public Transport Terminus or Station
	Public Utility Installation #
	Public Vehicle Park (excluding container vehicle)
	Religious Institution (not elsewhere specified) #
	Residential Institution #
	School #
	Shop and Services
	Social Welfare Facility #
	_Utility Installation for Private Project
In addition, the following uses are always	

In addition, the following uses are always permitted on the ground floor of a New Territories Exempted House:

Eating Place Library School Shop and Services

# **Planning Intention**

The planning intention of this zone is primarily for the provision of land for the retention and expansion of existing villages as well as reservation of land for the reprovisioning of village houses affected by Government projects. Selected commercial and community uses serving the needs of the villagers and in support of the village development are always permitted on the ground floor of a New Territories Exempted House. Other commercial, community and recreational uses may be permitted on application to the Town Planning Board.

# Remarks

- (1) No new development, or addition, alteration and/or modification to or redevelopment of an existing building (except development or redevelopment to those annotated with #) shall result in a total development and/or redevelopment in excess of a maximum building height of 3 storeys (8.23m), or the height of the existing building, whichever is the greater.
- (2) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height restriction stated in paragraph (1) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

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#### **INDUSTRIAL**

# Column 1 Uses always permitted

# Column 2

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

Ambulance Depot

**Bus Depot** 

Cargo Handling and Forwarding Facility (not elsewhere specified)

Eating Place (Canteen, Cooked Food Centre only)

Government Refuse Collection Point Government Use (not elsewhere specified) Industrial Use (not elsewhere specified)

Information Technology and

**Telecommunications Industries** 

Office (Audio-visual Recording Studio, Design and Media Production, Office Related to Industrial Use only)

Public Convenience

**Public Transport Terminus or Station** 

**Public Utility Installation** 

Public Vehicle Park (excluding container vehicle)

Radar, Telecommunications Electronic Microwave Repeater, Television and/or Radio Transmitter Installation

Recyclable Collection Centre

Research, Design and Development Centre Shop and Services (Motor-vehicle Showroom on ground floor, Service Trades only) Utility Installation for Private Project

Culty installation for Trivate

Vehicle Repair Workshop

Warehouse (excluding Dangerous Goods Godown)

Asphalt Plant/Concrete Batching Plant Broadcasting, Television and/or Film Studio Cargo Handling and Forwarding Facility (Container Freight Station, free-standing

purpose-designed Logistics Centre only)

Container Vehicle Park/Container Vehicle Repair Yard

Dangerous Goods Godown

Eating Place (not elsewhere specified) (in wholesale conversion of an existing building only)

Educational Institution (in wholesale conversion of an existing building only)

**Exhibition or Convention Hall** 

Industrial Use (Bleaching and Dyeing Factory,

Electroplating/Printed Circuit Board

Manufacture Factory, Metal Casting and Treatment Factory/Workshop only)

Institutional Use (not elsewhere specified)

(in wholesale conversion of an existing building only)

Marine Fuelling Station

Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances

Off-course Betting Centre

Offensive Trades

Office (not elsewhere specified)

Open Storage

**Petrol Filling Station** 

Pier

Place of Entertainment (in wholesale conversion of an existing building only)

Place of Recreation, Sports or Culture

Private Club

Public Clinic (in wholesale conversion of an existing building only)

Religious Institution (in wholesale conversion of an existing building only)

Ship-building, Ship-breaking and Ship-repairing Yard

Shop and Services (not elsewhere specified) (ground floor only, except in wholesale conversion of an existing building and Ancillary Showroom# which may be permitted on any floor)

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#### INDUSTRIAL (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

Training Centre (in wholesale conversion of an existing building only)
Vehicle Stripping/Breaking Yard
Wholesale Trade

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

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

Eating Place
Educational Institution
Exhibition or Convention Hall
Institutional Use (not elsewhere specified)
Off-course Betting Centre
Office
Place of Entertainment
Place of Recreation, Sports or Culture
Private Club
Public Clinic
Religious Institution
Shop and Services

**Training Centre** 

Social Welfare Facility (excluding those involving residential care)

Ancillary Showroom requiring planning permission refers to showroom use of greater than 20% of the total usable floor area of an industrial firm in the same premises or building.

#### **Planning Intention**

This zone is intended primarily for general industrial uses to ensure an adequate supply of industrial floor space to meet demand from production-oriented industries. Information technology and telecommunications industries and office related to industrial use are also always permitted in this zone.

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# INDUSTRIAL (Cont'd)

#### Remarks

- (1) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum total plot ratio of 9.5, or the plot ratio of the existing building, whichever is the greater.
- (2) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum 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 from Wing Yip Street to Kwai On Road and a 50m-wide building gap between Tsuen Wan Road and Kwai Fuk Road as shown on the Plan, no new development (except minor addition, alteration and/or modification not affecting the building height of the existing building) or redevelopment of an existing building shall exceed the maximum building height restrictions of 18mPD and 24mPD respectively.
- (4) 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.
- (5) 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.
- (6) 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.
- (7) Under exceptional circumstances, for a development or redevelopment proposal, minor relaxation of the non-building area restrictions as shown on the Plan 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

Schedule I: for "Government, Institution or Community" and "Government, Institution or Community (2)"

Ambulance Depot

Animal Quarantine Centre (in Government

building only)

Broadcasting, Television and/or Film Studio

Cable Car Route and Terminal Building

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 Pier

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

Rural Committee/Village Office

School

Service Reservoir Social Welfare Facility

Training Centre Wholesale Trade **Animal Boarding Establishment** 

Animal Quarantine Centre (not elsewhere

specified) Columbarium

Correctional Institution

Crematorium Driving School

Eating Place (not elsewhere specified)

Firing Range

Flat

**Funeral Facility** 

Helicopter Fuelling Station Helicopter Landing Pad

Holiday Camp

Hotel House

Marine Fuelling Station

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

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#### GOVERNMENT, INSTITUTION OR COMMUNITY (Cont'd)

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

Schedule II: for "Government, Institution or Community (1)"

Ambulance Depot

Eating Place (Canteen, Cooked Food Centre

only)

Government Refuse Collection Point

Government Use (not elsewhere specified)

Market

Public Convenience

**Public Transport Terminus or Station** 

**Public Utility Installation** 

Public Vehicle Park (excluding container

vehicle)

Recyclable Collection Centre

Research, Design and Development Centre

Animal Boarding Establishment

Animal Quarantine Centre

Broadcasting, Television and/or Film Studio

Columbarium

Correctional Institution

Crematorium Driving School

Eating Place (not elsewhere specified)

**Educational Institution** 

**Exhibition or Convention Hall** 

Firing Range Funeral Facility

Helicopter Fuelling Station Helicopter Landing Pad

Institutional Use (not elsewhere specified)

Library

Mass Transit Railway Vent Shaft and/or Other

Structure above Ground Level other than

Entrances

Off-course Betting Centre

Office

Petrol Filling Station

Place of Entertainment

Place of Recreation, Sports or Culture

Private Club

Public Clinic

Radar, Telecommunications Electronic

Microwave Repeater, Television and/or

Radio Transmitter Installation

Refuse Disposal Installation (Refuse Transfer

Station only)

**Religious Institution** 

Service Reservoir

Sewage Treatment/Screening Plant

**Shop and Services** 

Social Welfare Facility (excluding those

involving residential care)

**Training Centre** 

Utility Installation for Private Project

Wholesale Trade

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#### GOVERNMENT, INSTITUTION OR COMMUNITY (Cont'd)

# **Planning Intention**

This zone is intended primarily for the provision of Government, institution or community (GIC) facilities serving the needs of the local residents and/or a wider district, region or the territory. It is also intended to provide land for uses directly related to or in support of the work of the Government, organizations providing social services to meet community needs, and other institutional establishments. The "Government, Institution or Community (1)" ("G/IC(1)") sub-area covers land within industrial area. In view of the environmental conditions of such land, only selected GIC facilities are permitted on land designated "G/IC(1)". Some other community and social welfare facilities may be permitted on application to the Town Planning Board.

#### Remarks

- (1) On land designated "Government, Institution or Community" ("G/IC") and "G/IC(1)", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building heights in terms of number of storeys or metres above Principal Datum as stipulated on the Plan, or the height of the existing building, whichever is the greater.
- (2) On land designated "G/IC(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 a maximum building height of 3 storeys as stipulated on the Plan, except for a drill tower up to 9 storeys, or the height of the existing building, whichever is the greater.
- (3) In determining the relevant maximum number of storeys for the purposes of paragraphs (1) and (2) above, any basement floor(s) may be disregarded.
- (4) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height restrictions stated in paragraphs (1) or (2) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

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# **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 Promenade Public Convenience Sitting Out Area Zoo	Cable Car Route and Terminal Building Eating Place Government Refuse Collection Point Government Use (not elsewhere specified) Holiday Camp Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances 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.

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#### OTHER SPECIFIED USES

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

# For "Cemetery" and "Funeral Parlours and Crematorium" Only

Columbarium Place of Recreation, Sports or Culture Crematorium Public Transport Terminus or Station

Funeral Facility
Government Use (not elsewhere specified)
Grave

Public Utility Installation
Religious Institution
Shop and Services

Public Convenience Utility Installation for Private Project

Refreshment Kiosk

# **Planning Intention**

This zone is intended primarily for the provision of cemetery and funeral facilities.

#### Remarks

- (1) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building heights in terms of number of storeys as stipulated on the Plan, or the height of the existing building, whichever is the greater.
- (2) In determining the relevant maximum number of storeys 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.

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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

#### For "Container Terminal" Only

Cargo Handling and Forwarding Facility

Container Storage/Repair Yard

Container Vehicle Park/Container Vehicle

Repair Yard

Eating Place (Canteen, Cooked Food Centre

only)

Government Refuse Collection Point

Government Use (not elsewhere specified)

Pier

Private Club

**Public Convenience** 

**Public Transport Terminus or Station** 

Public Utility Installation

Public Vehicle Park

Shop and Services (Service Trades only)

Warehouse (excluding Dangerous Goods

Godown)

Ambulance Depot

Dangerous Goods Godown

Eating Place (not elsewhere specified)

Industrial Use

Marine Fuelling Station

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 Clinic** 

Refuse Disposal Installation

Shop and Services (not elsewhere specified)

Social Welfare Facility

Utility Installation for Private Project

Vehicle Repair Workshop

# **Planning Intention**

This zone is intended primarily to cater for the development of container terminals and the associated port back-up facilities.

#### Remarks

- (1) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building heights in terms of number of storeys or metres above Principal Datum as stipulated on the Plan (except container stacks and crane structures), or the height of the existing building, whichever is the greater.
- (2) In determining the relevant maximum number of storeys 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, 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.

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

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

# For "Container Related Uses" Only

Cargo Handling and Forwarding Facility

Container Storage/Repair Yard

Container Vehicle Park/Container Vehicle

Repair Yard

Eating Place (Canteen, Cooked Food Centre

only)

Government Refuse Collection Point

Government Use (not elsewhere specified)

Public Convenience

**Public Transport Terminus or Station** 

**Public Utility Installation** 

Public Vehicle Park

Shop and Services (Service Trades only)

Warehouse (excluding Dangerous Goods

Godown)

Ambulance Depot

Dangerous Goods Godown

Eating Place (not elsewhere specified)

Industrial Use

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 Clinic

Refuse Disposal Installation

Shop and Services (not elsewhere specified)

Social Welfare Facility

Utility Installation for Private Project

Vehicle Repair Workshop

#### **Planning Intention**

This zone is intended primarily to cater for the container related uses and port back-up facilities. Port related development such as container freight station, logistics centre, container vehicle park and container storage and repair yard are permitted within this zone.

#### Remarks

- No new development, or addition, alteration and/or modification to or redevelopment of an (1) existing building shall result in a total development and/or redevelopment in excess of the maximum building heights in terms of number of storeys as stipulated on the Plan, or the height of the existing building, whichever is the greater.
- In determining the relevant maximum number of storeys for the purposes of paragraph (1) (2) 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.

# OTHER SPECIFIED USES (Cont'd)

# Column 1 Uses always permitted

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

# For "Business" Only

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

Ambulance Depot

Commercial Bathhouse/Massage Establishment

**Eating Place** 

**Educational Institution** 

**Exhibition or Convention Hall** 

Government Use (Police Reporting Centre,

Post Office only)

Information Technology and

**Telecommunications Industries** 

Institutional Use (not elsewhere specified)

Library

Non-polluting Industrial Use (excluding industrial undertakings involving the use/storage of Dangerous Goods <sup>Δ</sup>)

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)

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

Broadcasting, Television and/or Film Studio Cargo Handling and Forwarding Facility Government Refuse Collection Point Government Use (not elsewhere specified)

Mass Transit Railway Vent Shaft and/or Other Structure above ground level other than Entrances

Non-polluting Industrial Use (not elsewhere specified)

Petrol Filling Station

School (not elsewhere specified)

Social Welfare Facility (excluding those

involving residential care)

Warehouse (excluding Dangerous Goods

Godown)

Wholesale Trade

# OTHER SPECIFIED USES (Cont'd)

# For "Business" Only (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 industrial or industrial-office building<sup>®</sup>

Ambulance Depot

**Bus Depot** 

Cargo Handling and Forwarding Facility (not elsewhere specified)

Eating Place (Canteen only)

Government Refuse Collection Point

Government Use (not elsewhere specified)

Information Technology and

**Telecommunications Industries** 

Non-polluting Industrial Use (excluding industrial undertakings involving the use/storage of Dangerous Goods<sup>Δ</sup>)

Office (excluding those involving direct provision of customer services or goods)

Public Convenience

**Public Transport Terminus or Station** 

**Public Utility Installation** 

Public Vehicle Park (excluding container

vehicle)

Radar, Telecommunications Electronic
Microwave Repeater, Television and/or

Radio Transmitter Installation

Recyclable Collection Centre

Research, Design and Development Centre

Shop and Services (Motor-vehicle Showroom on ground floor, Service Trades only)

Utility I and that it is the Deliver Desired

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<sup> $\Delta$ </sup>, the following use is always permitted:

Office

Broadcasting, Television and/or Film Studio Cargo Handling and Forwarding Facility (Container Freight Station, free-standing purpose-designed Logistics Centre only) Industrial Use (not elsewhere specified) Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances

Off-course Betting Centre
Office (not elsewhere specified)

Petrol Filling Station

Place of Recreation, Sports or Culture

Private Club

Shop and Services (not elsewhere specified)
(ground floor only except Ancillary Showroom#
which may be permitted on any floor)

Vehicle Repair Workshop

Wholesale Trade

# 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)

- <sup>®</sup> An industrial or industrial-office building means a building which is constructed for or intended to be occupied by industrial or industrial-office purpose respectively as approved by the Building Authority.
- Δ 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.

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# OTHER SPECIFIED USES (Cont'd)

#### For "Business" Only (Cont'd)

#### Remarks

- (1) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum total plot ratio of 9.5, or the plot ratio of the existing building, whichever is the greater.
- (2) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum 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 from Castle Peak Road to the east-west aligned section of Tai Lin Pai Road as shown on the Plan, no new development (except minor addition, alteration and/or modification not affecting the building height of the existing building) or redevelopment of an existing building shall exceed the maximum building height restriction of 25mPD.
- (4) A minimum 4m-wide non-building area from the lot boundary abutting Lam Tin Street and a minimum 3.5m-wide non-building area from the lot boundary abutting Chun Pin Street (except 1 Chun Pin Street) and Ta Chuen Ping Street (except 26-38, 68, 70, 85-89 and 93 Ta Chuen Ping Street) shall be provided.
- (5) In determining the maximum plot ratio for the purpose of paragraph (1) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.
- (6) 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.
- (7) 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.
- (8) Under exceptional circumstances, for a development or redevelopment proposal, minor relaxation of the non-building area restrictions as shown on the Plan or stated in paragraph (4) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

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

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

# For "Sewage Treatment Works" and "Sewage Screening Plant" Only

Sewage Treatment/Screening Plant Government Use

Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than

Entrances

Petrol Filling Station

Utility Installation not ancillary to the Specified Use

#### **Planning Intention**

This zone is intended primarily to provide land for the development of sewage treatment/screen plants.

#### 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 storeys as stipulated on the Plan, or the height of the existing building, whichever is the greater.
- (2) In determining the relevant maximum number of storeys 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.

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

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

#### For "Cargo Handling Area" Only

Cargo Handling Area Government Use

Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than

Entrances

**Petrol Filling Station** 

Utility Installation not ancillary to the Specified Use

# **Planning Intention**

This zone is intended primarily to provide land for the development of cargo handling facilities.

#### Remarks

- (1) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building heights in terms of number of storeys as stipulated on the Plan, or the height of the existing building, whichever is the greater.
- (2) In determining the relevant maximum number of storeys 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.

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

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

#### For "Petrol Filling Station" Only

Petrol Filling Station Government Use

Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than

Entrances

Utility Installation not ancillary to the Specified Use

# **Planning Intention**

This zone is intended primarily to provide land for the development of petrol filling stations.

#### 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 storeys as stipulated on the Plan, or the height of the existing building, whichever is the greater.
- (2) In determining the relevant maximum number of storeys 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.

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# OTHER SPECIFIED USES (Cont'd)

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

#### For "Slaughter House" Only

Slaughter House Government Use

Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than

Entrances

Petrol Filling Station

Utility Installation not ancillary to the Specified Use

#### **Planning Intention**

This zone is intended primarily to provide land for the development of a slaughter house.

#### Remarks

- (1) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building height in terms of number of storeys as stipulated on the Plan, or the height of the existing building, whichever is the greater.
- (2) In determining the relevant maximum number of storeys 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 restriction stated in paragraph (1) 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	Column 2	
Uses always permitted	Uses that may be permitted with or	
	without conditions on application	
	to the Town Planning Board	

#### For "Electricity Substation" Only

Electricity Substation Government Use

Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level

other than Entrances Petrol Filling Station

Utility Installation not ancillary to the Specified Use

# **Planning Intention**

This zone is intended primarily to provide land for the development of electricity substations.

#### Remarks

- (1) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building height in terms of number of storeys as stipulated on the Plan, or the height of the existing building, whichever is the greater.
- (2) In determining the relevant maximum number of storeys 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 restriction stated in paragraph (1) 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

# For "Railway Related Facilities" Only

Railway Emergency Access Point

#### **Planning Intention**

This zone is intended primarily to provide land for the railway emergency access point.

#### 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 storeys as stipulated on the Plan, or the height of the existing building, whichever is the greater.
- (2) In determining the relevant maximum number of storeys 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.

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

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

#### For "Ventilation Building" Only

**Ventilation Building** 

Government Use

Utility Installation not ancillary to the Specified Use

# **Planning Intention**

This zone is intended primarily to provide land for the development of ventilation building.

#### Remarks

- (1) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building height in terms of number of storeys as stipulated on the Plan, or the height of the existing building, whichever is the greater.
- (2) In determining the relevant maximum number of storeys 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 restriction stated in paragraph (1) 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

# For "Columbarium" Only

Columbarium Garden of Remembrance Government Use Public Utility Installation Utility Installation for Private Project

#### **Planning Intention**

This zone is primarily for land intended for columbarium and garden of remembrance uses.

#### Remarks

- (1) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building height in terms of metres above Principal Datum (mPD) as stipulated on the Plan.
- (2) The total number of columbarium niches shall not exceed 20,000 and the total number of memorial plaques in Garden of Remembrance shall not exceed 2,000.
- (3) Based on the individual merits of a development or redevelopment proposal, minor relaxation of number of niches/ number of memorial plaques/ building height restrictions as stipulated in paragraphs (1) and (2) 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

# For "Columbarium (1)" Only

Columbarium
Public Utility Installation
Utility Installation for Private Project

# **Planning Intention**

This zone is primarily for land intended for columbarium.

#### Remarks

- (1) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building height in terms of metres above Principal Datum (mPD) as stipulated on the Plan.
- (2) The total number of columbarium niches shall not exceed 23,000.
- (3) Based on the individual merits of a development or redevelopment proposal, minor relaxation of building height restriction as stipulated in paragraph (1) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

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#### **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 Country Park * Government Use (Police Reporting Centre only) Nature Reserve Nature Trail On-Farm Domestic Structure Picnic Area Public Convenience Tent Camping Ground Wild Animals Protection Area	Animal Boarding Establishment Broadcasting, Television, and/or Film Studio 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) Grave 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 Rural Committee/Village Office School Service Reservoir Social Welfare Facility Utility Installation for Private Project

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

#### Planning Intention

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

Ap	pen	dix	III

# DRAFT KWAI CHUNG OUTLINE ZONING PLAN NO. S/KC/26A

**EXPLANATORY STATEMENT** 

# DRAFT KWAI CHUNG OUTLINE ZONING PLAN NO. S/KC/26A

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#### DRAFT KWAI CHUNG OUTLINE ZONING PLAN NO. S/KC/26A

(Being a Draft Plan for the Purposes of the Town Planning Ordinance)

# **EXPLANATORY STATEMENT**

Note: For the purposes of the Town Planning Ordinance, this Statement shall not be deemed to constitute a part of the Plan.

# 1. <u>INTRODUCTION</u>

This explanatory statement is intended to assist an understanding of the draft Kwai Chung Outline Zoning Plan (OZP) No. S/KC/26A. It reflects the planning intention and objectives of the Town Planning Board (the Board) for the various land use zonings of the Plan.

