Attachment I



圖例
NOTATION

ZONES		地帶
COMMERCIAL	C	商業
COMPREHENSIVE DEVELOPMENT AREA	CDA	綜合發展區
RESIDENTIAL (GROUP A)	R(A)	住宅（甲類）
RESIDENTIAL (GROUP B)	R(B)	住宅（乙類）
RESIDENTIAL (GROUP C)	R(C)	住宅（丙類）
RESIDENTIAL (GROUP E)	R(E)	住宅（戊類）
VILLAGE TYPE DEVELOPMENT	V	鄉村式發展
INDUSTRIAL	I	工業
GOVERNMENT, INSTITUTION OR COMMUNITY	G/IC	政府、機構或社區
OPEN SPACE	O	休憩用地
OTHER SPECIFIED USES	OU	其他指定用途
GREEN BELT	GB	綠化地帶

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

MISCELLANEOUS		其他
BOUNDARY OF PLANNING SCHEME		規劃範圍界線
PLANNING AREA NUMBER	1	規劃區編號
BUILDING HEIGHT CONTROL ZONE BOUNDARY		建築物高度管制區界線
MAXIMUM BUILDING HEIGHT (IN METRES ABOVE PRINCIPAL DATUM)	100	最高建築物高度（在主水平基準上若干米）
MAXIMUM BUILDING HEIGHT RESTRICTION AS STIPULATED ON THE NOTES	*	《註釋》內訂明最高建築物高度限制
MAXIMUM BUILDING HEIGHT (IN NUMBER OF STOREYS)	8	最高建築物高度（樓層數目）
PETROL FILLING STATION	P F S	加油站
NON-BUILDING AREA	NBA	非建築用地

土地用途及面積一覽表
SCHEDULE OF USES AND AREAS

USES	大約面積及百分率 APPROXIMATE AREA & % 公頃 HECTARES	% 百分率	用途
COMMERCIAL	7.65	1.03	商業
COMPREHENSIVE DEVELOPMENT AREA	4.37	0.59	綜合發展區
RESIDENTIAL (GROUP A)	118.12	15.89	住宅（甲類）
RESIDENTIAL (GROUP B)	20.77	2.79	住宅（乙類）
RESIDENTIAL (GROUP C)	2.19	0.29	住宅（丙類）
RESIDENTIAL (GROUP E)	3.23	0.43	住宅（戊類）
VILLAGE TYPE DEVELOPMENT	71.28	9.59	鄉村式發展
INDUSTRIAL	11.87	1.60	工業
GOVERNMENT, INSTITUTION OR COMMUNITY	93.16	12.53	政府、機構或社區
OPEN SPACE	129.95	17.48	休憩用地
OTHER SPECIFIED USES	41.44	5.57	其他指定用途
GREEN BELT	158.14	21.27	綠化地帶
NULLAH	0.44	0.06	明渠
MAJOR ROAD ETC.	80.87	10.88	主要道路等
TOTAL PLANNING SCHEME AREA	743.48	100.00	規劃範圍總面積

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

行政長官會同行政會議於２０２４年２月６日 根據城市規劃條例第９（１）（ａ）條核准的圖則
APPROVED BY THE CHIEF EXECUTIVE IN COUNCIL UNDER SECTION 9(1)(a) OF THE TOWN PLANNING ORDINANCE ON 6 FEBRUARY 2024

Signed Ms Carmen KONG 江嘉敏女士 簽署
CLERK TO THE EXECUTIVE COUNCIL 行政會議秘書

香港城市規劃委員會依據城市規劃條例擬備的荃灣分區計劃大綱圖
TOWN PLANNING ORDINANCE, HONG KONG TOWN PLANNING BOARD
TSUEN WAN - OUTLINE ZONING PLAN

SCALE 1:7 500 比例尺

米 METRES 200 0 200 400 600 800 1 000 1 200 1 400 METRES 米

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

圖則編號 PLAN No. S/TW/37

Attachment II



圖例
NOTATION

ZONES		地帶
COMMERCIAL	C	商業
COMPREHENSIVE DEVELOPMENT AREA	CDA	綜合發展區
RESIDENTIAL (GROUP A)	R(A)	住宅（甲類）
RESIDENTIAL (GROUP B)	R(B)	住宅（乙類）
RESIDENTIAL (GROUP C)	R(C)	住宅（丙類）
RESIDENTIAL (GROUP E)	R(E)	住宅（戊類）
VILLAGE TYPE DEVELOPMENT	V	鄉村式發展
INDUSTRIAL	I	工業
GOVERNMENT, INSTITUTION OR COMMUNITY	G/IC	政府、機構或社區
OPEN SPACE	O	休憩用地
OTHER SPECIFIED USES	OU	其他指定用途
GREEN BELT	GB	綠化地帶

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

MISCELLANEOUS		其他
BOUNDARY OF PLANNING SCHEME		規劃範圍界線
PLANNING AREA NUMBER	1	規劃區編號
BUILDING HEIGHT CONTROL ZONE BOUNDARY		建築物高度管制區界線
MAXIMUM BUILDING HEIGHT (IN METRES ABOVE PRINCIPAL DATUM)	100	最高建築物高度（在主水平基準上若干米）
MAXIMUM BUILDING HEIGHT RESTRICTION AS STIPULATED ON THE NOTES	2	（註釋）內訂明最高建築物高度限制
MAXIMUM BUILDING HEIGHT (IN NUMBER OF STOREYS)	8	最高建築物高度（樓層數目）
PETROL FILLING STATION	P F S	加油站
NON-BUILDING AREA	NBA	非建築用地