# 2. <u>AUTHORITY FOR THE PLAN AND PROCEDURES</u>

- 2.1 On 1 September 1961, the first statutory plan for Tsuen Wan (No. LTW/57) covering part of Kwai Chung was exhibited for public inspection under section 5 of the Town Planning Ordinance (the Ordinance). On 26 November 1971, OZP No. LTW/132 for the Kwai Chung Area was exhibited for public inspection under section 5 of the Ordinance. Subsequent amendments had been made to the OZP to reflect the changing circumstances.
- 2.2 On 9 November 1999, the Chief Executive in Council (CE in C) approved the draft Kwai Chung OZP under section 9(1)(a) of the Ordinance, which was subsequently renumbered as S/KC/14. On 10 October 2000, the CE in C, under section 12(1)(b)(ii) of the Ordinance, referred the approved OZP to the Board for amendment. The OZP was subsequently amended six times and exhibited for public inspection under section 5 or 7 of the Ordinance.
- 2.3 On 29 June 2004, the CE in C approved the draft Kwai Chung OZP under section 9(1)(a) of the Ordinance, which was subsequently renumbered as S/KC/21. On 5 June 2007, the CE in C, under section 12(1)(b)(ii) of the Ordinance, referred the approved OZP to the Board for amendment. The OZP was subsequently amended three times and exhibited for public inspection under section 5 or 7 of the Ordinance.
- 2.4 On 31 May 2011, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Kwai Chung OZP, which was subsequently renumbered as S/KC/25. On 4 October 2011, the CE in C referred the approved OZP No. S/KC/25 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 14 October 2011 under section 12(2) of the Ordinance.

- 2.5 On 20 April 2012, the draft Kwai Chung OZP No. S/KC/26 (the Plan), incorporating amendments mainly to impose new building height (BH) restrictions for various development zones, to designate non-building areas and building gaps as well as to rezone a number of sites to reflect their existing uses and planning intentions, was exhibited for public inspection under section 5 of the Ordinance. Upon expiry of the two-month exhibition period on 20 June 2012, a total of 13 representations were received. On 29 June 2012, the 13 representations were published for 3 weeks for public comments and a total of 1,925 comments were received.
- 2.6 On 12 October 2012, after giving consideration to 7 of the 13 representations and the related comments, the Board decided not to uphold these representations. On 26 October 2012, the Board considered the remaining representations and comments which were related to the BH restrictions imposed on the Kwai Chung Container Terminals under the "OU" annotated "Container Terminal" ("OU(CT)") zoning. The Board decided to defer consideration of the representations and requested Planning Department (PlanD) to liaise with the representers regarding their expansion proposals and to carry out further assessments to assess the cumulative impact of their proposals.
- 2.7 On 11 January 2013, a judicial review (JR) was filed against the Board's decision of not upholding a representation in respect of the BH restriction imposed on a "Comprehensive Development Area" site and to seek an interim stay of the submission of the OZP to CE in C pending the final determination of the JR proceedings. On 5 February 2013, the Court of First Instance granted leave to the JR and an interim stay of the submission of the OZP to the CE in C.
- 2.8 On XX May 2014, the draft Kwai Chung OZP No. S/KC/26A (the Plan), mainly to amend the zoning of a site at Tai Lin Pai Road for commercial use and two sites for columbarium developments in Planning Area 26, was exhibited for public inspection under section 7 of the Ordinance.

# 3. OBJECT OF THE PLAN

- 3.1 The object of the Plan is to indicate the broad land use zonings and major transport networks so that the development and redevelopment of land in Kwai Chung can be put under statutory planning control.
- 3.2 The Plan is intended 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 road alignments and boundaries between the land use zones may be subject to minor adjustments as detailed planning and development 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 area or for garden, slope maintenance and access road purposes, are included in the residential zones. The general principle is that such areas should not be taken into account in plot ratio and site coverage calculations. Development within residential zones should be restricted to building lots carrying development right in order to maintain the character and amenity of the Kwai Chung area and not to overload 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 better 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 Area covers about 1 025 hectares (ha) of land. It is situated in Tsuen Wan New Town within the Kwai Tsing Administration District. It includes various parts of Kwai Chung Valley to the north-east and the container terminals on reclaimed land to the south-west. To the east, the Area adjoins the Kam Shan Country Park, whilst to the south, it is bounded by Ching Cheung Road. To the west, the Area is bounded by the sea, whilst to the north, it is delimited by Tsing Tsuen Road, Texaco Road, Castle Peak Road, Wo Yi Hop Road and Cheung Pei Shan Road. The boundary of the Area is shown in a heavy broken line on the Plan. For planning and reference purposes, the Area is subdivided into a number of smaller planning areas, each with an area number, which are shown on the Plan.
- 5.2 Most of the flat land in Kwai Chung has been formed by reclaiming the adjacent seabed with fill materials excavated from nearby hills, which in turn have been formed into levelled platforms for building developments.
- 5.3 As an integral part of Tsuen Wan New Town, Kwai Chung provides housing, employment, recreational, cultural and other community facilities to the residents of the New Town as a whole, and also in turn relies on certain facilities which are, or will be, provided elsewhere in the New Town. It also accommodates some of the major facilities of territory-wide significance, such as the container terminals.

# 6. POPULATION

According to the 20062011 By-Census, the population of the Area was about 323 900321 200. It is estimated that the planned population of the Area would be about 340 000335 100.

# 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 Kwai Chung OZP has been undertaken with a view to incorporating appropriate building height restrictions for various 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. In order to prevent excessively tall or out-of-context buildings and to provide better control on the building heights of developments in the Area, building height restrictions are imposed on various zones on the Plan.
- 7.2 The building height restrictions have taken into account the topography, foothill setting, waterfront setting, site levels, local character, existing predominant land use and building height profile, areas of local attractions or historical significance, building height restrictions under the lease, the compatibility in terms of building height with the surrounding areas and the Urban Design Guidelines. The building height concept aims at exemplifying the valley-like terrain of the Area while preserving the mountain backdrop of Golden Hill, as well as complementing the existing twin-nodal development around the Mass Transit Railway (MTR) Kwai Fong and Kwai Hing stations. Lower height bands of 90 to 120 metres above Principal Datum (mPD) are imposed on buildings at the valley floor, with commercial developments near the two MTR stations having higher building height restrictions of 150mPD and 170mPD. The height bands progressively step up toward the foothill of the Golden Hill in the east and the knoll at Kwai Shing in the northwest. On the other hand, the relatively low-rise building profile of developments along the waterfront area is maintained so as to safeguard the coastal area for visual and air ventilation purposes. The height bands help preserve vistas to the ridgelines and achieve a stepped height profile for visual permeability and wind penetration and circulation.
- 7.3 Building height restrictions, which are imposed on "Government, Institution or Community" ("G/IC") and "Other Specified Uses" ("OU") zones (except "OU" annotated "Business" ("OU(B)")) in terms of mPD or number of storeys, are mainly to reflect the existing building heights of the developments. Unless there are committed proposals for known developments or a need to meet the minimum height requirements, in general, the existing uses and the lower building heights will broadly be kept. Such developments, particularly for those which are low-rise, serve to provide visual and spatial relief to the densely built-up environment of the Area.

- 7.4 Low-rise developments in "G/IC" and "OU" zones (except "OU(B)"), normally with a height of not more than 13 storeys, will be subject to building height restrictions in terms of number of storeys (excluding basement floor(s)) so as to allow more design flexibility, in particular for Government, institution or community (GIC) facilities with specific functional requirements, unless such developments fall within visually prominent locations and/or major breathing spaces. 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.
- 7.5 An air ventilation assessment (AVA) by expert evaluation has been undertaken to assess the likely impact of the proposed building heights of the development sites within the Area on the pedestrian wind environment. The building height restrictions incorporated in the Plan have taken into account the findings of the AVA.
- 7.6 The annual prevailing wind comes from the northeast, east and southeast, whereas the summer prevailing wind from the southeast, south and southwest. Major roads in the Area that are generally aligned with the directions of the prevailing wind (including the north-south aligned Kwai Chung Road, Cheung Wing Road and Castle Peak Road; the northeast-southwest aligned Kwai Tsing Road, Hing Fong Road and Shek Pai Street; and the southeast-northwest aligned Tsuen Wan Road and Kwai Fuk Road), together with the adjoining open spaces and low-rise GIC facilities, serve as air paths and facilitate the penetration of prevailing winds into the Area, especially for the valley floor area. Also, the connected open spaces and low-rise GIC developments distributed over the Area (such as those between Tai Wo Hau Road and Kwai Shing Circuit, along Tai Pak Tin Street and Shek Pai Street, and to the east of Cho Yiu Chuen) provide additional opportunity to channel prevailing wind and create breathing spaces in the built-up environment, that are particularly important to the air ventilation of the developments on higher grounds, e.g. the knoll at Kwai Shing and the foothill of the Golden Hill where straight roads are generally lacking.
- 7.7 To facilitate better air ventilation in the Area, the AVA has recommended that the existing major roads, open spaces and low-rise GIC developments in the Area should be maintained. In particular, Kwai Chung Road serves as an important air path to direct southerly/southwesterly and northeasterly prevailing wind to the centre of the Area. The AVA has also suggested that opportunity should be taken to improve wind permeability of the building clusters zoned "Industrial" ("I") and "OU(B)" along Tai Lin Pai Road, Wo Yi Hop Road and Tsuen Wan Road by creating/widening air paths.
- 7.8 In addition, to further improve air ventilation condition of the Area, future developments are encouraged to adopt suitable design measures to minimise any possible adverse air ventilation impacts. These include greater permeability of podium, wider gap between buildings for better ventilation and minimising the blocking of air/wind flow through positioning of building towers and podiums to align with the prevailing wind directions, as appropriate.

- 7.9 In general, a minor relaxation clause in respect of building height restrictions is incorporated into the Notes of the Plan for various zones in order to provide incentive for developments/redevelopments with design merits/planning gains. Each application for minor relaxation of building height restriction 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 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.
- 7.10 However, for existing buildings where the building heights have already exceeded the maximum building height restrictions in terms of mPD 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 Areas

- 7.11 The AVA has recommended the following non-building areas (NBAs) within the "OU(B)", "I" and "Residential (Group A)" ("R(A)") zones to facilitate air ventilation of the Area:
  - (a) to facilitate east-west air flow at pedestrian level, a 9m-wide NBA aligning with Lam Tin Street between Chun Pin Street and Castle Peak Road is designated on an existing 9m-wide gap between the buildings at 10-18 Chun Pin Street, 4-30 and 32-50 Lei Muk Road, 49-53 and 57-61 Ta Chuen Ping Street (all zoned "OU(B)") and 482 Castle Peak Road (zoned "R(A)") (see **Plan 1**);
  - (b) to cater for the long-term road widening proposal and enhance the air permeability of the business/industrial area on Wo Yi Hop Road, a minimum 4m-wide NBA from the lot boundary abutting Lam Tin Street

and a minimum 3.5m-wide NBA from the lot boundary abutting Chun Pin Street and Ta Chuen Ping Street are imposed. As the lot boundaries at 1 Chun Pin Street, 33 Wo Yi Hop Road, 26-38, 29A-33, 37-39, 41-43, 47, 68, 70, 85-89 and 93 Ta Chuen Ping Street have already been set back, hence NBA for these sites are not required (see **Plan 1**);

- (c) to maintain the flow of northeasterlies along existing air path from Wo Yi Hop Road to Wah Sing Street, the existing public footpath which straddles "OU(B)" and "I" zones between these two roads and portion of 21-33 Tai Lin Pai Road abutting this footpath is designated as an NBA;
- (d) to link up the north-south air path along Kwai Wing Road and Kwai Cheong Road, a 15m-wide NBA is designated on a 8m-wide public footpath and a strip of land of minimum 7m in width measured from the western lot boundary of 8 Kwai Cheong Road abutting this footpath;
- (e) a 15m-wide east-west aligned NBA between Kwai Chung Road and Tai Lin Pai Road aligning with Kung Yip Street to the east is designated on a 9m-wide public footpath and a strip of land of minimum 3m in width measured from the lot boundary abutting this footpath on both sides;
- (f) a 15m-wide east-west aligned NBA between Kwai Chung Road and Tai Lin Pai Road aligning with Tai Lin Pai Road Playground to the east is designated on a 7m-wide public footpath and a strip of land of minimum 4m in width measured from the lot boundary at grade abutting this footpath on both sides;
- (g) a 15m-wide east-west aligned NBA connecting Kwai Chung Road with Kwai Cheong Road is designated on a strip of 4m-wide government land, now being a planting area, and a strip of land of minimum 11m in width measured from the southern lot boundary of 90-98 Kwai Cheong Road abutting this government land;
- (h) a 15m-wide east-west aligned NBA is designated on an existing 8m-wide public footpath between Kwai Chung Road and Kwai Ting Road and a strip of land of minimum 3.5m in width measured from the lot boundary abutting this footpath on both sides; and
- (i) to facilitate the penetration of the southwesterlies to the industrial area northeast of the proposed Kwai Chung Park, a 15m-wide NBA aligned with Kwai Lok Street is designated on a piece of planned industrial land between Tsuen Wan Road and Kwai Hei Street.
- 7.12 The intention for the designation of the NBAs is for air ventilation above ground and such a restriction will not apply to underground developments.

#### **Building Gaps**

- 7.13 Gaps between buildings play a key role in creating air paths by appropriate design and disposition of building blocks. The AVA has recommended the following building gaps:
  - (a) a 15m-wide building gap above 25mPD (to tally with the road surface level of Castle Peak Road) between Castle Peak Road and the east-west aligned section of Tai Lin Pai Road, comprising a strip of land of minimum 7.5m in width above 25mPD measured from the northwestern lot boundary of 21-33 Tai Lin Pai Road and a strip of land of minimum 7.5m in width above 25mPD measured from the southeastern lot boundary of 433-441 Castle Peak Road to facilitate the northeasterly wind reaching Tai Lin Pai Road;
  - (b) a 15m-wide building gap above 18mPD (to tally with the road surface level of Wing Yip Street) passing through 103-133 Tai Lin Pai Road and the southwestern corner of 11-19 Wing Yip Street to create an east-west air path extending the Wing Yip Street air path onto Kwai On Road;
  - (c) a 50m-wide building gap above 24mPD (to tally with the road surface level of Kwai Fuk Road) aligning with Kwai Hei Street is imposed between Tsuen Wan Road and Kwai Fuk Road to maintain the current wind entry of sea breeze from the southwest to the inland; and
  - (d) a building gap of varying widths (ranging from 35m to 217m) above 24mPD (to tally with the road surface level of Lai King Hill Road) is imposed on a piece of open land to the immediate north of Lai King Estate, now occupied by an existing bus terminus, car park and adjoining slopes, to preserve the air path channelling southeasterly wind to Tsuen Wan Road.
- 7.14 The above NBAs and building gaps should be taken into account upon future development/redevelopment of the sites. A minor relaxation clause has been incorporated in the Notes of the relevant zones to allow minor relaxation of the stated NBA restrictions under exceptional circumstances.

#### 8. <u>LAND USE ZONINGS</u>

- 8.1 <u>Commercial ("C")</u>: Total Area 5.335.45 ha
  - 8.1.1 This zoning is intended primarily for commercial developments to include office, shop, services, place of entertainment and eating place, functioning mainly as a local commercial and shopping centre. This zoning covers commercial developments including the Metroplaza and the Kwai Fong Multi-storey Car Park near MTR Kwai Fong Station, Sun Kwai Hing Plaza and Kwai Chung Centre near MTR Kwai Hing Station, the commercial complex at Wonderland Villas, The Apex and a multi-storey carpark cum commercial building on Wo Yi Hop Road.

- 8.1.2 Development within this "C" and "C(3)" zones is are subject to a maximum total plot ratio of 9.5, except for the commercial complex at Wonderland Villas and the service apartments cum hotel development of The Apex which are zoned "C(1)" and "C(2)" respectively.
- 8.1.3 Developments and redevelopments within the "C" zone are subject to maximum building heights of 90mPD near MTR Kwai Hing Station and Kwai Fong Station, 120mPD on Wo Yi Hop Road and 170mPD at Metroplaza.
- 8.1.4 The 2-storey commercial complex at Wah King Hill Road forms part of Wonderland Villas and serves the local residents. The site is zoned "C(1)" and subject to a maximum total gross floor area (GFA) of 11 000m² and a maximum building height of 225mPD.
- 8.1.5 The "C(2)" zone covers The Apex which comprises a hotel block and two service apartment blocks on Wo Yi Hop Road. To reflect the nature of the development, no residential or related uses are allowed on land designated "C(2)". A maximum total GFA of 74 340m² and a maximum building height of 190mPD are imposed to reflect the as-built development intensity and height.
- 8.1.6 The "C(3)" zone covers a site at Tai Lin Pai Road for commercial development. Developments and redevelopments within the "C(3)" zone are subject to a maximum plot ratio of 9.5 and a maximum building height of 105mPD. A minimum of 5m set back from the lot boundary abutting Tai Lin Pai Road shall be provided in order to provide a consistent visual openness along this part of Tai Lin Pai Road and to minimise the visual impact arising from the proposed commercial development. Roadside tree planting in the set back area is encouraged. Development at the site is advised to be equipped with central air-conditioning system in order to address the potential noise impact from the adjacent road and industrial developments.
- 8.1.7 In the circumstances set out in Regulation 22 of the Building (Planning) Regulations, the above specified maximum total plot ratio or 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 uses.
- 8.1.8 Development/redevelopment within this zone is subject to maximum plot ratio/GFA/building height restrictions as stipulated on the Plan or in the Notes of the Plan, or the plot ratio/GFA/building height of the existing building, whichever is the greater. Minor relaxation of such restrictions may be considered by the Board on application under section 16 of the Ordinance. The criteria given in paragraph 7.9 above would be relevant for the assessment of minor relaxation of building height restrictions. Each application will be considered on its own merits.

8.1.9 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.

## 8.2 <u>Comprehensive Development Area ("CDA")</u>: Total Area 6.35 ha

- 8.2.1 This zone is intended for comprehensive development/ redevelopment of the area for residential and/or commercial uses with the provision of open space and other supporting facilities. The zoning is to facilitate appropriate planning control over the development mix, scale, design and layout of development, taking account of various environmental, traffic, infrastructure and other constraints.
- 8.2.2 Pursuant to section 4A(1) of the Ordinance, any development/ redevelopment 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 in accordance with the requirements as stipulated 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 would be made available for public inspection in the Land Registry pursuant to section 4A(3) of the Ordinance.

## "CDA" to the North of Lai King Hill Road, Kau Wa Keng (4.84 ha)

This "CDA" zone covers the Kau Wa Keng valley floor and the area 8.2.3 occupied by the Kau Wa Keng Old Village in Planning Area 43. The planning intention for this "CDA" zone is to ensure that the residential development would be carried out in a comprehensive manner. Development of the area would entirely rely on the initiatives of private A Planning Brief has also been prepared to guide the development. According to the Planning Brief, the area should be developed in a comprehensive manner as a single project and should contain adequate GIC facilities, open space and commercial provision to serve the residential development. The maximum total plot ratio would be restricted to 5 on a net site basis excluding area for vehicular access road, public open space and GIC facilities. The layout of the development should take account of the scale of adjacent development, existing land-forms, and the existing vegetation and landscape features. In addition, a pedestrian access should be provided to the Kau Wa Keng San Tsuen at all times. The layout should also take particular account of building relationships and design aspects, and appropriate phasing and programming of development. The AVA by expert evaluation recommended that a further AVA should be conducted upon development/redevelopment of the site to maintain/enhance air ventilation. A maximum building height restriction of 120mPD is imposed.

8.2.4 The timing of implementation would depend on when the developer could assemble all the required private land and complete procedures such as obtaining approval of the Board and modification of lease documents. As it may take some time to implement the "CDA", the Notes for the zone have also included 'House' use to allow villagers of the existing Kau Wa Keng Old Village to seek planning permission from the Board for the building of new village houses or redeveloping existing houses.

#### "CDA" at Cheung Wing Road (1.51 ha)

- 8.2.5 The planning intention for the "CDA" at the junction of Cheung Wing Road and Kwok Shui Road is to ensure that redevelopment of the existing low-rise industrial buildings takes place with due consideration of traffic and environmental matters. Any development on this site will be subject to the approval of the Board. The maximum plot ratio and building height are restricted to 6.36 and 120mPD respectively.
- 8.2.6 The area is not adequately served by the existing road network at present. Due to its prominent location at Cheung Wing Road and its proximity to the Cheung Wing Road gyrator which acts as a major interchange within Kwai Chung, it is necessary to ensure that suitable additional road access is provided from Tai Yuen Street to Cheung Wing Road before development within this "CDA" is permitted.
- 8.2.7 The Board is also concerned with the type of industrial uses to be permitted within the development, the provision of improvements to the adjacent streets, and the traffic and transport implications of any proposed development. Any development on the site must also contain appropriate environmental control measures to ensure that nearby sensitive land-uses will not be affected by any adverse environmental impacts. To promote better planning and building design to improve air ventilation at the site, an AVA should be conducted upon development/redevelopment of the site.
- 8.2.8 Development/redevelopment within this zone is subject to maximum plot ratio/building height restrictions as stipulated on the Plan or in the Notes of the Plan, or the plot ratio/building height of the existing building, whichever is the greater. Minor relaxation of such restrictions may be considered by the Board on application under section 16 of the Ordinance. The criteria given in paragraph 7.9 above would be relevant for the assessment of minor relaxation of building height restrictions. Each application will be considered on its own merits.
- 8.2.9 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.