土地用途及面積一覽表
SCHEDULE OF USES AND AREAS

USES	大約面積及百分率 APPROXIMATE AREA & % 公頃 HECTARES	% 百分率	用途
COMMERCIAL	8.41	1.13	商業
COMPREHENSIVE DEVELOPMENT AREA	3.61	0.49	綜合發展區
RESIDENTIAL (GROUP A)	118.78	15.98	住宅（甲類）
RESIDENTIAL (GROUP B)	20.77	2.79	住宅（乙類）
RESIDENTIAL (GROUP C)	2.19	0.29	住宅（丙類）
RESIDENTIAL (GROUP E)	3.23	0.43	住宅（戊類）
VILLAGE TYPE DEVELOPMENT	71.28	9.59	鄉村式發展
INDUSTRIAL	11.87	1.60	工業
GOVERNMENT, INSTITUTION OR COMMUNITY	92.50	12.44	政府、機構或社區
OPEN SPACE	129.95	17.48	休憩用地
OTHER SPECIFIED USES	41.44	5.57	其他指定用途
GREEN BELT	158.14	21.27	綠化地帶
NULLAH	0.44	0.06	明渠
MAJOR ROAD ETC.	80.87	10.88	主要道路等
TOTAL PLANNING SCHEME AREA	743.48	100.00	規劃範圍總面積

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

核准圖編號 S/TW/37 的修訂
AMENDMENTS TO APPROVED PLAN No. S/TW/37

AMENDMENTS EXHIBITED UNDER SECTION 5 OF THE TOWN PLANNING ORDINANCE	按照城市規劃條例第 5 條展示的修訂
AMENDMENT ITEM A	修訂項目 A 項
AMENDMENT ITEM B	修訂項目 B 項

（參看附表）
(SEE ATTACHED SCHEDULE)

香港城市規劃委員會依據城市規劃條例擬備的荃灣分區計劃大綱圖
TOWN PLANNING ORDINANCE, HONG KONG TOWN PLANNING BOARD
TSUEN WAN - OUTLINE ZONING PLAN

SCALE 1:7 500 比例尺

米 METRES 200 0 200 400 600 800 1 000 1 200 1 400 METRES 米

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

圖則編號 PLAN No. **S/TW/37A**

~~APPROVED~~ *DRAFT* TSUEN WAN OUTLINE ZONING PLAN NO. S/TW/37*A*

(Being ~~an Approved~~ ***a Draft*** Plan for the Purposes of the Town Planning Ordinance)

NOTES

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

(1) These Notes show the uses or developments on land falling within the boundaries of the Plan which are always permitted and which may be permitted by the Town Planning Board, with or without conditions, on application. Where permission from the Town Planning Board for a use or development is required, the application for such permission should be made in a prescribed form. The application shall be addressed to the Secretary of the Town Planning Board, from whom the prescribed application form may be obtained.

(2) Any use or development which is always permitted or may be permitted in accordance with these Notes must also conform to any other relevant legislation, the conditions of the Government lease concerned, and any other Government requirements, as may be applicable.

(3) (a) No action is required to make the existing use of any land or building conform to this Plan until there is a material change of use or the building is redeveloped.

(b) Any material change of use or any other development (except minor alteration and/or modification to the development of the land or building in respect of the existing use which is always permitted) or redevelopment must be always permitted in terms of the Plan or, if permission is required, in accordance with the permission granted by the Town Planning Board.

(c) For the purposes of subparagraph (a) above, "existing use of any land or building" means -

(i) before the publication in the Gazette of the notice of the first statutory plan covering the land or building (hereafter referred as 'the first plan'),

- a use in existence before the publication of the first plan which has continued since it came into existence; or
- a use or a change of use approved under the Buildings Ordinance which relates to an existing building; and

(ii) after the publication of the first plan,

- a use permitted under a plan which was effected during the effective period of that plan and has continued since it was effected; or

- a use or a change of use approved under the Buildings Ordinance which relates to an existing building and permitted under a plan prevailing at the time when the use or change of use was approved.

(4) Except as otherwise specified by the Town Planning Board, when a use or material change of use is effected or a development or redevelopment is undertaken, as always permitted in terms of the Plan or in accordance with a permission granted by the Town Planning Board, all permissions granted by the Town Planning Board in respect of the site of the use or material change of use or development or redevelopment shall lapse.

(5) Road junctions, alignments of roads and railway tracks, and boundaries between zones may be subject to minor adjustments as detailed planning proceeds.

(6) Temporary uses (expected to be 5 years or less) of any land or building are always permitted as long as they comply with any other relevant legislation, the conditions of the Government lease concerned, and any other Government requirements, and there is no need for these to conform to the zoned use or these Notes. For temporary uses expected to be over 5 years, the uses must conform to the zoned use or these Notes.

(7) The following uses or developments are always permitted on land falling within the boundaries of the Plan except 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).

~~APPROVED~~ *DRAFT* TSUEN WAN OUTLINE ZONING PLAN NO. S/TW/37*A*

Schedule of Uses

	Page
COMMERCIAL	1
~~COMPREHENSIVE DEVELOPMENT AREA (1)~~	~~4~~
COMPREHENSIVE DEVELOPMENT AREA (3) TO COMPREHENSIVE DEVELOPMENT AREA (6)	7
RESIDENTIAL (GROUP A)	10
RESIDENTIAL (GROUP B)	1~~6~~*7*
RESIDENTIAL (GROUP C)	~~19~~*20*
RESIDENTIAL (GROUP E)	2~~1~~*2*
VILLAGE TYPE DEVELOPMENT	2~~6~~*7*
INDUSTRIAL	2~~8~~*9*
GOVERNMENT, INSTITUTION OR COMMUNITY	3~~1~~*2*
OPEN SPACE	3~~5~~*6*
OTHER SPECIFIED USES	3~~6~~*7*
GREEN BELT	~~49~~*50*

COMMERCIAL

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Ambulance Depot Commercial Bathhouse/Massage Establishment Eating Place Educational Institution Exhibition or Convention Hall Government Use (not elsewhere specified) Hotel Information Technology and Telecommunications Industries Institutional Use (not elsewhere specified) Library Off-course Betting Centre Office Place of Entertainment Place of Recreation, Sports or Culture Private Club Public Clinic Public Convenience Public Transport Terminus or Station Public Utility Installation Public Vehicle Park (excluding container vehicle) Recyclable Collection Centre Religious Institution School Shop and Services Social Welfare Facility Training Centre Utility Installation for Private Project	Broadcasting, Television and/or Film Studio Flat (excluding land designated "C(2)" to "C(4)" ***and "C(7)"***) Government Refuse Collection Point Hospital (excluding land designated "C(2)" to "C(4)" ***and "C(7)"***) House (excluding land designated "C(2)" to "C(4)" ***and "C(7)"***) 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)" to "C(4)" ***and "C(7)"***)

Planning Intention

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

(Please see next page)

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 plot ratio of 9.5 or the plot ratio of the existing building, whichever is the greater.