#### 8.3 Residential (Group A) ("R(A)"): Total Area 164.24 ha

- 8.3.1 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.
- 8.3.2 Developments or redevelopments within the "R(A)" zone are subject to a maximum domestic plot ratio of 5.0 or a maximum non-domestic plot ratio of 9.5, or the plot ratio of the existing building, whichever is the greater. In calculating the GFA for these developments/ redevelopments, land for free-standing purpose-designed buildings that are solely for accommodating school or other GIC facilities, including those located on ground and on building podium, shall be deducted in calculating the relevant site area.
- 8.3.3 Existing public rental housing estates include Shek Yam Estate, Shek Yam East Estate, On Yam Estate and Shek Lei Estate in Planning Area 9; Kwai Chung Estate, Kwai Shing East Estate, Kwai Shing West Estate, Kwai Luen Estate, Kwai Fong Estate, Tai Wo Hau Estate and High Prosperity Terrace in Planning Area 10; Cho Yiu Chuen, Lai Yiu Estate and Lai King Estate in Planning Area 11; Kwai Hing Estate in Planning Area 17; and Wah Lai Estate in Planning Area 43. There are nine existing Home Ownership Schemes in the Area, amongst which eight are under this zoning and one is zoned "Residential (Group B) 7" ("R(B)7").
- 8.3.4 There are two is a proposed public rental housing estates development in the Area. One It is the proposed public rental housing development estate at Kwai Shing Circuit in Planning Area 10 and the other one is at Tai Pak Tin Street in Planning Area 9 (under construction for completion in 2013 tentatively). Part of the proposed public rental housing site at Tai Pak Tin Street is reserved for the development of an indoor recreation centre to meet the needs of the community.
- 8.3.5 Within these public rental housing estates, adequate community facilities, retail facilities and open spaces are provided in accordance with planning standards. The five primary schools in On Yam Estate, Shek Lei Estate, Kwai Shing West Estate, Kwai Fong Estate and the proposed public rental housing *developments* estate at Kwai Shing Circuit in Planning Area 10, which are free-standing buildings, are zoned "R(A)" on the OZP so as to allow flexibility in the comprehensive planning and development of these large residential sites.
- 8.3.6 Private residential developments under this zoning are mainly located along Wo Yi Hop Road (Planning Area 9), Hing Fong Road (Planning Area 10), Kwai Chung Road (Planning area 17), Castle Peak Road (Planning Area 27) and Lai King Hill Road (Planning Area 43), while Sandwich Class Housing projects, namely Hibiscus Park and Highland Park, are located in Planning Areas 10 and 42 respectively.

- 8.3.7 A private residential development, Nob Hill (KCTL 474) with a commercial podium over a public transport terminus, which was completed in 2002, is zoned "R(A)1". Any development/redevelopment at this site is restricted to a maximum domestic GFA of 42 700m² and a maximum non-domestic GFA of 9 346m², or the GFA of the existing building, whichever is the greater.
- 8.3.8 In the circumstances set out in Regulation 22 of the Building (Planning) Regulations, the above specified maximum plot ratios and 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 uses.
- 8.3.9 Developments and redevelopments within "R(A)" and "R(A)1" zones are subject to maximum building heights ranging from 90mPD to 260mPD, or the height of the existing building, whichever is the greater. In general, residential developments located along Kwai Chung Road are subject to lower building height bands, whereas those located at the foothill of the Golden Hill and at the knoll at Kwai Shing are subject to higher building height bands due to higher elevations.
- 8.3.10 For public rental housing developments, in accordance with the administrative procedure, the future development/ established redevelopment would be guided by a planning brief. 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, AVA, etc., as appropriate. 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 height exceeding that of the existing building. Upon the future redevelopment of the estates, the layout and design of these GIC and ancillary facility buildings should be comprehensively reviewed with the support of relevant impact assessments on air ventilation and visual aspects. In view of the larger site area of public rental 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. In particular, to maintain existing air paths and to improve air ventilation, the AVA for the redevelopment of the following estates should pay heed to the following issues:
  - (a) Kwai Shing West Estate and Kwai Shing East Estate: building gaps of adequate width should be provided to facilitate penetration of southeasterly wind to the northwest (including connection with Yeung Uk Road in Tsuen Wan). Obstruction to the northeast-southwest air path which aligns "Green Belt" ("GB"), "G/IC" and "Open Space" ("O") zones along the northern side of the estates should be minimised;

- (b) Tai Wo Hau Estate: the layout and disposition of the building blocks should maintain the wind flow from the southeast to Tsuen Wan area (including connection with Sha Tsui Road) to the northwest, as well as the existing north-south air path along Texaco Road and along Tai Wo Hau Road/Tai Ha Street;
- (c) Kwai Chung Estate: the north-south air path along the slopes between Tai Wo Hau Road/Tai Ha Street and Sheung Kok Street should be maintained/enhanced and connected to Castle Peak Road:
- (d) Kwai Hing Estate: opportunity should be sought to enhance the east-west air penetration, e.g. by creating an east-west air path across the estate to connect with Tai Lin Pai Road to the east. The openness of the section of Hing Fong Road within the estate should be maintained upon the estate redevelopment as it together with the adjoining Kwai Chung Road serves as an important air path;
- (e) Shek Yam East Estate: an air path within the estate should be provided to align with Lei Muk Road so as to facilitate the northeasterly wind; and
- (f) Shek Lei Estate: an air path within the estate should be maintained and aligned with Wai Kek Street.
- 8.3.11 A building gap of varying widths (ranging from 35m to 217m) above 24mPD to the immediate north of Lai King Estate shall be provided.
- 8.3.12 For large housing development sites (including public rental housing sites), it is required to provide varying building height profile within the same building height band to avoid wall effect of buildings, add variation to the sites and help wind penetration at street level.
- 8.3.13 Minor relaxation of the plot ratio/GFA/building height/building gap restrictions may be considered by the Board on application under section 16 of the Ordinance. The criteria given in paragraph 7.9 above would be relevant for the assessment of minor relaxation of building height restrictions. Each application will be considered on its own merits.
- 8.3.14 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.
- 8.3.15 An NBA of 9m wide from the southern lot boundary of 482 Castle Peak Road is designated to extend the NBA of the same width in the adjoining

- "OU(B)" zone in order to improve the pedestrian air ventilation condition. A minimum 3.5m-wide NBA from the lot boundary abutting Ta Chuen Ping Street (except 29A-33, 37-39, 41-43 and 47 Ta Chuen Ping Street) shall be provided (see **Plan 1**).
- 8.3.16 The above NBAs are required for air ventilation purpose above ground and such restriction will not apply to underground developments. Under exceptional circumstances, minor relaxation of the NBA restrictions may be considered by the Board on application under section 16 of the Ordinance.
- 8.4 Residential (Group B) ("R(B)"): Total Area 15.28 ha
  - 8.4.1 This zoning is generally intended to provide for medium-density residential development. Within this zone, commercial uses are prohibited unless otherwise permitted by the Board through the planning permission system.
  - 8.4.2 Land zoned for this purpose is mainly located in the southeastern part of Kwai Chung in Planning Areas 42, 43 and 44 and has been developed predominantly for private residential development.
  - 8.4.3 Chung Shan Terrace is a scenic area where the existing developments are of low-rise in nature. In view of the substandard road access and with a view to maintaining the existing character of the area, it is designated as "R(B)1" on the Plan. It is intended to maintain the scale of development in the area to the existing level or to a maximum plot ratio of 2.0, maximum site coverage of 66.6% and maximum building height of 3 residential storeys in addition to 1 storey of carport.
  - Wonderland Villas is designated as "R(B)2" and subject to a maximum 8.4.4 total GFA of 139 860m<sup>2</sup>. The development occupies a visually prominent location on an exposed ridgeline. The design of the development has adopted a height variation approach to respect the vertical variance of the nearby hill ridges. However, due to its length, height and massing, the development is considered out of context with the upland setting. Having regard to the urban fringe character of the area, the high elevation, the sloping topography, the upland setting, the stepped height concept and taking into account the permissible GFA under the OZP, maximum building heights of 260mPD, 275mPD and 290mPD are imposed on the site. Any new development (except minor addition, alteration and/or modification not affecting the building height of the existing building) or redevelopment of an existing building within this zone requires permission from the Board under section 16 of the Ordinance with the support of a layout plan, visual impact assessment and any other information as may be required by the Board to ensure that the building height, massing, disposition and layout of the future development would be acceptable in visual and planning terms. Variation of building heights to create visual interest is also encouraged.

- 8.4.5 Other developments located within this zoning include Regency Park ("R(B)3") and Wah Yuen Chuen ("R(B)4") at Wah King Hill Road, Happy Villa ("R(B)5") and Lai King Terrace ("R(B)6") at Lai King Hill Road and Tsui Yiu Court ("R(B)7") at Lai Chi Ling Road. Development within each of these "R(B)" sites is subject to a maximum plot ratio/GFA as permitted under the lease conditions in general. Developments and redevelopments within "R(B)3" to "R(B)7" zones are subject to different building height restrictions which are intended to reflect the existing building heights.
- 8.4.6 Development/redevelopment within this zone is subject to maximum plot ratio/GFA/site coverage/building height restrictions as stipulated on the Plan or in the Notes of the Plan, or the plot ratio/GFA/site coverage/building height of the existing building, whichever is the greater. Minor relaxation of such restrictions may be considered by the Board on application under section 16 of the Ordinance. The criteria given in paragraph 7.9 above would be relevant for the assessment of minor relaxation of building height restrictions. Each application will be considered on its own merits.
- 8.4.7 However, for any existing building with plot ratio/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 3.92 ha

- 8.5.1 This zoning is intended to encourage the phasing out of industrial uses. It provides an opportunity for redevelopment of existing obsolete industrial buildings. Residential development may be permitted with or without conditions on application to the Board. The developers will be required to submit adequate information to demonstrate that the new residential development will be environmentally acceptable, and suitable mitigation measures, if required, will be implemented to address the potential industrial/residential (I/R) interface problems.
- 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 The former Kwai Chung Factory Estate and an existing industrial lot to the west of Kin Chuen Street are zoned "R(E)" with a view to phasing out the remaining industrial uses and to eliminate the I/R interface problems on Kwai Chung Estate to its south. The former Kwai Chung

Factory Estate site has been developed into public rental housing development forming part of Kwai Chung Estate, subject to a maximum building height of 150mPD. The existing industrial lot to the west of Kin Chuen Street is occupied by a warehouse, subject to a maximum building height of 130mPD.

- 8.5.4 The "R(E)1" zone is intended for public rental housing development with specific environmental mitigation measures requirements. The zoning is to facilitate appropriate planning control over the scale, design and layout of the development, taking into account environmental constraints.
- 8.5.5 The former Kwai Chung Police *Married* Quarters site at Kwai Yi Road is zoned "R(E)1" under which residential development would require planning permission from the Board. This is to ensure that the proposed residential development will not be subject to excessive traffic noise impacts from the surrounding areas, especially from Kwai Chung Road and all possible environmental mitigation measures will be submitted for the consideration of the Board at planning application stage. Development and redevelopment within this zone is subject to a maximum building height of 90mPD.
- 8.5.6 Developments within "R(E)" and "R(E)1" zones are subject to a maximum total plot ratio of 5.0. On land designated "R(E)" and "R(E)1", in calculating the GFA for these developments/ redevelopments, the land 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, shall be deducted in calculating the relevant site area.
- 8.5.7 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.
- 8.5.8 Development/redevelopment within this zone is subject to maximum plot ratio/building height restrictions as stipulated on the Plan or in the Notes of the Plan, or the plot ratio/building height of the existing building, whichever is the greater. Minor relaxation of such restrictions may be considered by the Board on application under section 16 of the Ordinance. The criteria given in paragraph 7.9 above would be relevant for the assessment of minor relaxation of building height restrictions. Each application will be considered on its own merits.
- 8.5.9 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.

#### 8.6 <u>Village Type Development ("V")</u>: Total Area 2.55 ha

- 8.6.1 The planning intention of this zone is primarily for the provision of land for the retention and expansion of existing villages as well as reservation of land for the reprovisioning of village houses affected by Government projects. This zoning is mainly to reflect the extent of existing Ha Kwai Chung Village in Planning Area 11.
- 8.6.2 Development/redevelopment within this zone is subject to a maximum building height restriction as stipulated in the Notes of the Plan, or the height of the existing building, whichever is the greater. Minor relaxation of such restriction may be considered by the Board on application under section 16 of the Ordinance. The criteria given in paragraph 7.9 above would be relevant for the assessment of minor relaxation of building height restrictions. Each application will be considered on its own merits.
- 8.6.3 However, for any existing building with building height already exceeding the relevant restriction as stipulated in the Notes of the Plan, there is a general presumption against such application for minor relaxation unless under exceptional circumstances.

#### 8.7 Industrial ("I"): Total Area 46.6 41.33 ha

- 8.7.1 The planning intention of the "I" zone is to reserve land primarily for general industrial uses to ensure an adequate supply of industrial floor space. Information technology and telecommunications industries are considered suitable to operate in industrial buildings. Office related to industrial use, being an integral part of industrial function, is also permitted as of right in the "I" zone. However, general commercial and office uses, other than those permitted on the purpose-designed non-industrial portion on the lower floors of an existing building separated by a buffer floor, will require planning permission from the Board.
- 8.7.2 Provision of industrial land in the Area has been made in conjunction with the industrial land planned for Tsuen Wan and Tsing Yi to ensure that sufficient industrial land is reserved to provide employment opportunities for the labour force of Tsuen Wan New Town as a whole.
- 8.7.3 Industrial sites are located in Planning Areas 10, 26, 29, 37 and 38. Industrial activities in these areas are vibrant and there are no I/R interface problems. Some of the industrial areas are close to the existing container terminals.
- 8.7.4 Taking into consideration the traffic, environmental, infrastructural constraints and the trend of industries towards high-technology production, a maximum total plot ratio of 9.5, or the plot ratio of the existing building, whichever is the greater, is imposed on all land designated "I" on the Plan.

- 8.7.5 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.
- 8.7.6 Developments and redevelopments within the "I" zone between Tai Lin Pai Road and Castle Peak Road are subject to maximum building heights of 120mPD and 135mPD, whereas those along Tsuen Wan Road are subject to maximum building height restrictions of 90mPD, 105mPD, 120mPD and 140mPD, or the height of the existing building, whichever is the greater.
- 8.7.7 To enhance the local air ventilation performance, a 15m-wide building gap above 18mPD between Wing Yip Street and Kwai On Road, and a 50m-wide building gap above 24mPD between Tsuen Wan Road and Kwai Fuk Road shall be provided.
- 8.7.8 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 paragraph 7.9 above would be relevant for the assessment of minor relaxation of building height restrictions. Each application will be considered on its own merits.
- 8.7.9 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.
- 8.7.10 A 15m-wide NBA aligned with Kwai Lok Street is designated on land between Tsuen Wan Road and Kwai Hei Street. An existing footpath between Wo Yi Hop Road and Wah Sing Street is designated as an NBA to maintain the existing air path. These NBAs are required for air ventilation purpose above ground and such restrictions will not apply to underground developments. Under exceptional circumstances, minor relaxation of the NBA restrictions may be considered by the Board on application under section 16 of the Ordinance.

#### 8.8 Government, Institution or Community ("G/IC"): Total Area 120.88 119.79ha

8.8.1 Land zoned for this purpose is intended to provide a wide range of GIC facilities to meet 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, organisations providing social services to meet community needs, and other institutional establishments. Such developments, particular for those which are low-rise, serve to provide visual and spatial relief to the densely built-up environment of the Area. Some facilities, such as the

- Princess Margaret Hospital and Kwai Chung Hospital in Planning Area 43, serve a much wider area.
- 8.8.2 Other major GIC facilities include the Kwai Tsing Theatre and the Kwai Shing Swimming Pool Complex in Planning Area 10, Lai King Correctional Institution in Planning Area 42 and service reservoirs in Planning Areas 41 and 60. Other GIC facilities in the Area include schools, markets, clinics and Government Quarters.
- 8.8.3 The "G/IC" site to the southwest of the Rambler Channel Typhoon Shelter is reserved as the barging point for the transportation of construction wastes to dumping grounds.
- 8.8.4 This zoning also covers a number of existing schools, community centre/hall and sports centre within public rental housing estates. The roof garden above Shek Lei Community Hall, the car park and children's playground of the Tai Wo Hau Sports Centre, and the basement car park of Tai Wo Hau Estate Community Centre are common facilities shared by the residents of the concerned estates.
- 8.8.5 Electricity substations on Tai Lin Pai Road, Kwai Fuk Road and Container Port Road; Tai Lin Pai Road Cooked Food Hawker Bazaar, refuse collection point and latrine along Tai Lin Pai Road; Ka Ting Cooked Food Market at the junction of Tai Lin Pai Road and Ka Ting Road; and Kwai Shun Street Cooked Food Market, refuse collection point and playground at Kwai Shun Street are located within industrial area. In view of the environmental conditions of such land, these sites are zoned "G/IC(1)" and only selected GIC facilities are permitted while some other community and social welfare facilities may be permitted on application to the Board.
- Developments and redevelopments within this zone are subject to 8.8.6 building height restrictions in terms of number of storeys (excluding basement floors(s)) or mPD as stipulated on the Plan, or the height of the existing building, whichever is the greater. Building height restrictions for most of the "G/IC" zones and all "G/IC(1)" sub-zones are stipulated in terms of number of storeys except that the relatively high-rise GIC uses, such as Kwai Chung Police Station in Planning Area 10, Lai King Disciplined Services Quarters in Planning Area 42, and Kwai Chung Hospital, Princess Margaret Hospital and Princess Margaret Hospital School of Nursing and Quarters in Planning Area 43, are stipulated in terms of mPD so as to provide a clearer control over the building height profile. The "G/IC(2)" sub-zone covering Lai King Fire Station is subject to a maximum building height of 3 storeys as stipulated on the Plan, and a drill tower up to 9 storeys is allowed as specified in the Notes.
- 8.8.7 Minor relaxation of the building height restrictions may be considered by the Board on application under section 16 of the Ordinance. The criteria given in paragraph 7.9 above would be relevant for the assessment of minor relaxation of building height restrictions. Each

- application will be considered on its own merits.
- 8.8.8 However, for any existing building with 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.

## 8.9 <u>Open Space ("O")</u>: Total Area <u>115.53</u> *115.26* ha

- 8.9.1 This zoning is intended primarily for the provision of outdoor open-air public space for active and/or passive recreational uses serving the needs of local residents as well as the general public. While passive recreational facilities are provided in the existing Central Kwai Chung Park in Planning Area 42, active recreational facilities are provided in the existing Kwai Chung Sports Ground and Kwai Chung San Kui Park in Planning Area 10 and the future Kwai Chung Park with land reserved in Planning Area 37.
- 8.9.2 Local open spaces at various locations are also provided to meet local demands.

#### 8.10 Other Specified Uses ("OU"): Total Area 173.08 174.91 ha

- 8.10.1 This zoning covers land allocated for specific uses which include the following:-
  - (a) the container terminals in Planning Area 30 and 37 and container-related uses in Planning Areas 10 and 30;
  - (b) the cargo handling areas in Planning Areas 26 and 37;
  - (c) the petrol filling stations in Planning Areas 10, 28, 29 and 44;
  - (d) the slaughter house in Planning Area 26;
  - (e) the cemetery, crematorium and funeral facilities in Planning Area 26;
  - (f) the sewage treatment works in Planning Area 37 and sewage screening plant in Planning Area 30;
  - (g) the electricity substation at the junction of Yiu Wing Street and Wo Tong Tsui Street in Planning Area 28;
  - (h) the Lai King Ventilation Building for the MTR Tsuen Wan Line in Planning Area 11;
  - (i) the two emergency access points for MTR West Rail Line at Kwai Fong and at a site sandwiched between Tsuen Wan Road and Wing Kei Road; and
  - (j) areas bounded by Cheung Wing Road, Tai Yuen Street, Lei Muk Road and Wo Yi Hop Road and the area at the junction of Cheung

Wing Road and Castle Peak Road in Planning Area 27; the areas bounded by Castle Peak Road, Yiu Wing Street, Wo Tong Tsui Street and Kin Chuen Street in Planning Area 28; and the areas bounded by Tai Lin Pai Road, Kwai Chung Road and Castle Peak Road in Planning Area 29 are zoned "OU(B)". Development within this zone is subject to a maximum total plot ratio of 9.5, or the plot ratio of the existing building, whichever is the greater, as stipulated in the Notes; *and* 

- (k) two proposed columbarium sites at Tsing Tsuen Road and 2-6 Wing Lap Street in Planning Area 26.
- 8.10.2 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 the height of the existing building, whichever is the greater. Building height restrictions for most of the sites within this zone are stipulated in terms of number of storeys except the "OU(B)" zone, "OU(Columbarium)", "OU(Columbarium)(1)" and the relatively high-rise buildings within the "OU" annotated "Container Terminal" zone.
- 8.10.3 The "OU(Columbarium)" zone is intended for columbarium and garden of remembrance uses. A traffic impact assessment (TIA) for 3 proposed government columbarium sites in Kwai Chung including the site at Tsing Tsuen Road and two sites near Kwai Tai Road was completed in July 2012. The TIA confirmed that the proposed columbarium development at Tsing Tsuen Road with recommended appropriate traffic and transport improvement measures could accommodate the anticipated increase in traffic and pedestrian flows. As the Tsing Tsuen Road site covers more than 3 hectares of land, there may be scope for future expansion in order to provide more public niches to meet the market demand. However, any development proposal for more than 20,000 niches and 2,000 memorial plaques at the site would require planning permission from the Board and a new TIA has to be conducted to confirm there will be no adverse traffic impact arising from the expansion proposal.
- 8.10.4 A proposed private columbarium development at Wing Lap Street is zoned "OU(Columbarium)(1)". Development within the zone is restricted to a maximum number of niches of 23,000 and a maximum building height of 50mPD. In order to ensure proper control and proposed columbarium the 'Columbarium' development requires planning permission from the Board so that the applicant can be requested to fulfil relevant departments' requirement the proposed such as transport/traffic/crowd management measures, building design and landscaping through the imposition of approval conditions. To allow design flexibility for proposed columbarium development, e.g. higher floor to floor height, wider circulation corridor and greening on upper floors to enhance the ventilation, circulation and outlook of the

building, minor relaxation for the building height restriction is allowed on application to the Board.

- 8.10.5 As Container Terminal Nos. 1 to 5 are located at the gateway of breezeway and adjacent to the visual corridor of Rambler Channel, the building height restrictions for the relatively taller buildings, including 75mPD for Modern Terminal Warehouse Building, 25mPD for Modern Terminals Limited Administration Building, 60/110mPD for ATL Logistics Centre, 65mPD for Hutchison Logistics Centre and 35mPD for Hong Kong International Terminals Limited Towers 1, 2 and 3 in Planning Area 30 are stipulated to reflect the existing building height so as to provide a clearer control over the building height profile. A maximum building height of 2 storeys is imposed on the open area of the container terminals to reflect the predominant height of the existing 1- to 2-storey small-scale buildings and to allow flexibility for ancillary structures. The 2-storey building height restriction does not apply to container stacks and crane structures. The rights of redeveloping the building to its existing height would be respected on the OZP. In order to facilitate the future development of the logistics industry and to provide flexibility to cater for the fast-changing requirements of the industry, relaxation of the building height restrictions may be considered by the Board on application under section 16 of the Ordinance. The application may need to be supported with technical assessments including air ventilation assessment, traffic impact assessment, visual impact assessment and any other information as may be required by the Board.
- 8.10.6 The planning intention of the "OU(B)" zone is primarily for general business uses. A mix of information technology 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 (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 building, I-O building or industrial area in Kwai Chung until the whole area is transformed to cater for the new non-polluting business uses. Upon redevelopment of the existing electricity substation site bounded by Castle Peak Road and Yiu Wing Street in Planning Area 28, adequate provision should be made within the site for the construction of a new primary electricity substation, if required. Development within this zone should make reference to the relevant Town Planning Board Guidelines.
- 8.10.7 In the circumstances set out in Regulation 22 of the Building (Planning) Regulations, the above specified maximum plot ratio for the "OU(B)" zone 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.
- 8.10.8 Developments and redevelopments within the "OU(B)" zone are subject to maximum building heights of 105mPD along Tai Lin Pai Road, 105/130mPD along Wo Tong Tsui Street/Yiu Wing Street, 130mPD along Wo Yi Hop Road and 150mPD at Kowloon Commerce Centre, or the height of the existing building, whichever is the greater.
- 8.10.9 A 15m-wide building gap above 25mPD between Castle Peak Road and the east-west aligned section of Tai Lin Pai Road under the "OU(B)" zone shall be provided to facilitate northeasterly wind reaching Tai Lin Pai Road.
- 8.10.10 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 paragraph 7.9 above would be relevant for the assessment of minor relaxation of building height restrictions. Each application will be considered on its own merits.
- 8.10.11 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.
- 8.10.12To cater for the long-term road widening proposal and to improve air ventilation of the "OU(B)" zone bounded by Castle Peak Road and Wo Yi Hop Road, a minimum 4m-wide NBA from the lot boundary abutting Lam Tin Street, and a minimum 3.5m-wide NBA from the lot boundary abutting Chun Pin Street (except 1 Chun Pin Street) and Ta Chuen Ping Street (except 26-38, 68, 70, 85-89 and 93 Ta Chuen Ping Street) shall be provided. A 9m-wide NBA aligning with Lam Tin Street between Chun Pin Street and Castle Peak Road is also imposed (see **Plan 1**).
- 8.10.13To improve air ventilation of the "OU(B)" zone along Tai Lin Pai Road, the following six NBAs are designated on the Plan:
  - (a) the existing public footpath which straddles "OU(B)" and "I" zones between Wo Yi Hop Road and Wah Sing Street and portion of 21-33 Tai Lin Pai Road abutting this footpath is designated as an NBA;
  - (b) a 15m-wide north-south NBA aligning with Kwai Wing Road and Kwai Cheong Road;
  - (c) two 15m-wide east-west aligned NBAs between Kwai Chung Road and Tai Lin Pai Road;
  - (d) a 15m-wide east-west aligned NBA connecting Kwai Chung Road

#### with Kwai Cheong Road; and

- (e) a 15m-wide east-west aligned NBA between Kwai Chung Road and Kwai Ting Road.
- 8.10.14 The NBAs are required for air ventilation purpose above ground and such restriction will not apply to underground development. Under exceptional circumstances, minor relaxation of the NBAs restrictions may be considered by the Board on application under section 16 of the Ordinance.

#### 8.11 Green Belt ("GB"): Total Area 260.56 263.34 ha

- 8.11.1 This zoning covers mainly steep hill-slopes in the eastern part of the Area, and is intended to define the outer limits of Tsuen Wan New Town and for the conservation of areas with prominent, high scenic and high value landscape features, e.g. the Kau Wa Keng San Tsuen area. This zoning also provides additional outlets for passive recreational uses. Generally, there is a presumption against development in this zone and development proposals will be assessed on individual merits taking into account relevant Town Planning Board Guidelines.
- 8.11.2 The "GB" zone in the Kau Wa Keng valley is intended to keep the existing character of the area. In particular, the relationship between the existing buildings of the Kau Wa Keng San Tsuen, the land-forms and the vegetation should be retained. The area of high landscape value in the valley should be preserved. Any development or redevelopment proposal would have to demonstrate that the existing mature trees and character of the valley would not be adversely affected. In the case of the Kau Wa Keng valley, any development application will, as a general principle, be restricted to the existing building bulk.

## 9. <u>COMMUNICATIONS</u>

#### 9.1 Roads

- 9.1.1 Kwai Chung is currently linked to the main urban areas by Castle Peak Road and Kwai Chung Road. To the north, Cheung Pei Shan Road which links up Sha Tin and Tsuen Wan has an interchange near Lei Muk Shue Estate for access to the Area. The Tsuen Wan Road running along the south-western part of the Area is a by-pass for through traffic to and from Tsuen Wan, Tuen Mun and Yuen Long and has improved the traffic conditions in Central Kwai Chung. The Tsing Tsuen Bridge provides a second road link to Tsing Yi and has released the traffic pressure on Kwai Tsing Bridge.
- 9.1.2 Tsing Sha Highway is part of Route 8 and is a strategic road linking Tsing Yi and Sha Tin. The section between Cheung Sha Wan and Sha Tin, which is an elevated road passing through Butterfly Valley in the south-eastern part of the Area, has been commissioned in March 2008.

The remaining section of Route 8 between Tsing Yi and Cheung Sha Wan has also been commissioned in December 2009.

9.1.3 The proposed Kwai Chung Circumferential Road will provide a direct link between northern and central Kwai Chung and the MTR Kwai Fong Station. Moreover, Tsing Kwai Highway passes through the Area and provides an additional road link between the urban area and the New Territories.

## 9.2 Railways

- 9.2.1 The MTR Tsuen Wan Line runs through the Area with three stations, namely Kwai Hing, Kwai Fong and Lai King, which are conveniently located to cover a wide catchment. The section of the Tsuen Wan Line between Lai King Estate and Kwai Hing Estate is elevated whilst the other sections are underground.
- 9.2.2 The MTR Airport Railway consists of two lines: the Tung Chung Line connects North Lantau and Central while the Airport Express links the airport with Central. The Lai King Station provides a point of interchange between the Tung Chung Line and the Tsuen Wan Line.
- 9.2.3 The MTR West Rail Line is a sub-regional passenger rail link connecting the northwest New Territories to the urban areas. It was opened in December 2003 to provide domestic passenger services from Nam Cheong Station in West Kowloon to Tuen Mun Station. With the opening of the Kowloon Southern Link in August 2009, the West Rail Line is extended to Hung Hom. The MTR Kwai Fong Ancillary Building accommodating a traction station and ventilation building is at Kwai Chung Road.
- 9.2.4 The Hong Kong Section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link runs through the Area in underground tunnels, with a ventilation building situated at Wing Yip Street. Construction of the project commenced in early 2010 for completion in mid-2015.

#### 9.3 Others

Various other modes of public transport such as buses, taxis and green minibuses are also provided to complement the MTR service. Bus termini, taxi stands and minibus stops have been provided within major residential areas.

#### 10. UTILITY SERVICES

Fresh water is supplied from the Tsuen Wan Water Treatment Works located to the north outside the Area. Land has been developed for major fresh and salt water service reservoirs in Planning Areas 10, 41, 42, 43, 44, 60 and 61. Electricity, gas and telephone services are also available and no difficulties are anticipated in meeting the future requirements.

#### 11. CULTURAL HERITAGE

- 11.1 Within the boundary of the Plan, there is a Graded III historic building, i.e. Tsang Residence, No. 22 Kau Wa Keng Old Village.
- 11.2 The Antiquities Advisory Board (AAB) also released a list of new items in addition to the list of 1,444 historical buildings. These items are subject to grading assessment by the AAB. Details of the list of 1,444 historic buildings and the new items have been uploaded onto the website of the AAB at http://www.aab.gov.hk.
- 11.3 Prior consultation with the Antiquities and Monuments Office of Leisure and Cultural Services Department should be made if any development, redevelopment or rezoning proposal might affect the above sites of archaeological interesting, graded historic buildings/structures, new items pending grading assessments and their immediate environs.

The Tsang Residence located at the Kau Wa Keng Old Village is a Grade 3 historical building in the Area. On 19 March 2009, the Antiquities Advisory Board (AAB) released the list of 1,444 historical buildings, in which some buildings in the Kau Wa Keng Old Village were also given proposed grading. Details of these historical buildings have been uploaded onto the official website of the Antiquities and Monuments Office (AMO) of the Leisure and Cultural Services Department (LCSD). The proposed grading of historical buildings are now under the review of AAB for finalisation. The proposed grading, once endorsed by AAB, will be published on AMO's official website. The above Grade 3 historical building is worthy of preservation. Prior consultation with the AMO of LCSD should be made if any development, redevelopment or rezoning proposal might affect the above historical building and its immediate environs.

#### 12. IMPLEMENTATION

- 12.1 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.
- 12.2 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 the client departments and the works departments, such as the Highways Department and

the Architectural Services Department. In the course of implementation of the Plan, the Kwai Tsing District Council would also be consulted as appropriate.

12.3 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 guidelines published by the Board. The outline development plan is 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.

<u>Index of Figure</u> (for indicative purpose only)

Plan 1 – Non-Building Area Restrictions

TOWN PLANNING BOARD APRIL 2012April 2014



# **Architectural Services Department**

The Government of Hong Kong Special Administrative Region

Traffic Impact Assessment Study for Columbarium Development at Kwai Chung

**Executive Summary** 

May 2012



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- 1. Introduction
- 2. Traffic Impact Assessment Study
- 3. Proposed Improvement Measures
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## 1. Introduction

- 1.1 In order to meet the public demand for niches, the Government has been exploring various potential sites in the territory for columbarium development. Amongst the sites, three sites in Kwai Chung have been identified to develop low-rise / open-air niches and multi-storey columbarium blocks. The three sites are namely:
  - (a) Site I Ex-Kwai Chung Incineration Plant on Kwai Yue Street (KCIP)
  - (b) Site II A green belt site on Kwai Tai Road, southeast of ex-Kwai Chung Incineration Plant (GB); and
  - (c) Site III A site on Tsing Tsuen Road near Tsuen Wan Chinese Permanent Cemetery (TT).
- 1.2 The preliminary information of these three proposed sites under study are as follows:
  - **Site I KCIP** Located under Cheung Tsing Bridge at the East bank of Rambler Channel. The preliminary proposal is for the construction of multi-storey columbarium blocks or open-air niches, comprising about 42,000 niches with ancillary facilities.
  - **Site II GB** Located between Cheung Tsing Bridge (in the North) and Tsing Yi Bridge & Kwai Tsing Road (in the South). The preliminary proposal is for the construction of multi-storey columbarium blocks or open-air niches, comprising about 9,000 niches with ancillary facilities.
  - **Site III TT** A terraced site at about 15-30m higher than the road level in the vicinity of Tsuen Wan Road in north-east and Tsing Tsuen Road in north-west. Tsuen Wan Chinese Permanent Cemetery (TWCPC) is at its south-west direction. The preliminary proposal is for the construction of multi-storey columbarium blocks or open-air niches, comprising about 20,000 niches with ancillary facilities.
- 1.3 A Traffic Impact Assessment Study had been carried out to assess the potential impact to be induced by the proposed development, in seven different scenarios as stated in Table E1 below, particularly during the grave-sweeping seasons, and to recommend improvement / mitigating measures to mitigate the impact and problems identified.

## 2. Traffic Impact Assessment Study

- 2.1 To undertake the impact assessment study, on-site traffic and pedestrian data were collected at 14 key road junctions and two critical pedestrian links in the Study Area in Kwai Chung throughout the Chung Yeung Festival period in 2010 covering the Festival peak day, and the immediate Saturdays, Sundays and a weekday. The data were used to assess the vehicular and pedestrian traffic forecast for the Ching Ming and Chung Yeung Festival periods in design years 2021 and 2026.
- 2.2 From the junction capacity result, it shows that most of the junctions would operate satisfactorily in the 2021 and 2026 Ching Ming Day except Junctions 5 (Container Port Rd / Kwai Tai Rd), 10 (Kwai Hei St / Kwai Fuk Rd) and 11 (Wing Kei Rd / Kwai Fuk Rd) having insufficient capacity on a critical Saturday in 2021 and 2026. It is understood that in a normal working day, there would be minimal traffic impact by grave sweepers. Meanwhile, Junction 14 (Wing Kei Road / Project Site III junction) has reached its capacity due to the grave sweepers' trip generation by Site III only in both 2021 and 2026.
- 2.3 For Site I and Site II, grave sweepers are required to take one of the public transports to Kwai Tsing Road and then walk towards Kwai Tai Road. The footpath at Kwai Tai Road is about 2.4m and 1.5m wide on the northern and southern side, respectively. Subsequent LOS analysis reviewed that Kwai Tai Road obtained LOS "F" during Ching Ming Festival.
- 2.4 For Site III, grave sweepers are required to take one of the public transports to Wing Kei Road and then walk towards the access road of Site III. The footpath at Wing Kei Road is about 3.0m and 3.5m wide on the

western and eastern side, respectively. Subsequent LOS analysis reviewed that Wing Kei Road obtained LOS "D" during Ching Ming Festival.

2.5 If the columbarium developments rely on the existing public transport facilities, i.e. no off-street bus and GMB terminus (Public Transport Interchange, PTI) and maintain the existing footpath width with 3 on-street bus stops and 3 on-street GMB stops, the maximum number of niches in the same area to be developed for Site I + Site II + Site III would be 25,500 (13,500 for Site I+II and 12,000 for Site III).

## 3. Proposed Improvement Measures

- 3.1 In order to achieve a successful traffic arrangement plan, six traffic management schemes are proposed to serve development traffic generated by the three development sites as listed below:
  - (i) Traffic Arrangement A introduces a PTI and the associated internal transport facilities such that sufficient pick-up/set-down kerb length can be provided at Site I serving both Site I and Site II, and another PTI at Site III serving the peak period on festival days. This traffic arrangement can minimize the scale of lane/road closure traffic arrangement in the public roads outside the project site area, and therefore the resources from Traffic Police can be kept at the minimum level.
  - (ii) Traffic Arrangement B proposes four additional special bus services: Route 1 from Kwai Fong MTR Station to Site I and II, Route 2 from Kwai Fong MTR Station to Site III, Route 3 from Tsing Yi MTR Station to Site III and Route 4 from Tsuen Wan West MTR Station to Site III.
  - (iii) Traffic Arrangement C introduces some enhanced footpath and road widening scheme for the three sites. Subject to the provision of PTI in Site I, a pick-up/set down layby alongside the north of Site II will not be required and the footpath between the PTI at Site I and Site II along Kwai Tai Road should be widened to 3m. If PTI is not available in Site I, it requires realigning Kwai Tai Road for obtaining 1.8m setback to allow space for transport facility. In general, for the target number of niches to be developed, minimum LOS "C" would be acceptable for pedestrian facility.
  - (iv) Traffic Arrangement D is based on the current traffic arrangement; extension of public transport corridor is recommended. This scheme can provide priority to the special public transport services and to make sure no blockage on the key corridors to/from the project sites, e.g. 1) Kwai Tai Road between Site I and Kwai Yue Street and 2) Wing Kei Road between Site III and Shing Yiu Street will be converted to public transport corridor which would be fully closed to all vehicular traffic except public transport and emergency vehicles.
  - (v) Traffic Arrangement E is an optional scheme to enhance the carrying capacity and connectivity of public transport services. This arrangement proposes to enhance the existing public transport services. Nearby bus stops to be used for the purpose are listed below:
    - 1. Kwai Tsing Road near Container port Road
    - 2. Kwai Fuk Road near Chun Shing Factory Estate
    - 3. New Bus Layby at Tsuen Tsing Interchange slip road towards Tsing Yi. A new footpath/stairway leading up from Tsing Tsuen Road to Site III with a reduced gradient shall be provided to facilitate this new bus layby.
  - (vi) Traffic Arrangement F is also an optional arrangement, which proposes to improve Junction 5, such that the journey time of the proposed special bus services can be shortened, and therefore the fleet size of additional special buses to Site I and II i.e. Route 1 can be reduced and traffic impact can be minimized.

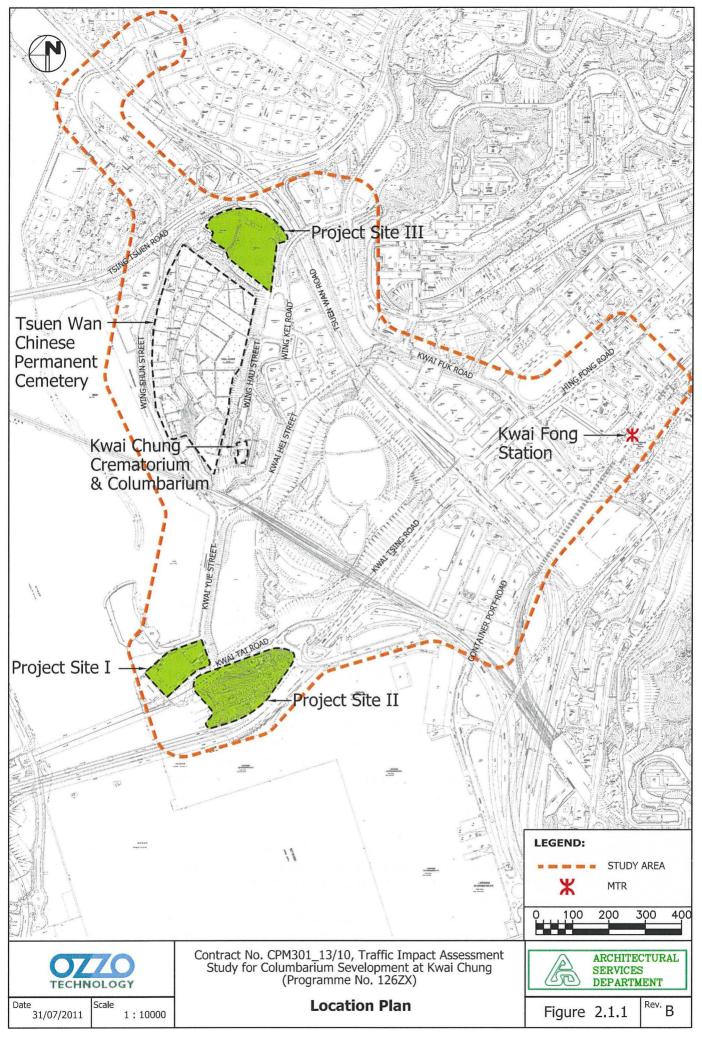
- 3.2 Based on the abovementioned traffic arrangements, the expected numbers of 42,000 niches for Site I and 9,000 niches for Site II are generally acceptable in both 2021 and 2026. Site III is required to reduce to 18,000 as Junction 14 (Wing Kei Road/Site III) has reached its capacity. Junction 14 can be upgraded to a roundabout to increase its capacity to accommodate the traffic flow during the Ching Ming and Chung Yeung Festivals. Coupled with this improvement and the provision of a new bus layby at Tsuen Tsing Interchange slip road with new footpath/stairway leading up to Site III, the proposed development at Site III can accommodate 20,000 niches.
- 3.3 Further to the analysis on the LOS of footpath, the capacity of public transport's on-street stop / PTI and junction capacity, a summary of feasible number of niches for development has been proposed in Table E1 in the following page.
- Three cases of sensitivity test have also been carried out; case i) underestimation of trip generation and attraction rates by 20%, case ii) increasing the number of niches by 20% and case iii) underestimation of background traffic by 20%. All three cases indicate that Junctions 5 (Container Port Road / Kwai Tai Road), 10 (Kwai Hei Street / Kwai Fuk Road) and 11 (Wing Kei Road / Kwai Fuk Road) will reach its capacity on a typical Saturday due to the normal working traffic.
- 3.5 The sensitivity tests also indicate that Junctions 9 (Hing Fong Road / Kwai Fuk Road), 10 (Kwai Hei Street / Kwai Fuk Road), 11 (Wing Kei Road / Kwai Fuk Road) and 14 (Wing Kei Road / Site III access road) will reach its capacity on Ching Ming Festival day. Capacity problem in Junction 14 (Wing Kei Road / Site III access road), the site III's access road junction could be resolved by implementing manual traffic control.