(2) On land designated ~~"Commercial (1)"~~ ***"C(1)"***, to "~~Commercial (6)~~" ***"C(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 gross floor area (GFA) and in breach of any other restrictions specified below:

Sub-zone	Restriction
C(1)	Maximum GFA of 45,166 m^2, of which 21,966 m^2 shall be provided for recreational/entertainment/retail purposes and 23,200 m^2 shall be provided for office purposes. A public transport terminus shall be provided.
C(2)	Maximum GFA of 54,406 m^2. A public open space of not less than 790 m^2 shall be provided.
C(3)	Maximum GFA of 20,919 m^2. A public open space of not less than 200 m^2 shall be provided.
C(4)	Maximum GFA of 103,404 m^2.
C(5)	Maximum GFA of 10,165 m^2.
C(6)	Maximum GFA of 14,915 m^2.
C(7)	***Maximum GFA of 52,513 m^2.***

(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.

(4) In determining the 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. Any floor space that is constructed or intended for use solely as public transport terminus, as required by the Government, may also 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 gross floor area 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.

(Please see next page)

COMMERCIAL (cont'd)

Remarks (cont'd)

(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.

(7) Under exceptional circumstances, for developments and/or redevelopments, minor relaxation of the non-building area restriction as shown on the Plan may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

~~COMPREHENSIVE DEVELOPMENT AREA (1)~~

~~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 Refuse Collection Point~~ ~~Government Use (not elsewhere specified)~~ ~~Hotel~~ ~~Industrial Uses~~ ~~Information Technology and Telecommunications Industries~~ ~~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~~ ~~Pier~~ ~~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~~ ~~School~~ ~~Shop and Services~~ ~~Social Welfare Facility~~ ~~Training Centre~~ ~~Utility Installation for Private Project~~ ~~Warehouse (other than Dangerous Goods Godown)~~

~~(Please see next page)~~

COMPREHENSIVE DEVELOPMENT AREA (1) (cont'd)

Planning Intention

This zone is intended for comprehensive development/redevelopment of the area for commercial uses with the provision of supporting facilities. The zoning is to facilitate appropriate planning control over the development mix, scale, design and layout of development, taking account of industrial/residential interface problem 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 (1)" shall prepare a Master Layout Plan for the approval of the Town Planning Board and include therein the following information:

(i) the area of the proposed land uses, the nature, position, dimensions, and heights of all buildings to be erected in the area;

(ii) the proposed total site area and gross floor area for various uses;

(iii) the nature and types of any industrial uses to be provided within the area, where applicable;

(iv) 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;

(v) the alignment, widths and levels of any roads, walkways and footbridges proposed to be constructed within the area;

(vi) the landscape and urban design proposals within the area;

(vii) programmes of development in detail;

(viii) 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;

(ix) 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;

(x) a traffic impact assessment report to examine any possible traffic problems that may be caused by the proposed development and the proposed mitigation measures to tackle them; and

(xi) such other information as may be required by the Town Planning Board.

(Please see next page)

COMPREHENSIVE DEVELOPMENT AREA (1) (cont'd)

Remarks (cont'd)

(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 the maximum gross floor area (GFA) specified below:

Site	Maximum GFA (m^2)
CDA(1) at 19-31 Ma Tau Pa Road	52,513

(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 height, 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 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, 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 GFA / 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.

COMPREHENSIVE DEVELOPMENT AREA (3) TO
COMPREHENSIVE DEVELOPMENT AREA (6)

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) Hotel House Information Technology and Telecommunications Industries 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 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

(Please see next page)

COMPREHENSIVE DEVELOPMENT AREA (3) TO
COMPREHENSIVE DEVELOPMENT AREA (6) (cont'd)

Planning Intention

This zone is intended for comprehensive development/redevelopment of the area primarily for residential use with the provision of commercial facilities, 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, visual impact, air ventilation 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 (3)" ***("CDA(3)")*** to ~~"Comprehensive Development Area (6)"~~ ***"CDA(6)"*** shall prepare a Master Layout Plan for the approval of the Town Planning Board and include therein the following information:

(i) the area of the proposed land uses, the nature, position, dimensions, and heights of all buildings to be erected in the area;

(ii) the proposed total site area and gross floor area for various uses, total number of flats and flat size, where applicable;

(iii) the details and extent of commercial, Government, institution or community (GIC) and recreational facilities, public transport and parking facilities, and open space to be provided within the area;

(iv) the alignment, widths and levels of any roads, walkways and footbridges proposed to be constructed within the area;

(v) the landscape and urban design proposals within the area;

(vi) programmes of development in detail;

(vii) an environmental assessment report to examine any possible environmental problems that may be caused to or by the proposed development during and after construction and the proposed mitigation measures to tackle them;

(viii) visual impact assessment and air ventilation assessment reports to examine any visual and air ventilation problems that may be caused to or by the proposed development and the proposed mitigation measures to tackle them;

(ix) 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;

(x) a traffic impact assessment report to examine any possible traffic problems that may be caused by the proposed development and the proposed mitigation measures to tackle them; and

(xi) such other information as may be required by the Town Planning Board.

(Please see next page)

COMPREHENSIVE DEVELOPMENT AREA (3) TO
COMPREHENSIVE DEVELOPMENT AREA (6) (cont'd)

Remarks (cont'd)

(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 redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a total maximum plot ratio of 5.0, of which a minimum plot ratio of 4.5 shall be for domestic use. Ancillary car parking should be provided in the basement.

(4) No addition, alteration and/or modification to an existing building shall result in a total development in excess of the plot ratio of the existing building, except for modification of an existing non-domestic building to a domestic building or a building that is partly domestic and partly non-domestic, in which case the development shall not exceed the relevant maximum plot ratio and non-domestic plot ratio stated in paragraph (3) above.

(5) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building heights, in terms of metres above Principal Datum, as stipulated on the Plan, or the height of the existing building, whichever is the greater.

(6) In determining the relevant total 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.

(7) In determining the relevant total maximum plot ratio for the purposes of paragraph (3) above, any floor space that is constructed or intended for use solely as public transport facilities, or GIC or social welfare facilities, as required by the Government, shall be included for calculation.

(8) 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 (5) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

~~(9) Under exceptional circumstances, for a development or redevelopment proposal, minor relaxation of the non-building area restriction as stipulated on the Plan may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.~~

RESIDENTIAL (GROUP A)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Ambulance Depot Flat Government Use (not elsewhere specified) House Library Market Place of Recreation, Sports or Culture Public Clinic Public Transport Terminus or Station (excluding open-air terminus or station) Public Vehicle Park (excluding container vehicle) (on land designated "R(A)16", "R(A)19", "R(A)20"**,** ~~and~~ "R(A)21" ***and "R(A)22"*** only) Residential Institution School (in free-standing purpose-designed building only) Social Welfare Facility Utility Installation for Private Project	Commercial Bathhouse/Massage Establishment Eating Place Educational Institution Exhibition or Convention Hall Government Refuse Collection Point Hospital Hotel Institutional Use (not elsewhere specified) Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Office Petrol Filling Station Place of Entertainment Private Club Public Convenience Public Transport Terminus or Station (not elsewhere specified) Public Utility Installation Public Vehicle Park (excluding container vehicle) (not elsewhere specified) Religious Institution School (not elsewhere specified) Shop and Services (not elsewhere specified) Training Centre

(Please see next page)

RESIDENTIAL (GROUP A) (cont'd)

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

Eating Place
Educational Institution
Institutional Use (not elsewhere specified)
Off-course Betting Centre
Office
Place of Entertainment
Private Club
Public Convenience
Recyclable Collection Centre
School
Shop and Services
Training Centre

Planning Intention

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

(Please see next page)

RESIDENTIAL (GROUP A) (cont'd)

Remarks

(1) On land designated "Residential (Group A)" (***"R(A)"***) and ~~"Residential (Group A) 13"~~ ***"R(A)13"***, 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 for 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) On land designated ~~"Residential (Group A)"~~ ***"R(A)"*** and ~~"Residential (Group A) 13"~~ ***"R(A)13"***, no addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the relevant maximum domestic and/or non-domestic plot ratio(s) stated in paragraph (1) above, or the domestic and/or non-domestic plot ratio(s) of the existing building, whichever is the greater, subject to, as applicable -

(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) 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.

(3) On land designated ~~"Residential (Group A) 20"~~ ***"R(A)20"***, no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 5.15, or the plot ratio of the existing building, whichever is the greater. A public transport interchange and Government, institution or community (GIC) facilities shall be provided.

(4) On land designated ~~"Residential (Group A) 21"~~ ***"R(A)21"***, no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 6.7, or the plot ratio of the existing building, whichever is the greater. GIC facilities shall be provided.

(5) On land designated "R(A)22", 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 plot ratio of 6.0 and a maximum non-domestic plot ratio of 0.2, or the plot ratio of the existing building, whichever is the greater. A public vehicle park and GIC facilities shall be provided.

(Please see next page)

RESIDENTIAL (GROUP A) (cont'd)

Remarks (cont'd)

(~~5~~***6***) On land designated ~~"Residential (Group A) 1"~~ ***"R(A)1"*** to ~~"Residential (Group A) 12"~~ ***"R(A)12"*** and ~~"Residential (Group A) 14"~~ ***"R(A)14"*** to ~~"Residential (Group A) 19"~~ ***"R(A)19"***, no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum gross floor areas (GFAs) and in breach of any other restrictions specified below:

Sub-zone	Restriction
R(A)1	Maximum domestic GFA of 88,879 m^2 and a maximum non-domestic GFA of 5,737 m^2 of which not less than 737 m^2 shall be provided for GIC facilities. A public transport terminus shall be provided.
R(A)2	Maximum domestic GFA of 52,264 m^2 and a maximum non-domestic GFA of 3,179 m^2 of which not less than 1,677 m^2 shall be provided for GIC facilities. A public light bus terminus shall be provided.
R(A)3	Maximum domestic GFA of 191,297 m^2 and a maximum non-domestic GFA of 13,324 m^2 of which not less than 950 m^2 shall be provided for GIC facilities.
R(A)4	Maximum domestic GFA of 186,280 m^2 and a maximum non-domestic GFA of 14,396 m^2 of which not less than 3,426 m^2 shall be provided for GIC facilities.
R(A)5	Maximum domestic GFA of 23,960 m^2 and a maximum non-domestic GFA of 461 m^2. A public open space of 1,800 m^2 at Castle Peak Road level shall be provided.
R(A)6	Maximum domestic GFA of 210,560 m^2 and a maximum non-domestic GFA of 43,330 m^2.
R(A)7	Maximum domestic GFA of 50,850 m^2 and a maximum non-domestic GFA of 8,470 m^2.
R(A)8	Maximum domestic GFA of 347,000 m^2 and a maximum non-domestic GFA of 15,234 m^2. In addition, kindergarten(s) consisting of not less than 18 classrooms and a minimum GFA of 5,204 m^2 for GIC facilities shall be provided.
R(A)9	Maximum GFA of 49,690 m^2.
R(A)10	Maximum GFA of 43,066 m^2.
R(A)11	Maximum GFA of 67,500 m^2. A public light bus terminus shall be provided.
R(A)12	Maximum domestic GFA of 107,400 m^2 and a maximum non-domestic GFA of 22,800 m^2. A public open space of not less than 3,700 m^2, a public light bus terminus, a Hostel for Moderately Mentally Handicapped and a District Elderly Community Centre shall be provided.
R(A)14	Maximum domestic GFA of 35,974 m^2 and a maximum non-domestic GFA of 1,000 m^2.