Table E1 Summary of Traffic Arrangements and No. of Niches to be provided

Scenario	Improvement					Number of niches				
	Off-Site Footpath Widening	Provision of Public Transport Facilities								
		On-street	PTI	Special Bus Services	Site I	Site II	Site III	Total		
1 (Site I + Site II + Site III)	Х	Site I+II : 3Bus+3GMB Site III : 3Bus+3GMB	X	$\sqrt{}$	9,000	4,500	12,000	25,500		
	<b>V</b>	Х	V	$\checkmark$	42,000	9,000	18,000	69,000		
2 (Site I + Site II)	Х	3 Bus + 3 GMB	X	$\sqrt{}$	9,000	4,500	-	13,500		
	<b>V</b>	Х	<b>V</b>	√	42,000	9,000	-	51,000		
3 (Site I + Site III)	Х	Site I : 3Bus+3GMB Site III : 3Bus+3GMB	Х	V	13,500	-	12,000	25,500		
	X	Χ	V	$\checkmark$	42,000	-	18,000	60,000		
4 (Site II + Site III)	Х	Site II : 1Bus+1GMB Site III : 3Bus+3GMB	Х	<b>V</b>	-	4,500	12,000	16,500		
	√ X	Site II : 2Bus+2GMB X	X √	$\sqrt{}$	-	9,000	18,000	27,000		
5 (Site I)	Х	3 Bus + 3 GMB	Х	$\checkmark$	13,500	-	-	13,500		
	Х	Х	V	<b>√</b>	42,000	-	-	42,000		
6 (Site II)	Х	1 Bus + 1 GMB	Х	$\sqrt{}$	-	4,500	-	4,500		
	<b>V</b>	2 Bus + 2 GMB	Х	<b>√</b>	-	9,000	-	9,000		
7 (Site III)	Х	3 Bus + 3 GMB	Х	$\sqrt{}$	-	-	12,000	12,000		
	Х	Х	V	<b>V</b>	-	-	18,000	18,000		
	Х	Х	√ + Roundabout + New bus layby	V	-	-	20,000	20,000		

#### 4. Conclusion

- 4.1 The traffic impacts of the Kwai Chung Columbarium developments at Site I, Site II and Site III have been assessed. With the proposed Traffic Arrangement A provision of Public Transport Interchange within Site I and Site III, Traffic Arrangement B Special Bus Routes, Traffic Arrangement C Enhanced Footpath and Road Widening Scheme and Traffic Arrangement D Road Closures and Public Transport Corridor during the festival periods, it is believed that the traffic impact induced by the additional grave sweepers are manageable.
- Based on the abovementioned traffic arrangements, the expected numbers of 42,000 niches for Site I and 9,000 niches for Site II are generally acceptable in both 2021 and 2026. Site III is required to reduce to 18,000 as Junction 14 (Wing Kei Road/Site III) has reached its capacity. Junction 14 can be upgraded to a roundabout to increase its capacity to accommodate the traffic flow during the Ching Ming and Chung Yeung Festivals. Coupled with this improvement and the provision of a new bus layby at Tsuen Tsing Interchange slip road with new footpath/stairway leading up to Site III, the proposed development at Site III can accommodate 20,000 niches.
- 4.3 It is concluded that with implementation of the proposed traffic and transport improvement measures recommended above, the proposed development of 42,000 niches at Site I, 9,000 niches at Site II and 20,000 niches at Site III could be materialised without inducing significant adverse traffic impact in the vicinity.
- 4.4 It is envisaged that if the improvement schemes will not be implemented by the Authority due to technical reasons, the maximum number of niches to be developed would be limited to 13,500 numbers for Site I, 4,500 numbers for Site II (or 13,500 for Site I + Site II), and 12,000 numbers for Site III which are based on minor improvement measures, such as providing on-street bus stops, GMB stops and public transport corridors to be put in place to lessen the traffic impacts generated by the proposed developments.



## Provision of Major Community Facilities in Kwai Chung

(Existing Population: 321,200) (Planned Population: 335,100) (1)

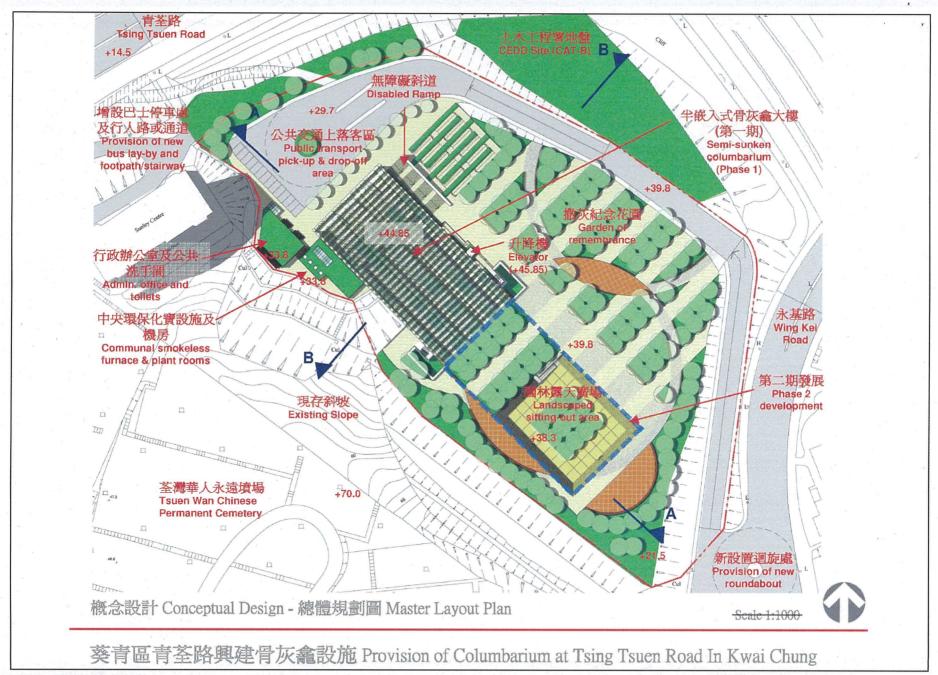
Type of Facilities	Hong Kong Planning Standards and	HKPSG Requirement	Provision		Surplus/ Shortfall (against planned provision)	
	Guidelines (HKPSG)	(based on planned population)	Existing Planned Provision			
District Open Space	10 ha per 100,000 persons	31.27 ha (2)	11.53 ha	34.68 ha	3.41 ha	
Local Open Space	10 ha per 100,000 persons	31.27 ha (2)	65.56 ha	71.06 ha	39.79 ha	
Secondary School	1 whole-day classroom for 40 persons aged 12-17	370 classrooms	686	686	316 classrooms	
Primary School	1 whole-day classroom for 25.5 persons aged 6-11	561 classrooms	459	459	-102 classrooms	
Kindergarten/ Nursery	26 classrooms for 1,000 children aged 3-6	163 classrooms	243	243	80 classrooms	
District Police Station	1 per 200,000 to 500,000 persons	1	0	0	-1	
Divisional Police Station	1 per 100,000 to 200,000 persons	1.	1 0		0	
Hospital	5.5 beds per 1,000 persons	1,843 beds	2,375	2,375	532 beds	
Specialist Clinic/Polyclinic	1 specialist clinic/polyclinic whenever a regional or district hospital is built	NA	2	2	NA	
Clinic/Health Centre	1 per 100,000 persons	3	2	2	-1	
Post Office	1 per 30,000 persons	10	5	5	-5	
Magistracy (with 8 courtrooms)	1 per 660,000 persons	NA	0	0	NA	
Market	No set standard	NA	336 stalls	336 stalls	NA	
Integrated Children and Youth Services Centre	1 for 12,000 persons aged 6-24	4	11	11	7	
Integrated Family Services Centres	1 for 100,000 to 150,000 persons	2	3	3	1	
Library	rary 1 district library for every 2 200,000 persons		2	2	0	
Sports Centre	1 per 50,000 to 65,000 persons	5	4	5	0	
Sports Ground/ Sport Complex	1 per 200,000 to 250,000 persons	1	2	2	1	
Swimming Pool Complex - standard	1 complex per 287,000 persons	1	2	2	1	

Note: (1) The planned population for the area is 312,700 (usual residents and mobile residents). If the transient population of 22,400 (e.g. tourists) is included, the figure will be 335,100.

(2) The demand for open space is calculated based on the planned population of about 312,700 excluding the transient population.

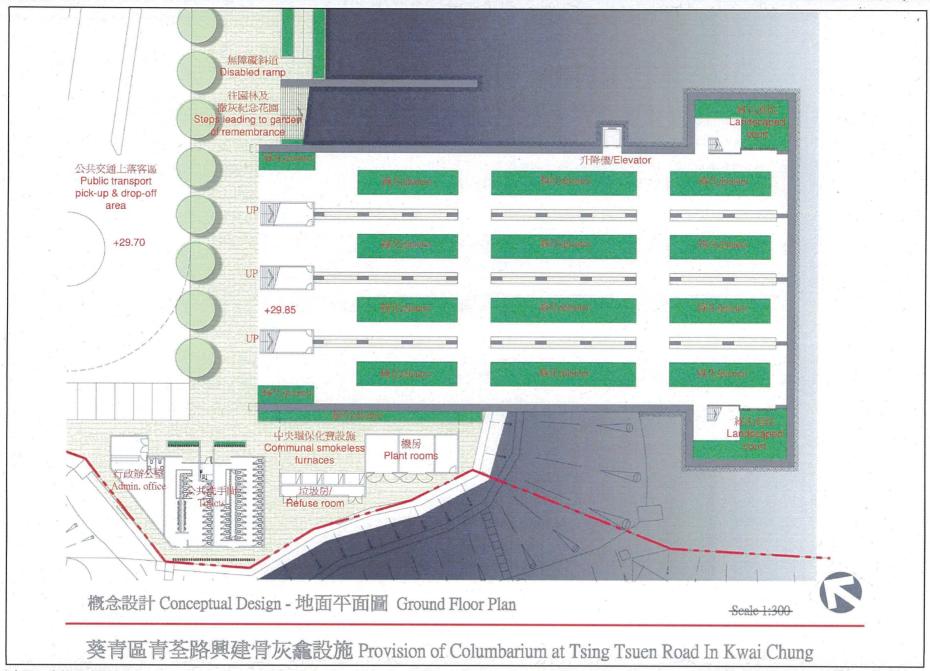
(3) Some facilities are assessed on a wider district basis by the relevant departments, e.g. secondary school, primary school, sports ground, etc. The shortfall in the OZP area could be addressed by the provision in the adjoining area, subject to the assessment of concerned departments. The provision of primary school classrooms will be assessed by the Education Bureau separately.

(4) The Kwai Tsing District Police Headquarters located at Tsing Yi serves the requirement for district police station in Kwai Chung district.



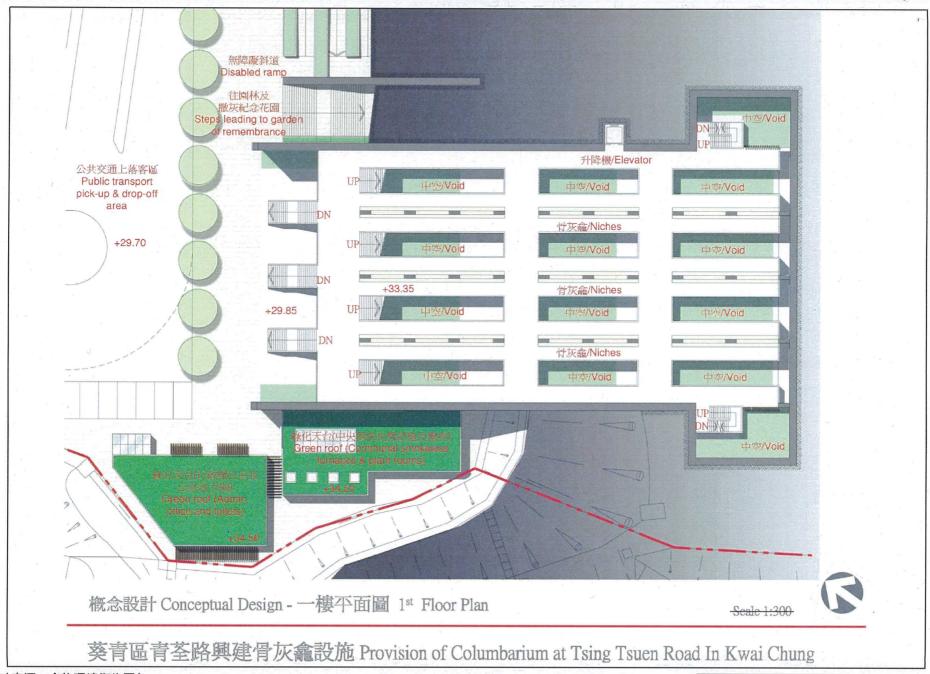
(Source : Food and Environmental Hygiene Department)

參考編號 REFERENCE No. M/KC/14/5



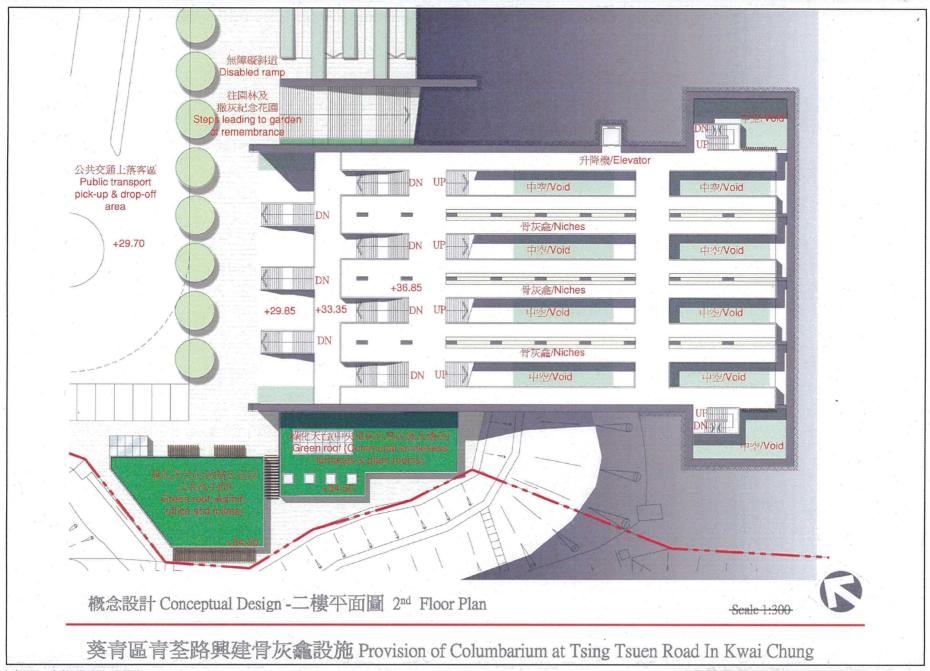
(Source : Food and Environmental Hygiene Department)

參考編號 REFERENCE No. M/KC/14/5



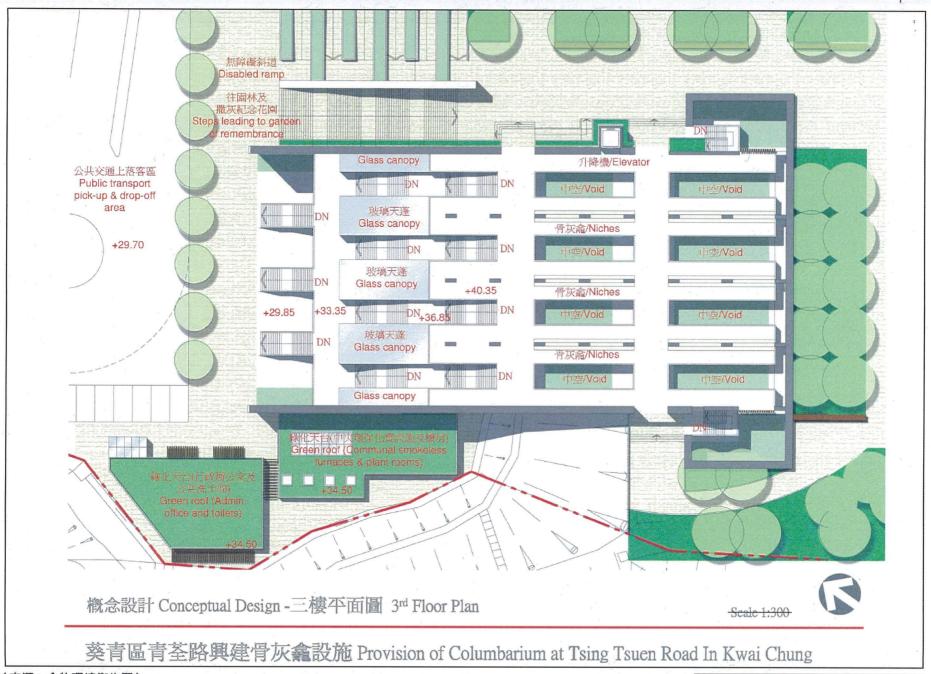
(Source : Food and Environmental Hygiene Department)

參考編號 REFERENCE No. M/KC/14/5



(Source : Food and Environmental Hygiene Department)

參考編號 REFERENCE No. M/KC/14/5



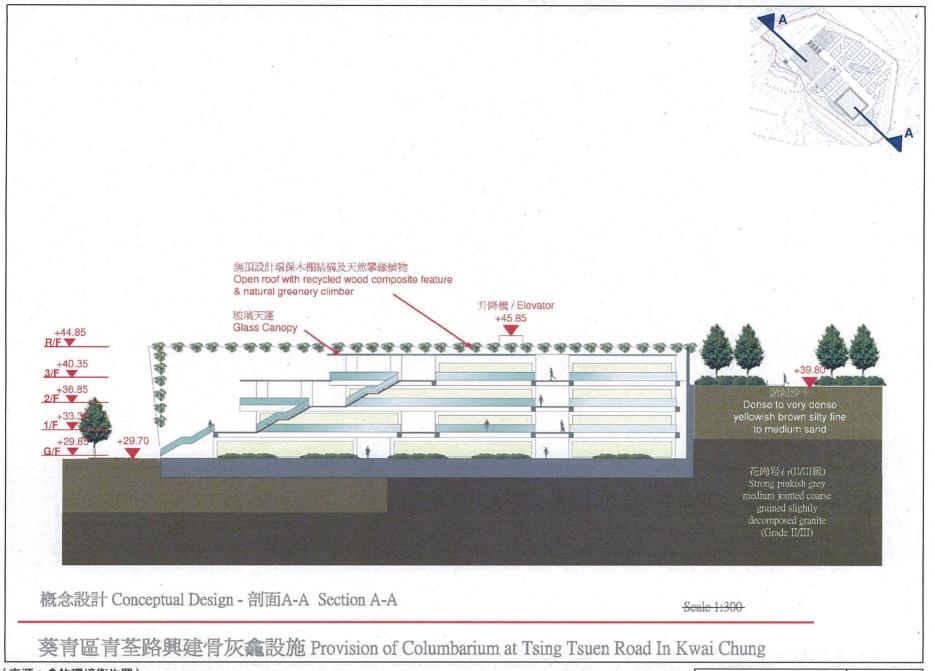
(Source : Food and Environmental Hygiene Department)

參考編號 REFERENCE No. M/KC/14/5



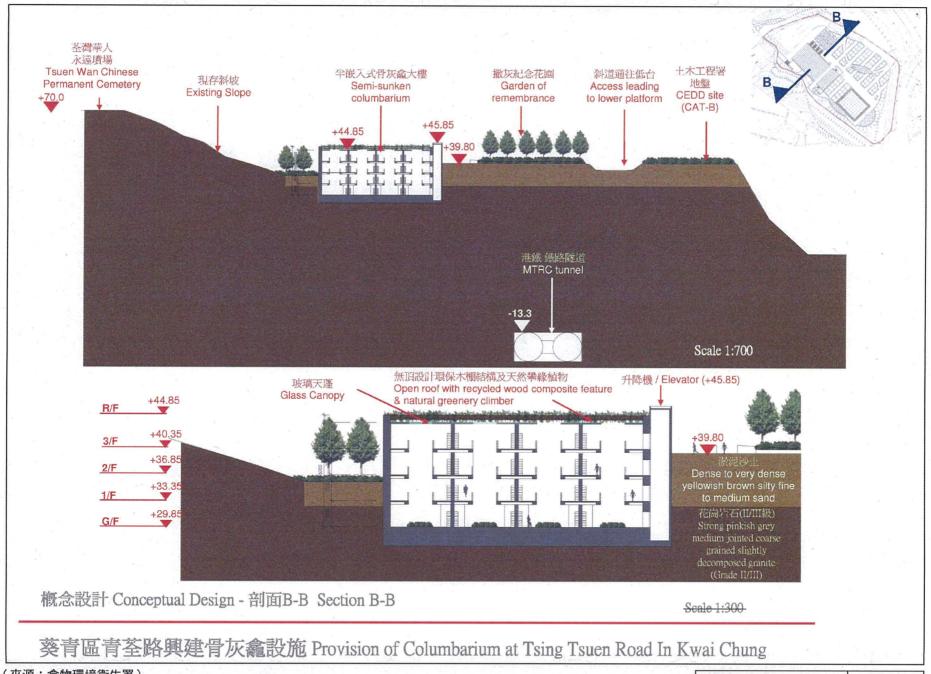
(Source: Food and Environmental Hygiene Department)