(Please see next page)

RESIDENTIAL (GROUP A) (cont'd)

Remarks (cont'd)

R(A)15 Maximum domestic GFA of 167,100 m^2 and a maximum non-domestic GFA of 41,050 m^2. A public transport interchange shall be provided.

R(A)16 Maximum domestic GFA of 66,114 m^2 and a maximum non-domestic GFA of 13,510 m^2. A public vehicle park shall be provided.

R(A)17 Maximum domestic GFA of 62,711 m^2 and a maximum non-domestic GFA of 12,000 m^2 of which not less than 12,000 m^2 shall be provided for GIC facilities.

R(A)18 Maximum domestic GFA of 113,064 m^2 and a maximum non-domestic GFA of 1,535 m^2. GIC facilities shall be provided.

R(A)19 Maximum GFA of 51,673 m^2. GIC facilities shall be provided.

(~~6~~***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 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.

(~~7~~***8***) On land designated ~~"Residential (Group A) 13"~~ ***"R(A)13"***, a maximum building height of 100mPD would be permitted for sites with an area of 400m^2 or more.

(~~8~~***9***) On land designated ~~"Residential (Group A) 7"~~ ***"R(A)7"***, a 20m-wide strip of land at Waterside Plaza is demarcated as a building gap 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 19mPD.

(~~9~~***10***) On land designated ~~"Residential (Group A) 15"~~ ***"R(A)15"***, ~~"Residential (Group A) 17"~~ ***"R(A)17"*** and ~~"Residential (Group A) 18"~~ ***"R(A)18"***, a 50m-wide strip of land, a 20m-wide strip of land and a 20m-wide strip of land are demarcated as building gaps respectively 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 27mPD, 18mPD and 19mPD respectively.

(~~10~~***11***)In determining the relevant maximum plot ratio for the purposes of paragraphs (1) to (~~4~~***5***) 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 GIC facilities including school(s) as may be required by Government shall be deducted in calculating the relevant site area.

(~~11~~***12***)In determining the maximum plot ratio or GFA for the purposes of paragraphs (1) to (~~5~~***6***) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, or caretaker's quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.

(Please see next page)

RESIDENTIAL (GROUP A) (cont'd)

Remarks (cont'd)

(~~12~~***13***)On land designated "R(A)1", "R(A)2", "R(A)8" and "R(A)11", in determining the maximum GFA or maximum non-domestic GFA for the purpose of paragraph (~~5~~***6***) above, any floor space that is constructed or intended for use solely as public transport terminus and/or kindergarten(s) as stated in paragraph (~~5~~***6***) above, as required by the Government, may also be disregarded.

(~~13~~***14***)On land designated "R(A)12", in determining the maximum GFA for the purpose of paragraph (~~5~~***6***) above, any floor space that is constructed or intended for use solely as public light bus terminus, Hostel for Moderately Mentally Handicapped and/or District Elderly Community Centre as stated in paragraph (~~5~~***6***) above, as required by the Government, may also be disregarded.

(~~14~~***15***)On land designated "R(A)15", in determining the maximum GFA for the purpose of paragraph (~~5~~***6***) above, any floor space that is constructed or intended for use solely as railway station development and public transport interchange, as required by the Government, may also be disregarded.

(~~15~~***16***)On land designated "R(A)16", in determining the maximum GFA for the purpose of paragraph (~~5~~***6***) above, any floor space that is constructed or intended for use solely as railway station development and public vehicle park, as required by the Government, may also be disregarded.

(~~16~~***17***)On land designated "R(A)17", in determining the maximum GFA for the purpose of paragraph (~~5~~***6***) above, any floor space that is constructed or intended for use solely as railway station development, as required by the Government, may also be disregarded.

(~~17~~***18***)On land designated "R(A)18", in determining the maximum GFA for the purpose of paragraph (~~5~~***6***) above, any floor space that is constructed or intended for use solely as railway station development and GIC facilities, as required by the Government, may also be disregarded.

(~~18~~***19***)On land designated "R(A)19", in determining the maximum GFA for the purpose of paragraph (~~5~~***6***) above, any floor space that is constructed or intended for use solely as GIC facilities, as required by the Government, may also be disregarded.

(~~19~~***20***)On land designated "R(A)20", in determining the maximum plot ratio for the purpose of paragraph (3) above, any floor space that is constructed or intended for use solely as public transport interchange and GIC facilities, as required by the Government, may also be disregarded.

(~~20~~***21***)On land designated "R(A)21", in determining the maximum plot ratio for the purpose of paragraph (4) above, any floor space that is constructed or intended for use solely as GIC facilities, as required by the Government, may also be disregarded.

(*22*) ***On land designated "R(A)22", in determining the maximum plot ratio for the purpose of paragraph (5) above, any floor space that is constructed or intended for use solely as public vehicle park, GIC facilities and public pedestrian passageway, as required by the Government, may also be disregarded.***

(~~21~~***23***)Where the permitted plot ratio as defined in Building (Planning) Regulations is permitted to be exceeded in circumstances as set out in Regulation 22(1) or (2) of the said Regulations, the plot ratio or GFA for the building on land to which paragraphs (1) to (~~5~~***6***) 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) to (~~5~~***6***) above may thereby be exceeded.

(~~22~~***24***)Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio/GFA/building height/building gap restrictions (except those area for public open space) stated in paragraphs (1) to (~~9~~***10***) above, and any reduction in the provision of GIC facilities as stated in paragraph***s (3) to (6)*** (~~5~~) above, may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

RESIDENTIAL (GROUP B)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Flat Government Use (Police Reporting Centre, Post Office only) House Library Residential Institution School (in free-standing purpose-designed building only) Social Welfare Facility (on land designated "R(B)6", "R(B)7" and "R(B)8" only) Utility Installation for Private Project	Ambulance Depot Eating Place Educational Institution Government Refuse Collection Point Government Use (not elsewhere specified) Hospital Hotel Institutional Use (not elsewhere specified) 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 (not elsewhere specified) 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.