參考編號 REFERENCE No. M/KC/14/5



(Source : Food and Environmental Hygiene Department)

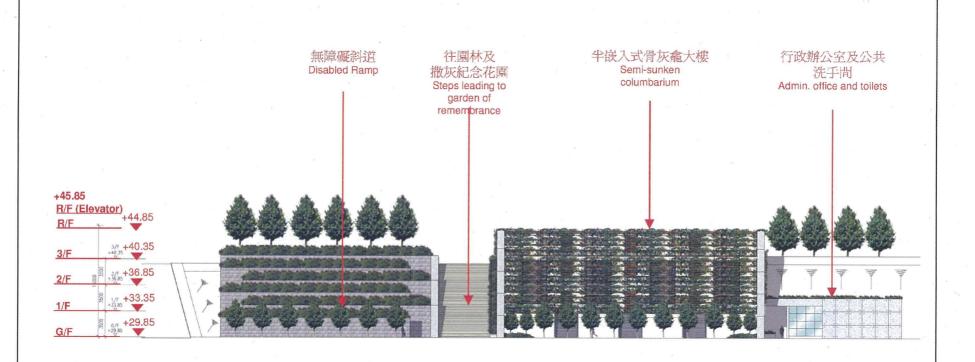
參考編號 REFERENCE No. M/KC/14/5



(來源:食物環境衛生署)

(Source: Food and Environmental Hygiene Department)

參考編號 REFERENCE No. M/KC/14/5



葵青區青荃路興建骨灰龕設施 Provision of Columbarium at Tsing Tsuen Road In Kwai Chung

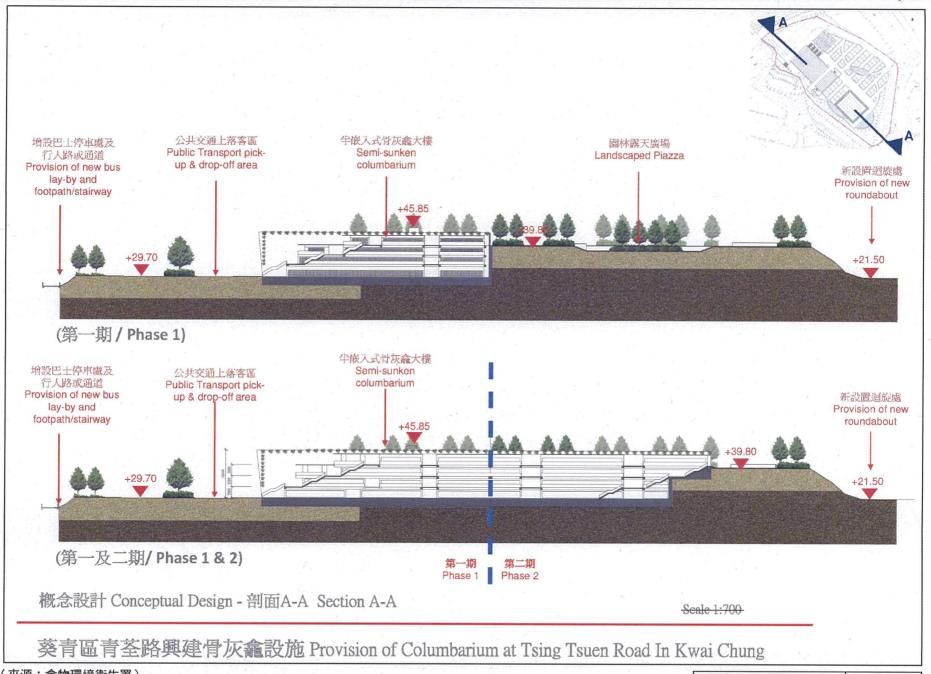
(來源:食物環境衛生署)

(Source : Food and Environmental Hygiene Department)

概念設計 Conceptual Design -正立面圖 Front Elevation

參考編號 REFERENCE No. M/KC/14/5

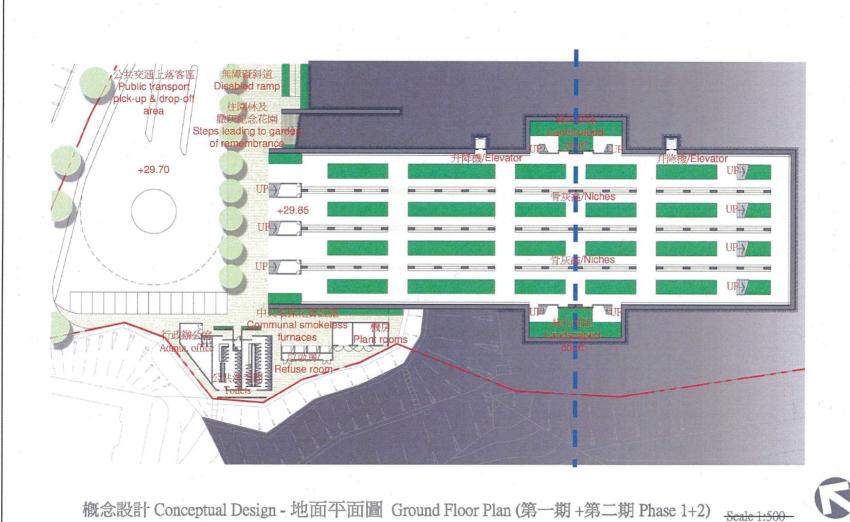
Scale 1:300



(來源:食物環境衛生署)

(Source: Food and Environmental Hygiene Department)

參考編號 REFERENCE No. M/KC/14/5

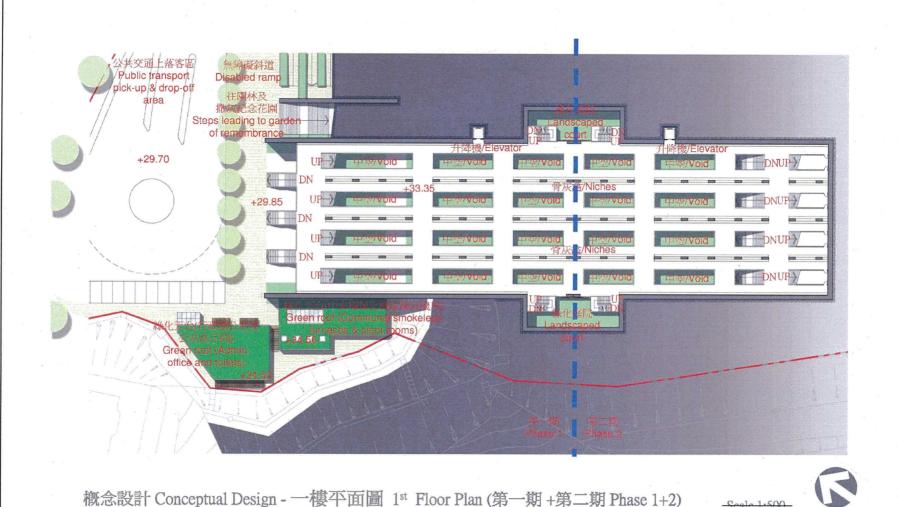


葵青區青荃路興建骨灰龕設施 Provision of Columbarium at Tsing Tsuen Road In Kwai Chung

(來源:食物環境衛生署)

(Source : Food and Environmental Hygiene Department)

參考編號 REFERENCE No. M/KC/14/5

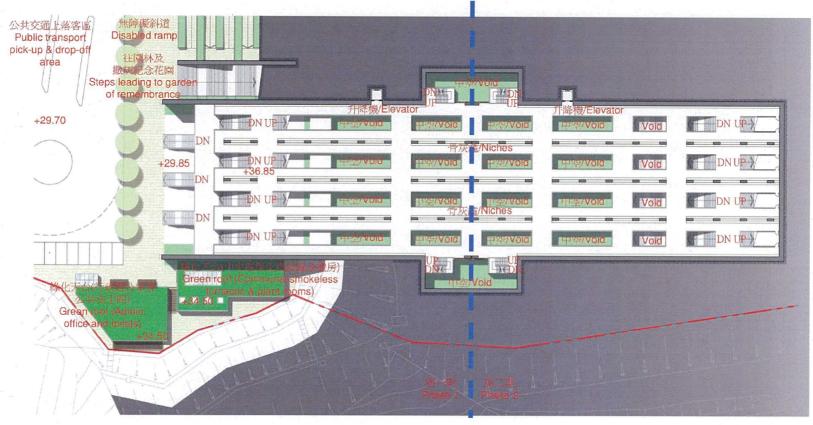


葵青區青荃路興建骨灰龕設施 Provision of Columbarium at Tsing Tsuen Road In Kwai Chung

(來源:食物環境衛生署)

(Source : Food and Environmental Hygiene Department)

參考編號 REFERENCE No. M/KC/14/5



概念設計 Conceptual Design - 二樓平面圖 2nd Floor Plan (第一期 +第二期 Phase 1+2)

valo 1.500

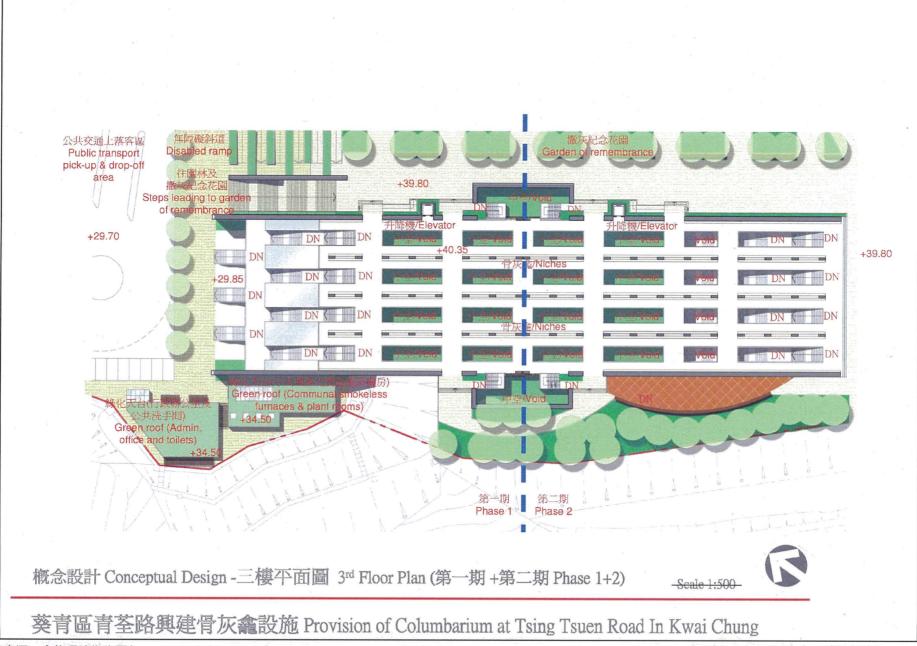


葵青區青荃路興建骨灰龕設施 Provision of Columbarium at Tsing Tsuen Road In Kwai Chung

(來源:食物環境衛生署)

(Source : Food and Environmental Hygiene Department)

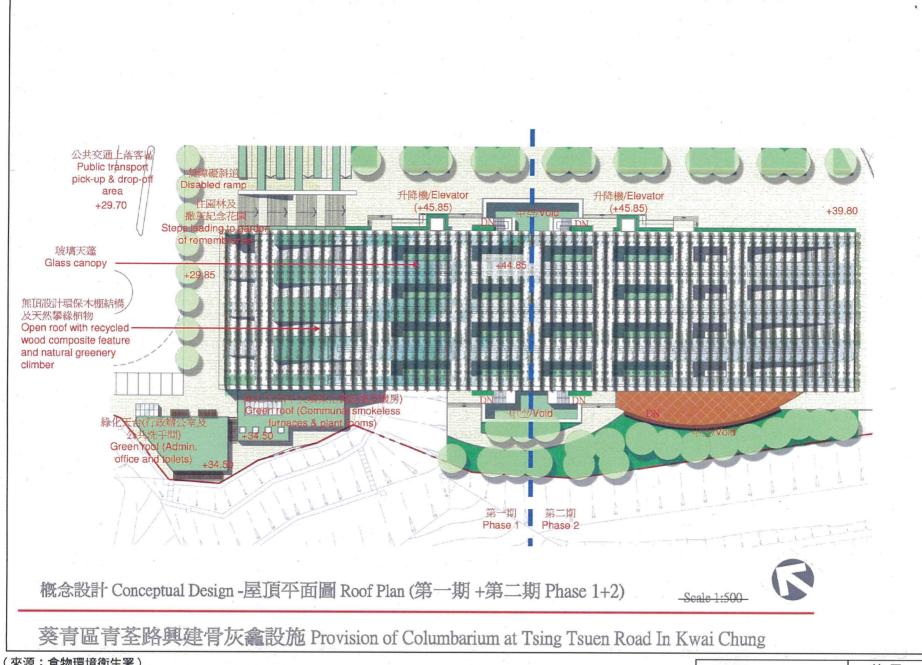
參考編號 REFERENCE No. M/KC/14/5



(來源:食物環境衛生署)

(Source : Food and Environmental Hygiene Department)

參考編號 REFERENCE No. M/KC/14/5



(來源:食物環境衛生署)

(Source: Food and Environmental Hygiene Department)

參考編號 REFERENCE No. M/KC/14/5



# 概念設計 - 視線高度效果圖 (嵌入式骨灰龕大樓)

葵青區青荃路興建骨灰龕設施

(來源:食物環境衛生署)

(Source : Food and Environmental Hygiene Department)

參考編號 REFERENCE No. M/KC/14/5



概念設計 Conceptual Design -鳥瞰效果圖 (從葵涌景觀) Aerial Photomontage (Viewing the site from Kwai Chung)

葵青區青荃路興建骨灰龕設施 Provision of Columbarium at Tsing Tsuen Road In Kwai Chung

(來源:食物環境衛生署)

(Source : Food and Environmental Hygiene Department)

參考編號 REFERENCE No. M/KC/14/5



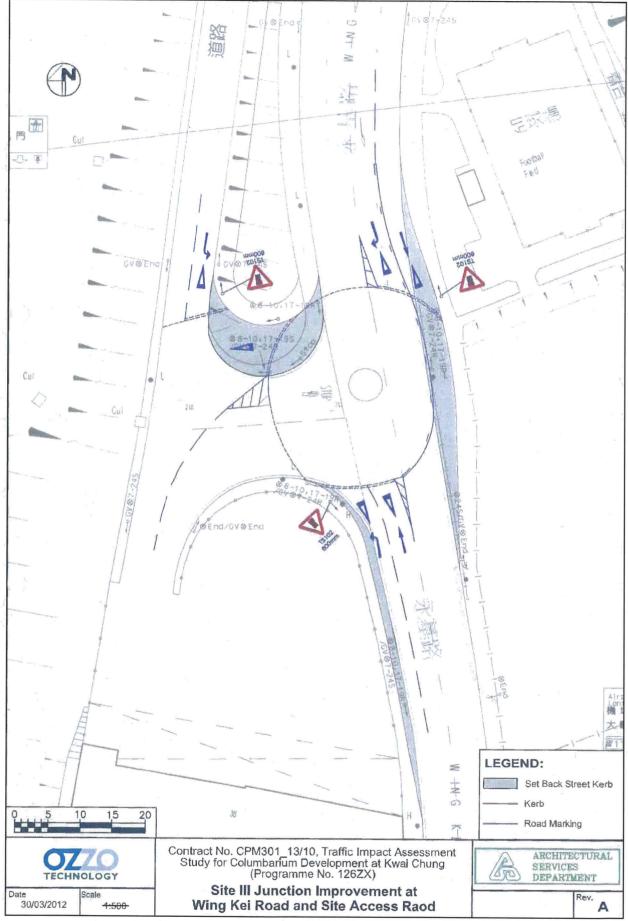
概念設計 Conceptual Design -鳥瞰效果圖 (從海濱花園景觀) Aerial Photomontage (Viewing the site from Rivera Garden)

葵青區青荃路興建骨灰龕設施 Provision of Columbarium at Tsing Tsuen Road In Kwai Chung

(來源:食物環境衛生署)

(Source : Food and Environmental Hygiene Department)

參考編號 REFERENCE No. M/KC/14/5



(來源:葵涌靈灰安置所發展的交通影響評估研究(2012年8月))

(Source : Traffic Impact Assessment Study for Columbarium Development at Kwai Chung (August 2012))

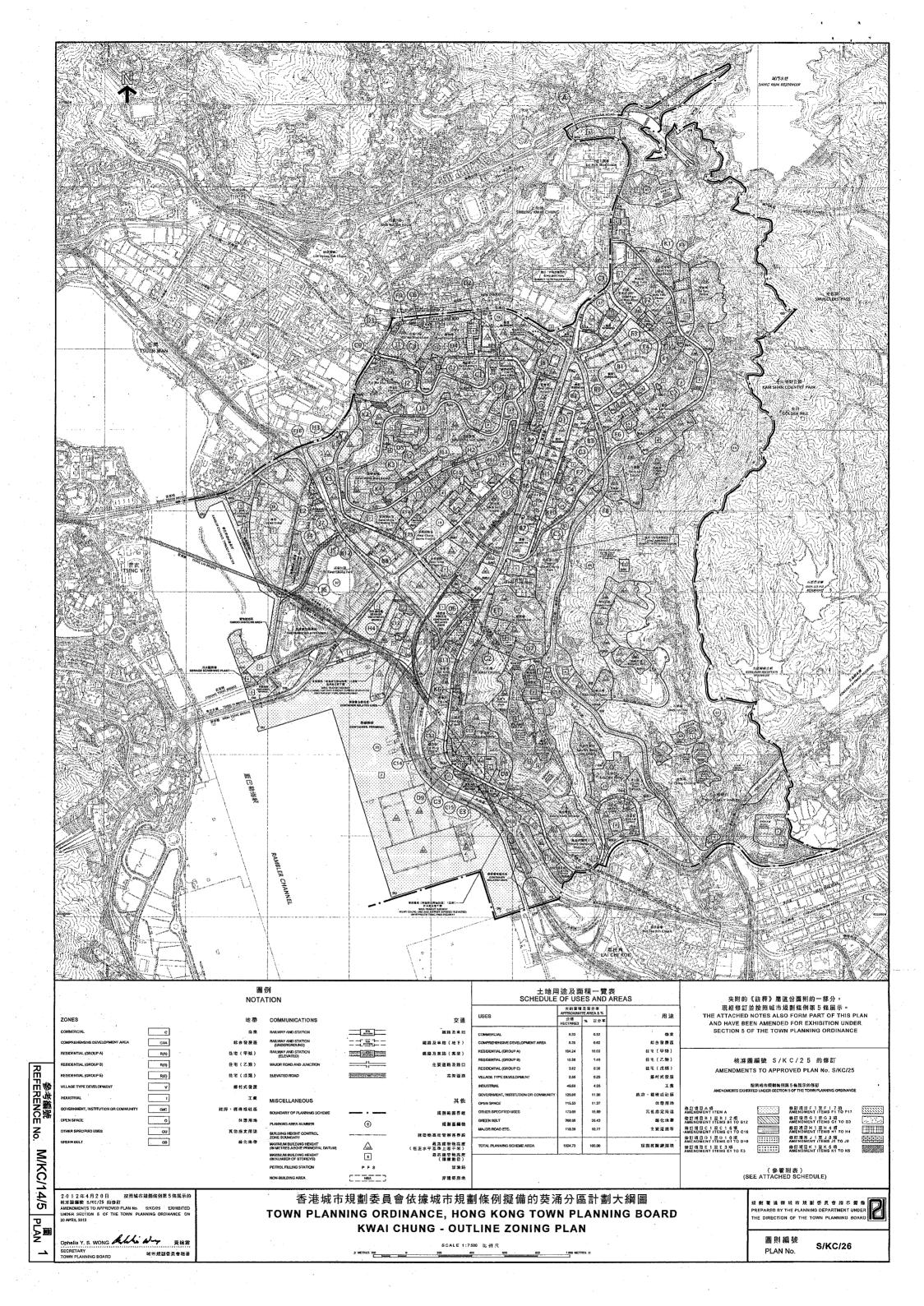
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REFERENCE No.	DRAWING
M/KC/14/5	19