(Please see next page)

RESIDENTIAL (GROUP B) (cont'd)

Remarks

(1) On land designated "Residential (Group B)" ***("R(B)")*** and ~~"Residential (Group B) 5"~~ ***"R(B)5"***, no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 2.1 or the plot ratio of the existing building, whichever is the greater.

(2) On land designated ~~"Residential (Group B) 1"~~ ***"R(B)1"*** to ~~"Residential (Group B) 4"~~ ***"R(B)4"*** and ~~"Residential (Group B) 6"~~ ***"R(B)6"*** to ~~"Residential (Group B) 8"~~ ***"R(B)8"***, no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum gross floor area (GFA) and/or maximum building height, and in breach of any other restrictions specified below:

Sub-zone	Restriction
R(B)1	Maximum GFA of 9,870 m^2 for domestic purposes or a maximum GFA of 20,470 m^2 for hotel purposes.
R(B)2	Maximum GFA of 76,890 m^2 and a maximum building height of 256 metres above Principal Datum (mPD) for sub-area (A), a maximum building height of 230 mPD for sub-area (B) and a maximum building height of 223 mPD for sub-area (C).
R(B)3	Maximum GFA of 20,910 m^2 and a maximum building height of 213 mPD.
R(B)4	Maximum domestic GFA of 47,520 m^2 and a maximum non-domestic GFA of 3,720 m^2.
R(B)6	Maximum GFA of 97,200 m^2 for domestic purposes. Government, institution or community (GIC) facilities shall be provided.
R(B)7	Maximum GFA of 29,200 m^2 for domestic purposes. GIC facilities shall be provided.
R(B)8	Maximum GFA of 49,300 m^2.

(3) On land designated ~~"Residential (Group B)"~~ ***"R(B)"***, ~~"Residential (Group B) 1"~~ ***"R(B)1"***, ~~"Residential (Group B) 4"~~ ***"R(B)4"***, and ~~"Residential (Group B) 6"~~ ***"R(B)6"*** to ~~"Residential (Group B) 8"~~ ***"R(B)8"***, 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 mPD, as stipulated on the Plan, or the height of the existing building, whichever is the greater.

(4) On land designated ~~"Residential (Group B) 5"~~ ***"R(B)5"***, 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 result in a total development and/or redevelopment in excess of the maximum building heights, in terms of mPD, as stipulated on the Plan.

(Please see next page)

RESIDENTIAL (GROUP B) (cont'd)

Remarks (cont'd)

(5) On land designated ~~"Residential (Group B) 6"~~ ***"R(B)6"*** and ~~"Residential (Group B) 7"~~ ***"R(B)7"***, in determining the maximum GFA for the purpose of paragraph (2) above, any floor space that is constructed or intended for use solely as GIC facilities, as required by the Government, may be disregarded.

(6) In determining the maximum plot ratio and 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, 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.

(7) 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 (4) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

(8) Under exceptional circumstances, for developments and/or redevelopments, minor relaxation of the non-building area restriction as shown on the Plan may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

RESIDENTIAL (GROUP C)

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

Planning Intention

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

(Please see next page)

RESIDENTIAL (GROUP C) (cont'd)

Remarks

(1) On land designated "Residential (Group C)" ***("R(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 plot ratio of 0.4, a maximum site coverage of 20% and a maximum building height of 3 storeys over 1 storey of carport, or the plot ratio, site coverage and the height of the existing building, whichever is the greater.

(2) On land designated ~~"Residential (Group C) 1"~~ ***"R(C)1"***, no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 0.4, a maximum site coverage of 20% and a maximum building height of 2 storeys, or the plot ratio, site coverage and height of the existing building, whichever is the greater.

(3) In determining the maximum plot ratio and site coverage for the purposes of paragraphs (1) and (2) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, or caretaker's quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.

(4) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio/site coverage/building height restrictions stated in paragraphs (1) and (2) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

RESIDENTIAL (GROUP E)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Schedule I: for open-air development or for building other than industrial or industrial-office building[@]	
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 Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Office Petrol Filling Station Place of Entertainment Place of Recreation, Sports or Culture Private Club Public Clinic Public Convenience Public Transport Terminus or Station (not elsewhere specified) Public Utility Installation Public Vehicle Park (excluding container vehicle) Religious Institution Residential Institution School Shop and Services Social Welfare Facility Training Centre

(Please see next page)

RESIDENTIAL (GROUP E) (cont'd)

In addition, the following uses are always permitted (a) on the lowest three floors of a building, taken to include basements; or (b) in the purpose-designed non-residential portion of an existing building, both excluding floors containing wholly or mainly car parking, loading/unloading bays and/or plant room:	
Eating Place Educational Institution Institutional Use (not elsewhere specified) Library Off-course Betting Centre Office Place of Entertainment Place of Recreation, Sports or Culture Private Club Public Clinic Public Convenience Recyclable Collection Centre School Shop and Services Social Welfare Facility Training Centre	

(Please see next page)

RESIDENTIAL (GROUP E) (cont'd)

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

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

Ambulance Depot
Art Studio (excluding those involving direct provision of services or goods)
Cargo Handling and Forwarding Facility (not elsewhere specified)
Eating Place (Canteen only)
Government Refuse Collection Point
Government Use (not elsewhere specified)
Information Technology and Telecommunications Industries
Non-polluting Industrial Use (excluding industrial undertakings involving the use/storage of Dangerous Goods[&])
Office (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
Warehouse (excluding Dangerous Goods Godown)
Cargo Handling and Forwarding Facility (Container Freight Station, free-standing purpose-designed Logistic 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 (not elsewhere specified)
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

(Please see next page)

RESIDENTIAL (GROUP E) (cont'd)

In addition, the following uses are always permitted in the purpose-designed non-industrial portion on the lower floors (except basements and floors containing wholly or mainly car parking, loading/unloading bays and/or plant room) of an existing building, provided that the uses are separated from the industrial uses located above by a buffer floor or floors and no industrial uses are located within the non-industrial portion:	In addition, the following use may be permitted with or without conditions on application to the Town Planning Board in the purpose-designed non-industrial portion on the lower floors (except basements and floors containing wholly or mainly car parking, loading/unloading bays and/or plant room) of an existing building, provided that the use is separated from the industrial uses located above by a buffer floor or floors and no industrial uses are located within the non-industrial portion:
Commercial Bathhouse/Massage Establishment Eating Place Educational Institution Exhibition or Convention Hall Institutional Use (not elsewhere specified) Library Off-course Betting Centre Office Place of Entertainment Place of Recreation, Sports or Culture Private Club Public Clinic Religious Institution School (excluding kindergarten) Shop and Services Training Centre	Social Welfare Facility (excluding those involving residential care)

@ An industrial or industrial-office building means a building which is constructed for or intended to be used by industrial or industrial-office purpose respectively as approved by the Building Authority.

& Dangerous Goods refer to substances classified as Dangerous Goods and requiring a licence for their use/storage under the Dangerous Goods Ordinance (Cap. 295).

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

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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.

Remarks

(1) No new development or redevelopment of an existing building 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 or redevelopment to a building that is partly domestic and partly non-domestic, the plot ratio for 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) No addition, alteration and/or modification to an existing building shall result in a total development in excess of the plot ratio of the existing building, except for modification of an existing non-domestic building to a domestic building or a building that is partly domestic and partly non-domestic, in which case the development shall not exceed the relevant maximum domestic and/or non-domestic plot ratio(s) stated in paragraph (1) above.

(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.

(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, 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 (3) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

VILLAGE TYPE DEVELOPMENT

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 ***Government Refuse Collection Point*** Government Use (Police Reporting Centre, Post Office only) House (New Territories Exempted House only) On-Farm Domestic Structure ***Public Convenience*** Religious Institution (Ancestral Hall only) Rural Committee/Village Office	Eating Place ***Field Study/Education/Visitor Centre*** ~~Government Refuse Collection Point~~ Government Use (not elsewhere specified) # House (not elsewhere specified) Institutional Use (not elsewhere specified) # Petrol Filling Station Place of Recreation, Sports or Culture 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 permitted on the ground floor of a New Territories Exempted House: Eating Place Library School Shop and Services	

(Please see next page)

VILLAGE TYPE DEVELOPMENT (cont'd)

Planning Intention

The planning intention of this zone is to reflect existing recognized and other villages, and to provide land considered suitable for village expansion and reprovisioning of village houses affected by Government projects. Land within this zone is primarily intended for development of Small Houses by indigenous villagers. It is also intended to concentrate village type development within this zone for a more orderly development pattern, efficient use of land and provision of infrastructures and services. 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 (8.23 m) or the height of the existing building, whichever is the greater.

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

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 Art Studio (excluding those involving direct provision of services or goods) 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 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 Vehicle Repair Workshop Warehouse (excluding Dangerous Goods Godown)	Broadcasting, Television and/or Film Studio Cargo Handling and Forwarding Facility (Container Freight Station, free-standing purpose-designed Logistics Centre only) Asphalt Plant/Concrete Batching Plant 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 Institutional Use (not elsewhere specified) (in wholesale conversion of an existing building only) 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) Petrol Filling Station Place of Entertainment (in wholesale conversion of an existing building only) Place of Recreation, Sports or Culture (not elsewhere specified) Private Club Public Clinic (in wholesale conversion of an existing building only) Religious Institution (in wholesale conversion of an existing building only) 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) Training Centre (in wholesale conversion of an existing building only) Wholesale Trade

(Please see next page)

INDUSTRIAL (cont'd)

In addition, the following uses are always permitted in the purpose-designed non-industrial portion on the lower floors (except basements and floors containing wholly or mainly car parking, loading/unloading bays and/or plant room) of an existing building, provided that the uses are separated from the industrial uses located above by a buffer floor or floors and no industrial uses are located within the non-industrial portion:	In addition, the following use may be permitted with or without conditions on application to the Town Planning Board in the purpose-designed non-industrial portion on the lower floors (except basements and floors containing wholly or mainly car parking, loading/unloading bays and/or plant room) of an existing building, provided that the use is separated from the industrial uses located above by a buffer floor or floors and no industrial uses are located within the non-industrial portion:
Eating Place Educational Institution Exhibition or Convention Hall Institutional Use (not elsewhere specified) Off-course Betting Centre Office Place of Entertainment Place of Recreation, Sports or Culture Private Club Public Clinic Religious Institution Shop and Services Training Centre	Social Welfare Facility (excluding those involving residential care)

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

(Please see next page)

INDUSTRIAL (cont'd)

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**,** office related to industrial use, and selected uses akin to industrial production and would not compromise building and fire safety are also always permitted in this zone.

Remarks

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

(3) In determining the maximum plot ratio for the purposes of paragraph (1) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.

(4) Where the permitted plot ratio as defined in Building (Planning) Regulations is permitted to be exceeded in circumstances as set out in Regulation 22(1) or (2) of the said Regulations, the plot ratio for the building on land to which paragraph (1) applies may be increased by the additional plot ratio by which the permitted plot ratio is permitted to be exceeded under and in accordance with the said Regulation 22(1) or (2), notwithstanding that the relevant maximum plot ratio specified in paragraph (1) above may thereby be exceeded.

(5) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the 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.