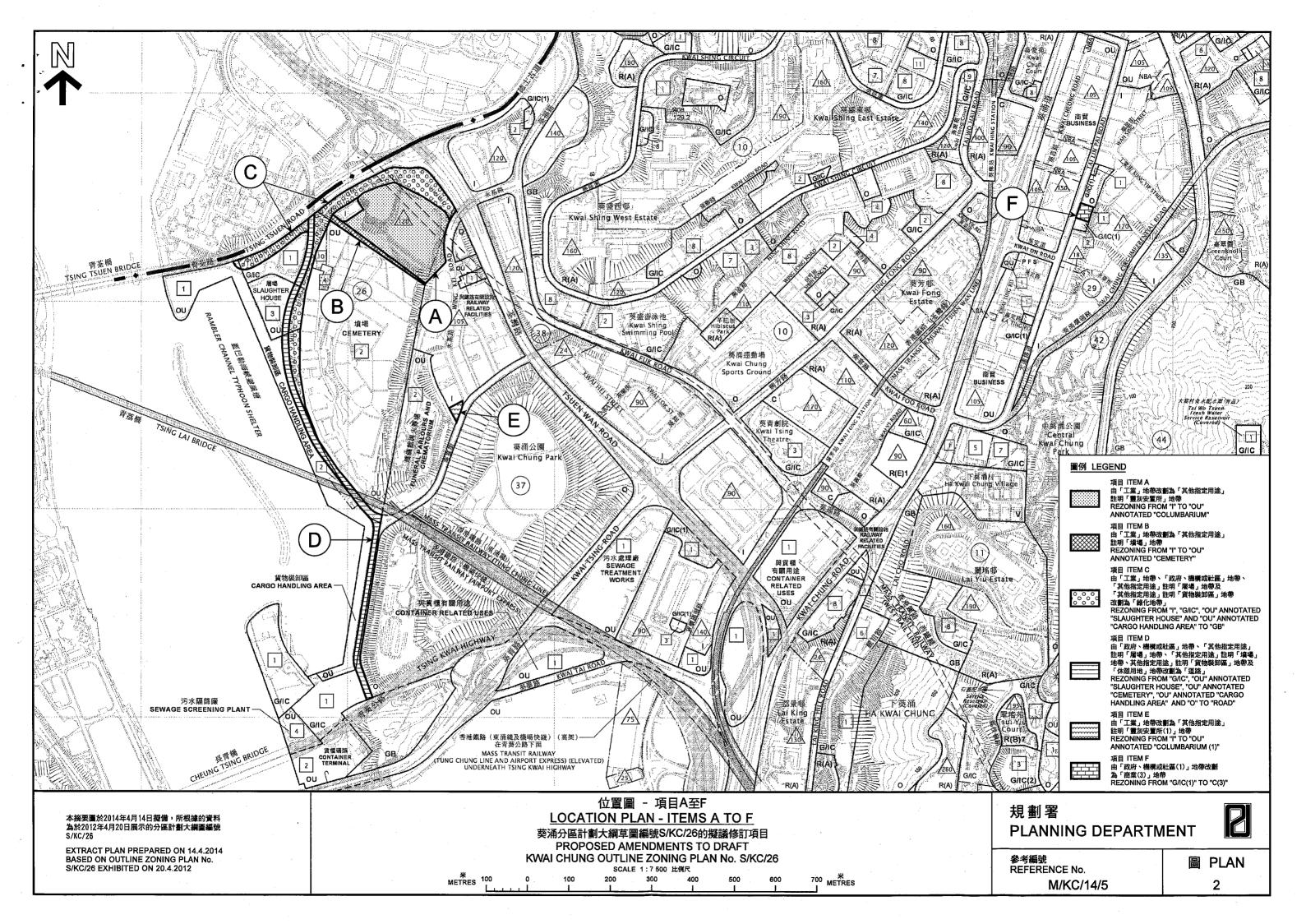


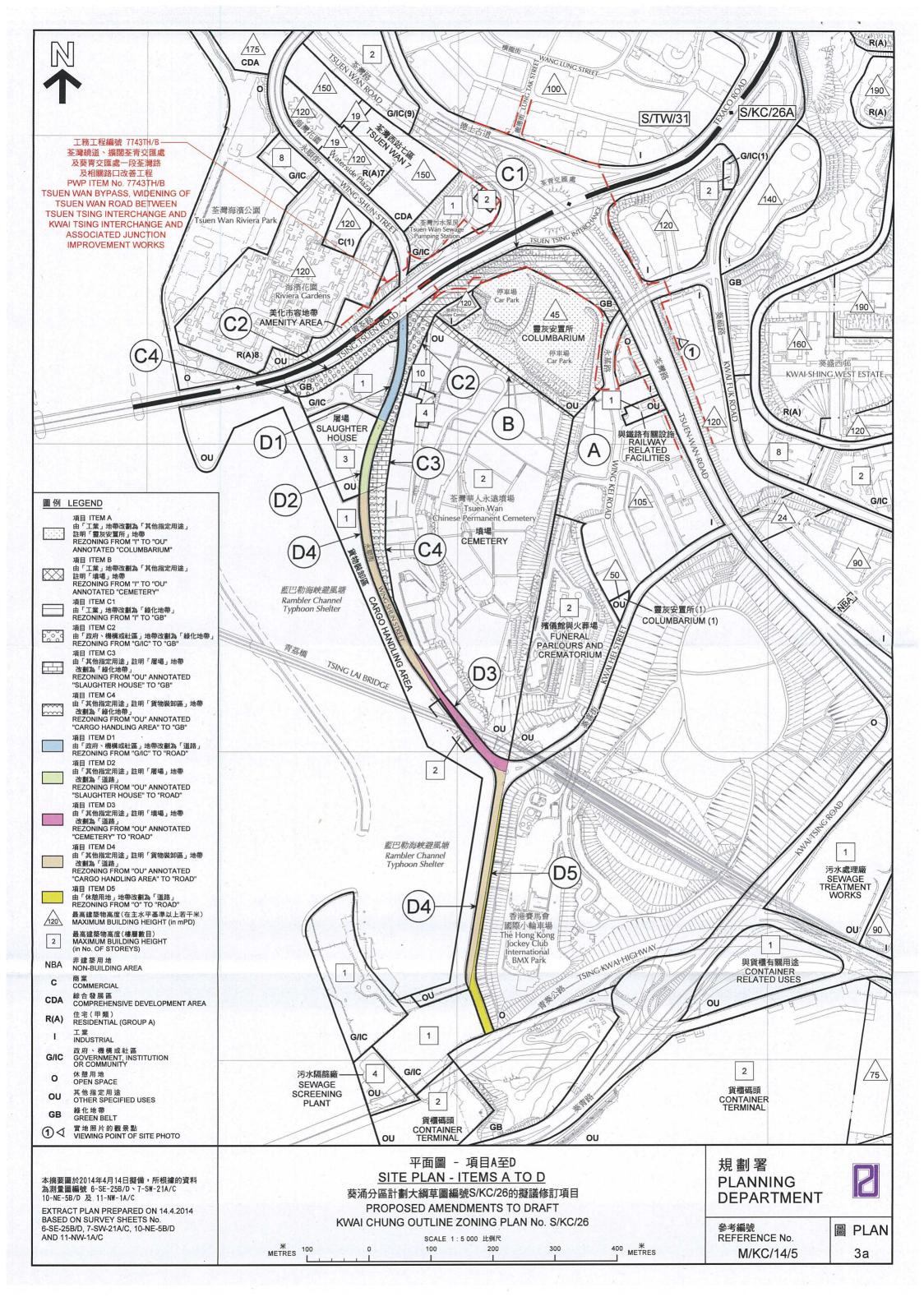
(來源:葵涌靈灰安置所發展的交通影響評估研究(2012年8月))

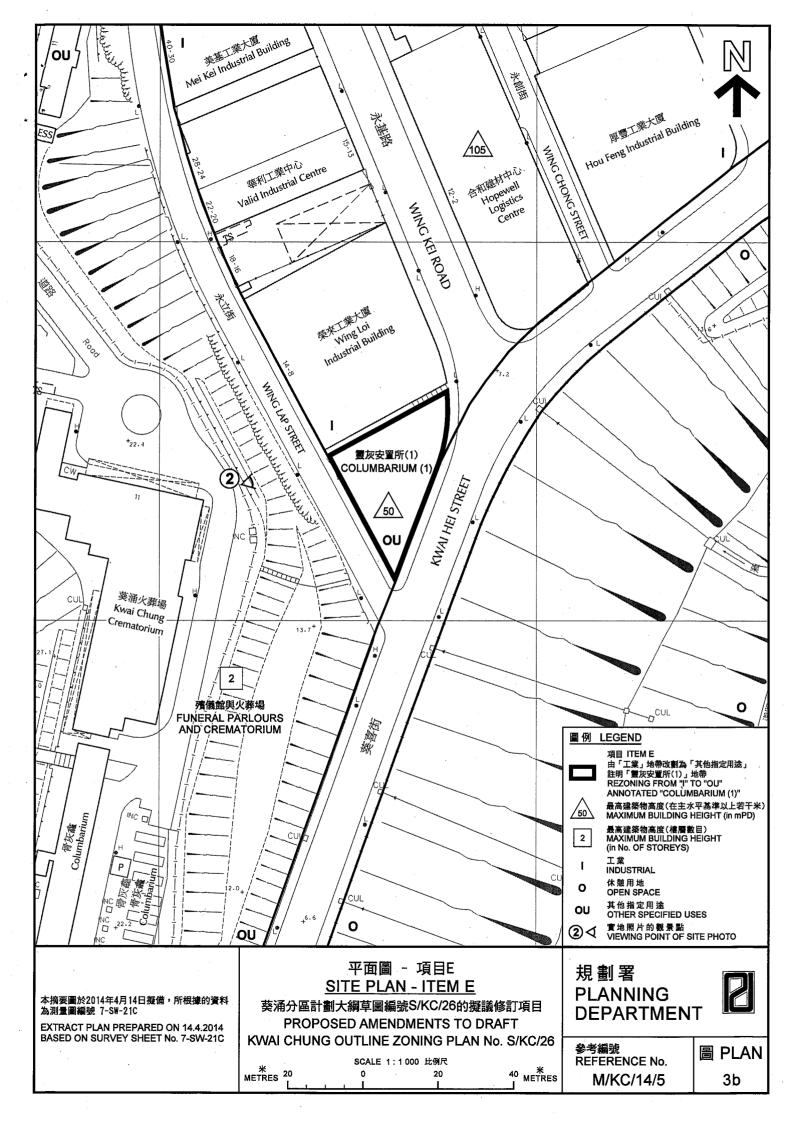
(Source: Traffic Impact Assessment Study for Columbarium Development at Kwai Chung (August 2012))

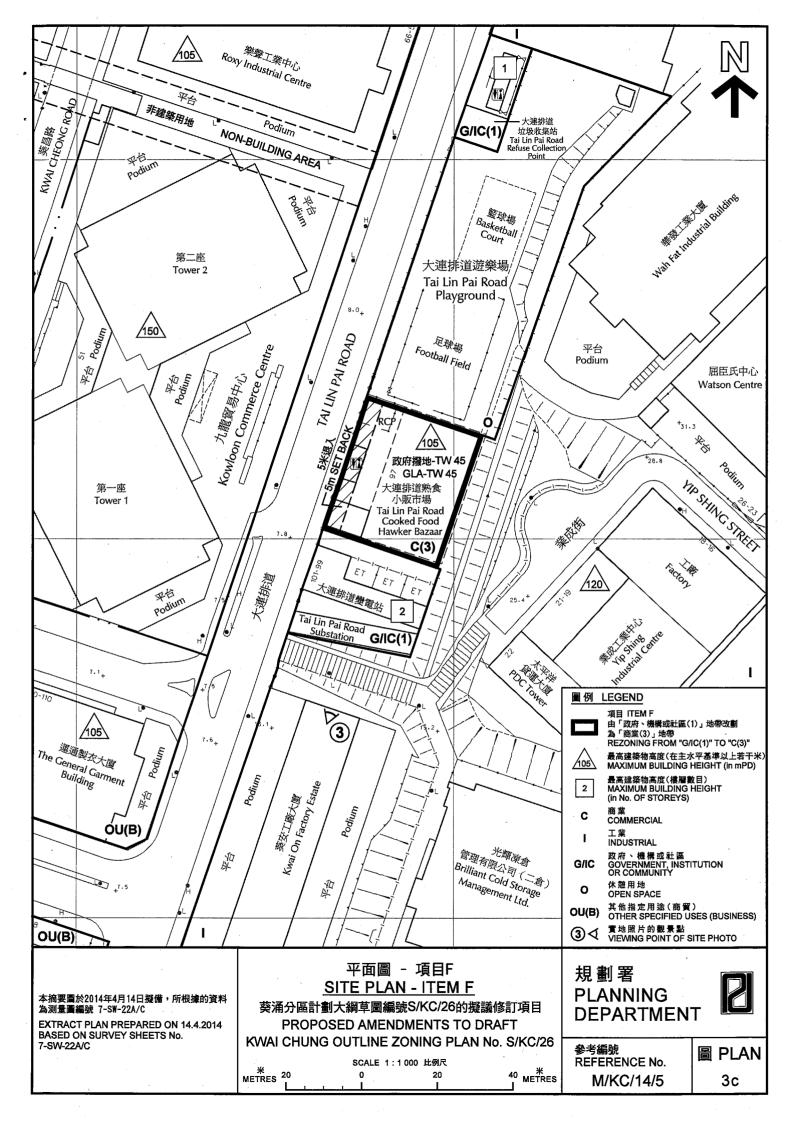
參考編號	繪 圖
REFERENCE No.	DRAWING
M/KC/14/5	20

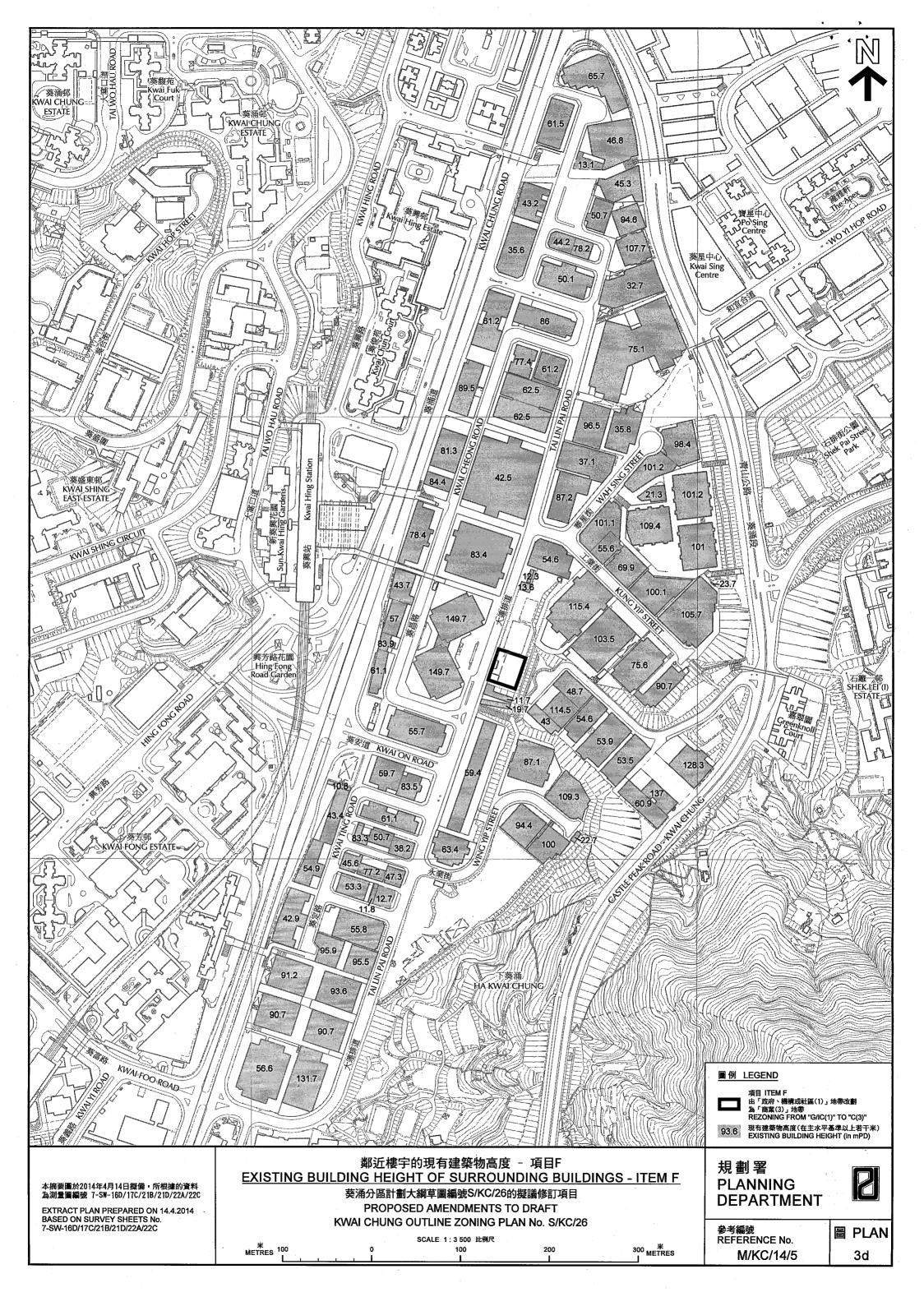


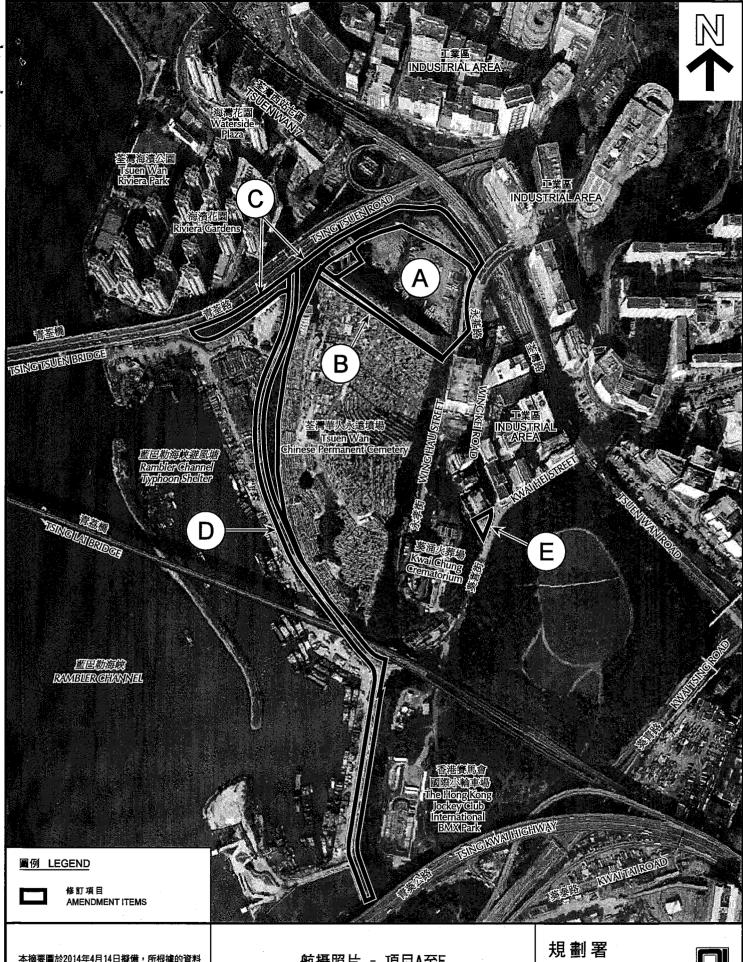












本摘要圖於2014年4月14日擬備,所根據的資料 為地政總署於2013年1月7日拍得的航攝照片編 號 CW101590

EXTRACT PLAN PREPARED ON 14.4.2014 BASED ON AERIAL PHOTO No. CW101590 TAKEN ON 7.1.2013 BY LANDS DEPARTMENT

#### 航攝照片 - 項目A至E AERIAL PHOTO - ITEMS A TO E

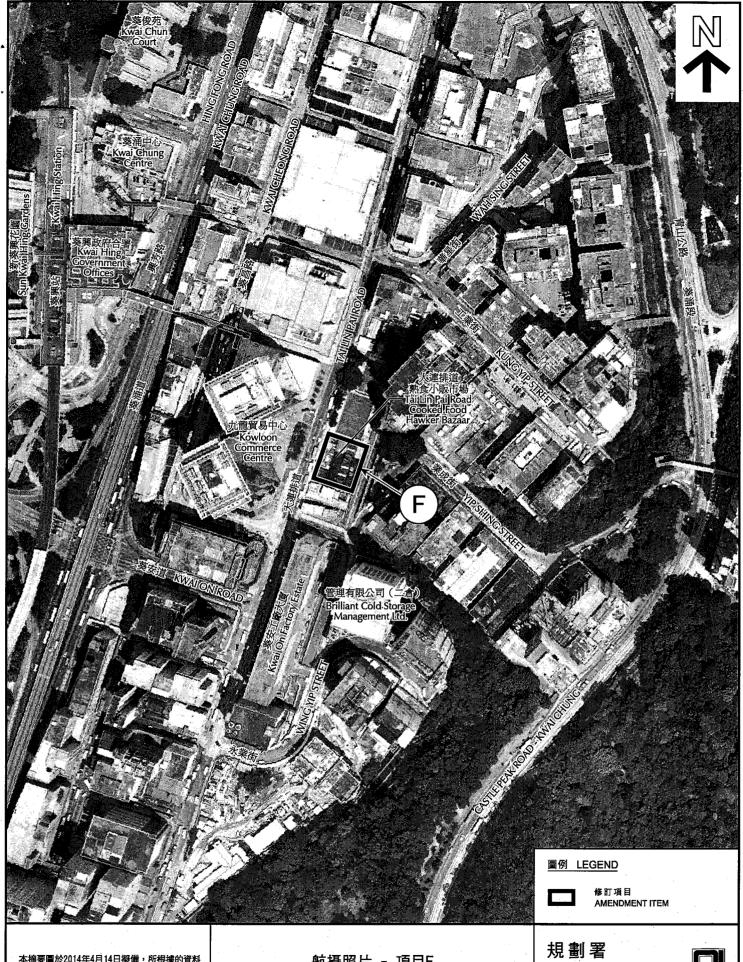
葵涌分區計劃大綱草圖編號S/KC/26的擬議修訂項目 PROPOSED AMENDMENTS TO DRAFT KWAI CHUNG OUTLINE ZONING PLAN No. S/KC/26

## 規劃署 PLANNING DEPARTMENT



參考編號 REFERENCE No. M/KC/14/5





本摘要圖於2014年4月14日撥備,所根據的資料 為地政總署於2013年8月29日拍得的航攝照片編 號 CS45320

EXTRACT PLAN PREPARED ON 14.4.2014 BASED ON AERIAL PHOTO No. CS45320 TAKEN ON 29.8.2013 BY LANDS DEPARTMENT

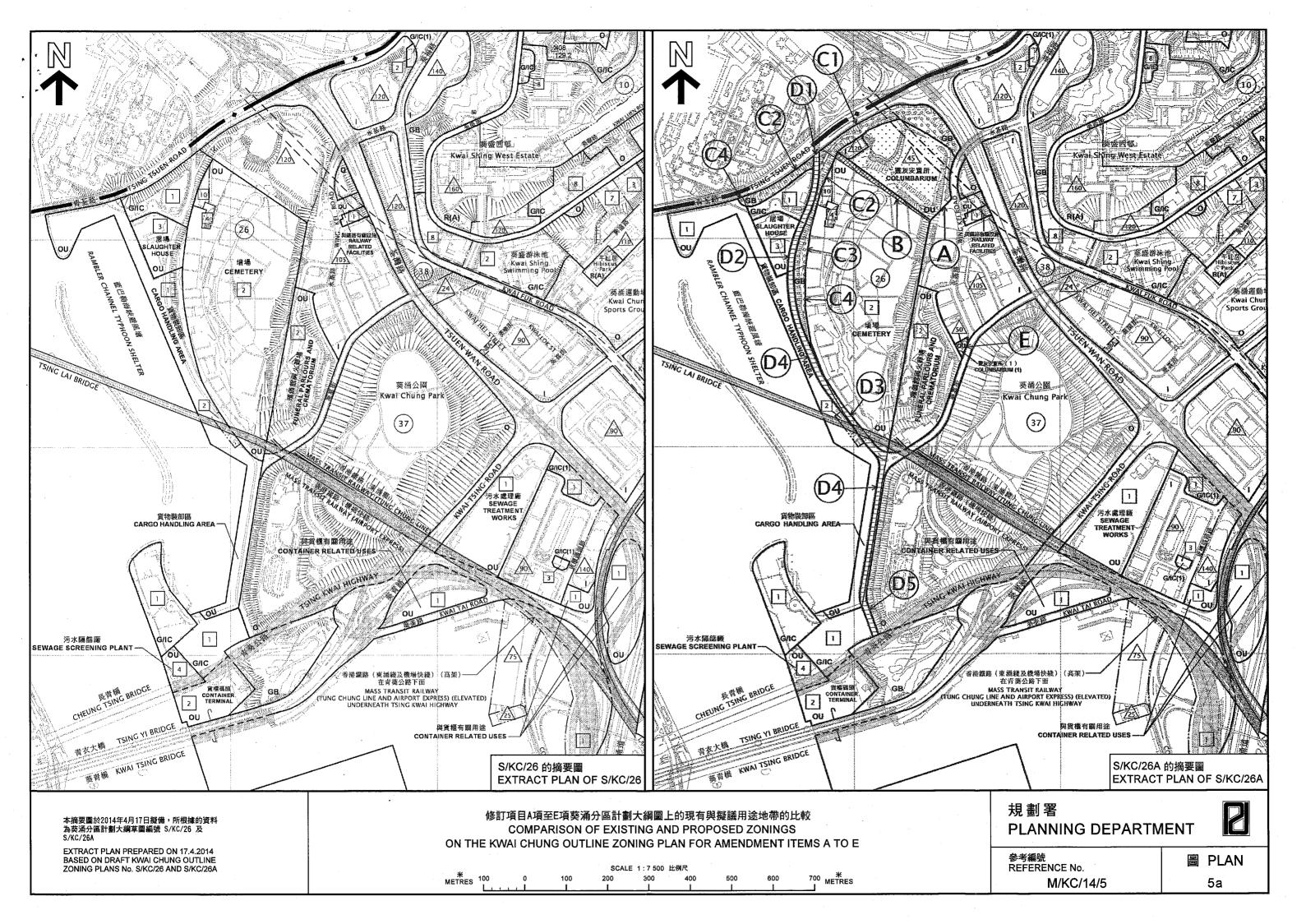
# 航攝照片 - 項目F AERIAL PHOTO - ITEM F

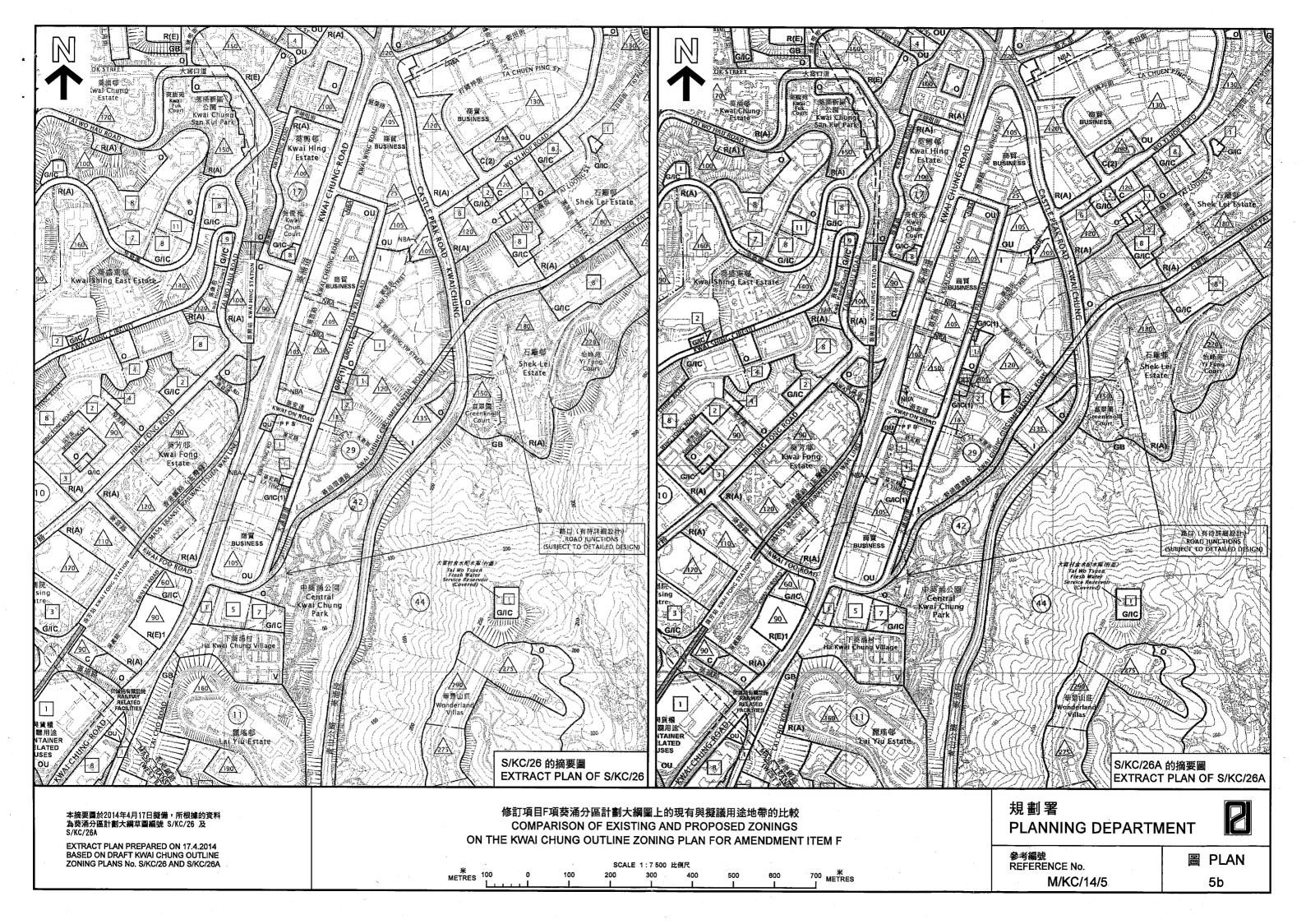
葵涌分區計劃大綱草圖編號S/KC/26的擬議修訂項目 PROPOSED AMENDMENTS TO DRAFT KWAI CHUNG OUTLINE ZONING PLAN No. S/KC/26

## 規劃署 PLANNING DEPARTMENT



參考編號 REFERENCE No. M/KC/14/5 圖 PLAN 4b









圖例 LEGEND

修訂項目 AMENDMENT ITEMS

本圖於2014年4月14日擬備,所根據的 資料為攝於2014年3月28日的實地照片

PLAN PREPARED ON 14.4.2014 BASED ON SITE PHOTO TAKEN ON 28.3.2014

#### 實地照片 - 項目A及C SITE PHOTO - ITEMS A AND C

葵涌分區計劃大綱草圖編號S/KC/26的擬議修訂項目 PROPOSED AMENDMENTS TO DRAFT KWAI CHUNG OUTLINE ZONING PLAN No. S/KC/26

## 規劃署 PLANNING DEPARTMENT



參考編號 REFERENCE No. M/KC/14/5 圖 PLAN 6a



永立街 - WING LAP STREET

#### 圖例 LEGEND



修訂項目E項 AMENDMENT ITEM E

本圖於2014年4月14日擬備,所根據的 資料為攝於2013年12月13日的實地照片

PLAN PREPARED ON 14.4.2014 BASED ON SITE PHOTO TAKEN ON 13.12.2013

#### 實地照片 - 項目E SITE PHOTO - ITEM E

葵涌分區計劃大綱草圖編號S/KC/26的擬議修訂項目 PROPOSED AMENDMENTS TO DRAFT KWAI CHUNG OUTLINE ZONING PLAN No. S/KC/26

# 規劃署 PLANNING DEPARTMENT



參考編號 REFERENCE No. M/KC/14/5 圖 PLAN

6b



#### 圖例 LEGEND



修訂項目F項 AMENDMENT ITEM F

本圖於2014年4月14日擬備,所根據的 資料為攝於2013年12月13日的實地照片

PLAN PREPARED ON 14.4.2014 BASED ON SITE PHOTO TAKEN ON 13.12.2013

#### 實地照片 - 項目F SITE PHOTO - ITEM F

葵涌分區計劃大綱草圖編號S/KC/26的擬議修訂項目 PROPOSED AMENDMENTS TO DRAFT KWAI CHUNG OUTLINE ZONING PLAN No. S/KC/26

## 規劃署 PLANNING DEPARTMENT

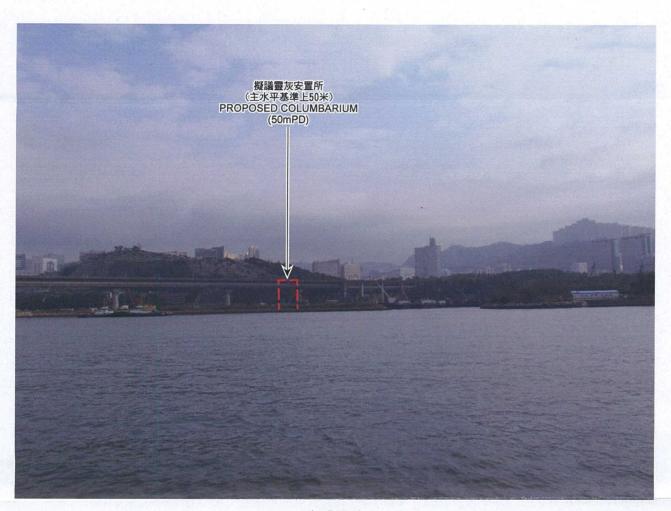


參考編號 REFERENCE No. M/KC/14/5

圖 PLAN 6c



現有景觀 EXISTING VIEW



合成照片 PHOTOMONTAGE

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



SCALE 1:15 000 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2014年4月14日擬備,所根據的 資料為攝於2014年1月7日的實地照片

PLAN PREPARED ON 14.4.2014 BASED ON SITE PHOTO TAKEN ON 7.1.2014 合成照片-項目E PHOTOMONTAGE - ITEM E

由青衣海濱長廊觀望 VIEW FROM TSING YI PROMENADE 規劃署 PLANNING DEPARTMENT



參考編號 REFERENCE No. M/KC/14/5

B PLAN 5 7a

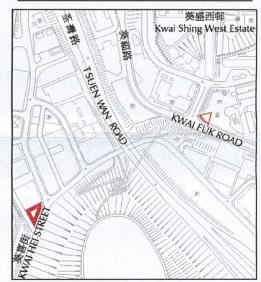


現有景觀 EXISTING VIEW



合成照片 PHOTOMONTAGE

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



SCALE 1:7500 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2014年4月14日擬備,所根據的 資料為攝於2014年1月7日的實地照片

PLAN PREPARED ON 14.4.2014 BASED ON SITE PHOTO TAKEN ON 7.1.2014 合成照片-項目E PHOTOMONTAGE - ITEM E

由葵福路及盛福街交界觀望

VIEW FROM JUNCTION OF KWAI FUK ROAD AND SHING FUK STREET

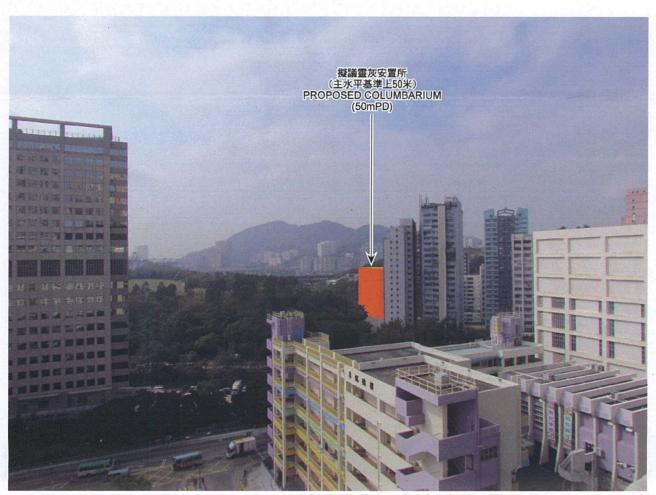
規劃署 PLANNING DEPARTMENT



參考編號 REFERENCE No. M/KC/14/5 圖 PLAN 7b

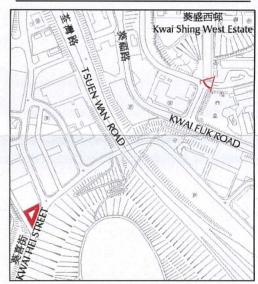


現有景觀 EXISTING VIEW



合成照片 PHOTOMONTAGE

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



SCALE 1:7500 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2014年4月14日擬備,所根據的 資料為攝於2014年1月7日的實地照片

PLAN PREPARED ON 14.4.2014 BASED ON SITE PHOTO TAKEN ON 7.1.2014

# 合成照片-項目E PHOTOMONTAGE - ITEM E

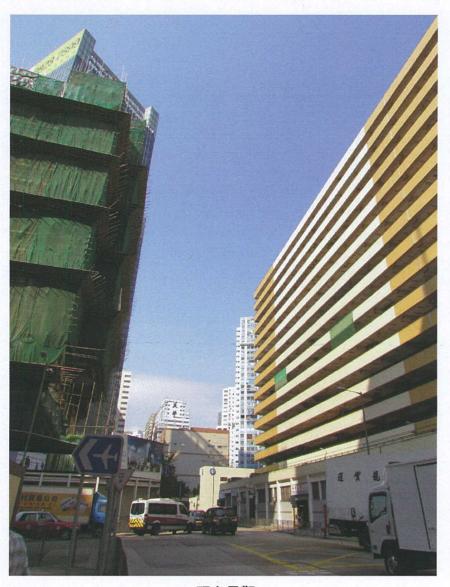
由葵盛西邨第9座16樓升降機平台觀望 VIEW FROM THE TRANSFER PLATE AT 16/F, BLOCK 9 OF KWAI SHING WEST ESTATE

# 規劃署 PLANNING DEPARTMENT

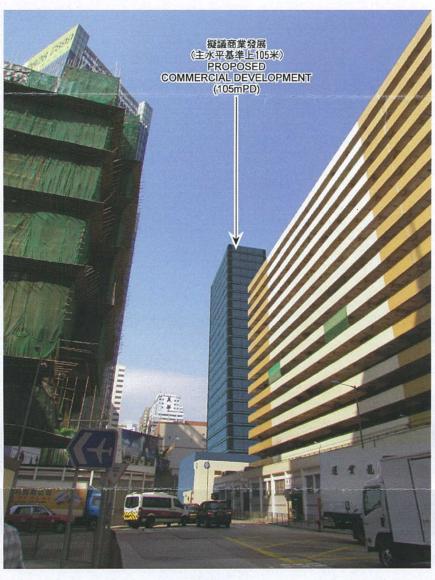


參考編號 REFERENCE No. M/KC/14/5

lo. 4/5 7c



現有景觀 EXISTING VIEW



合成照片 PHOTOMONTAGE

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 SCALE 1:10 000 比例尺

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

本圖於2014年4月14日擬備,所根據的 資料為攝於2014年3月27日的實地照片

PLAN PREPARED ON 14.4.2014 BASED ON SITE PHOTO TAKEN ON 27.3.2014 合成照片-項目F PHOTOMONTAGE - ITEM F

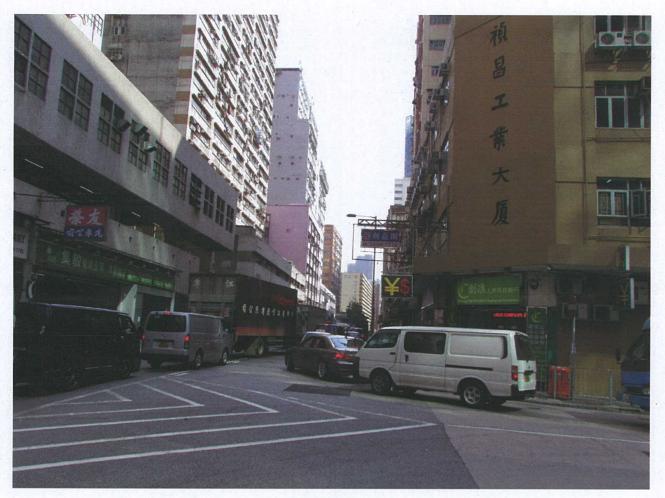
> 由VP1觀望 VIEW FROM VP1

規劃署 PLANNING DEPARTMENT

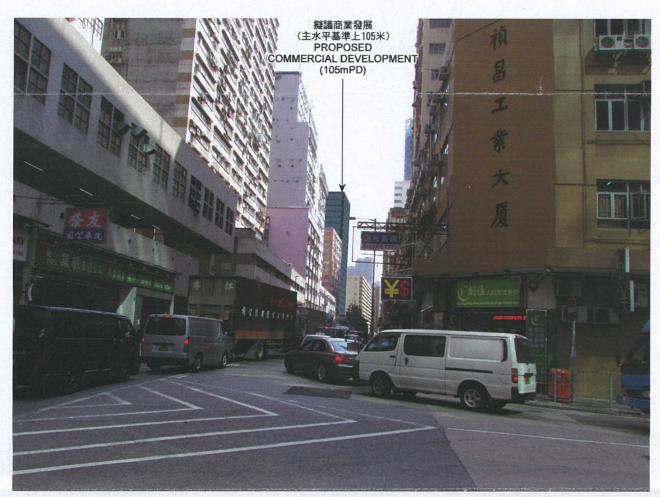


參考編號 REFERENCE No. M/KC/14/5

圖 PLAN 5 7d

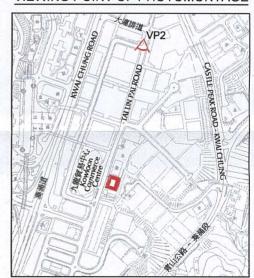


現有景觀 EXISTING VIEW



合成照片 PHOTOMONTAGE

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



SCALE 1:10 000 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2014年4月14日擬備,所根據的 資料為攝於2014年3月27日的實地照片

PLAN PREPARED ON 14.4.2014 BASED ON SITE PHOTO TAKEN ON 27.3.2014 合成照片-項目F PHOTOMONTAGE - ITEM F

> 由VP2觀望 VIEW FROM VP2

規劃署 PLANNING DEPARTMENT



參考編號 REFERENCE No. M/KC/14/5

圖 PLAN 7e

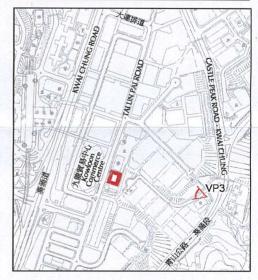


現有景觀 EXISTING VIEW



合成照片 PHOTOMONTAGE

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



SCALE 1:10 000 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2014年4月14日擬備,所根據的 資料為攝於2014年3月27日的實地照片

PLAN PREPARED ON 14.4.2014 BASED ON SITE PHOTO TAKEN ON 27.3.2014 合成照片-項目F PHOTOMONTAGE - ITEM F

> 由VP3觀望 VIEW FROM VP3

規劃署 PLANNING DEPARTMENT



參考編號 REFERENCE No. M/KC/14/5