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" other than "Government, Institution or Community (1)" to "Government, Institution or Community (10)"	
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) Flat Funeral Facility Holiday Camp 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 (not elsewhere specified) Utility Installation for Private Project

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GOVERNMENT, INSTITUTION OR COMMUNITY (cont'd)

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

Schedule II: for "Government, Institution or Community (1)" to "Government, Institution or Community (8)"

Eating Place (Canteen only)
Government Refuse Collection Point
Government Use (not elsewhere specified)
Public Convenience
Public Transport Terminus or Station
Public Utility Installation
Public Vehicle Park (excluding container vehicle)
Religious Institution
Social Welfare Facility

Columbarium
Eating Place (Restaurant only)
Radar, Telecommunications Electronic Microwave Repeater, Television and/or Radio Transmitter Installation
Refuse Disposal Installation
Residential Institution
Sewage Treatment/Screening Plant
Shop and Services (Retail Shop only)
Utility Installation for Private Project

Schedule III: for "Government, Institution or Community (9)"

Ambulance Depot
Government Refuse Collection Point
Government Use (Driving Test Centre, Police Reporting Centre/Police Post only)
Public Convenience
Public Transport Terminus or Station
Public Utility Installation
Public Vehicle Park (excluding container vehicle)
Recyclable Collection Centre

Animal Quarantine Centre
Government Use (not elsewhere specified)
Institutional Use (not elsewhere specified)
Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances
Office
Petrol Filling Station (excluding those involving liquefied petroleum gas)
Place of Recreation, Sports or Culture
Radar, Telecommunications Electronic Microwave Repeater, Television and/or Radio Transmitter Installation
Research, Design and Development Centre
Sewage Treatment/Screening Plant
Shop and Services
Social Welfare Facility (excluding those involving residential care)
Utility Installation for Private Project

(Please see next page)

GOVERNMENT, INSTITUTION OR COMMUNITY (cont'd)

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

Schedule IV: for "Government, Institution or Community (10)"

Government Refuse Collection Point	Columbarium
Government Use (not elsewhere specified)	Religious Institution
Public Convenience	Residential Institution
Public Utility Installation	Social Welfare Facility
	Utility Installation for Private Project

Planning Intention

This zone is intended primarily for the provision of Government, institution or community facilities serving the needs of the local residents and/or a wider district, region or the territory. It is also intended to provide land for uses directly related to or in support of the work of the Government, organisations providing social services to meet community needs, and other institutional establishments. In particular, the sub-zones "Government, Institution or Community (1)" ***("G/IC(1)")*** to ~~"Government, Institution or Community (8)"~~ ***"G/IC(8)"*** are intended primarily for the provision of religious institutional uses and associated social welfare facilities. The sub-zone ~~"Government, Institution or Community (9)"~~ ***"G/IC(9)"*** covers land beneath flyover. Due to the physical constraints and environmental conditions of such land, only selected Government, institution or community facilities are permitted in this sub-zone. The sub-zone "Government, Institution or Community (10)" is intended primarily for the provision of columbarium. Some other community and social welfare facilities may be permitted on application to the Board.

Remarks

(1) On land designated ~~"Government, Institution or Community (1)"~~ ***"G/IC(1)"*** to ~~"Government, Institution or Community (8)"~~ ***"G/IC(8)"*** and ~~"Government, Institution or Community (10)"~~ ***"G/IC(10)"***, no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum gross floor area (GFA), building height and site coverage specified below, or the GFA, height and/or site coverage of the existing building, whichever is the greater, and in breach of any other restrictions specified below:

Sub-zone	Restriction
G/IC(1)	Maximum building height of 2 storeys including car park and a maximum site coverage of 40%.
G/IC(2)	Maximum GFA of 7,407 m^2, a maximum building height of 4 storeys including car park and a maximum site coverage of 30%.
G/IC(3)	Maximum GFA of 6,400 m^2, a maximum building height of 4 storeys including car park and a maximum site coverage of 30%. A public coach park shall be provided.

(Please see next page)

Sub-zone	Restriction
G/IC(4)	Maximum GFA of 6,577 m^2, a maximum building height of 3 storeys including car park and a maximum site coverage of 30%. For the 9-storey pagoda, it is allowed to be redeveloped to its existing height provided its existing GFA of 751 m^2 is not exceeded.
G/IC(5)	Maximum GFA of 15,171 m^2, a maximum building height of 2 storeys including car park and a maximum site coverage of 25%.
G/IC(6)	Maximum GFA of 4,395 m^2, a maximum building height of 2 storeys including car park and a maximum site coverage of 35%.
G/IC(7)	Maximum building height of 1 storey and a maximum site coverage of 50%.
G/IC(8)	Maximum building height of 1 storey.
G/IC(10)	Maximum GFA of 1,900 m^2 and a maximum building height of 2 storeys including car park.

(2) On land designated "G/IC(3)", in determining the maximum GFA for the purposes of paragraph (1) above, any floor space that is constructed or intended for use solely as a public coach park may be disregarded.

(3) On land designated ~~"Government, Institution or Community"~~ ***"G/IC"*** and ~~"Government, Institution or Community (9)"~~ ***"G/IC(9)"***, no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building heights, in terms of number of storey(s) and/or 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 number of storey(s) for the purposes of paragraph (3) above, any basement floor(s) may be disregarded.

(5) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the GFA/building height/site coverage restrictions stated in paragraphs (1) and (3) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

OPEN SPACE

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Aviary Barbecue Spot Bathing Beach Field Study/Education/Visitor Centre Park and Garden Pavilion Pedestrian Area Picnic Area Playground/Playing Field Promenade Public Convenience Sitting Out Area	Eating Place Government Refuse Collection Point Government Use (not elsewhere specified) Holiday Camp Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Pier Place of Entertainment Place of Recreation, Sports or Culture Private Club Public Transport Terminus or Station Public Utility Installation Public Vehicle Park (excluding container vehicle) Religious Institution Service Reservoir Shop and Services Tent Camping Ground Utility Installation for Private Project

Planning Intention

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

OTHER SPECIFIED USES

For "Business" Only

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

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[&])
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)
Hotel
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

(Please see next page)

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[@]

Ambulance Depot
Art Studio (excluding those involving direct provision of services or goods)
Cargo Handling and Forwarding Facility (not elsewhere specified)
Eating Place (Canteen only)
Government Refuse Collection Point
Government Use (not elsewhere specified)
Information Technology and Telecommunications Industries
Non-polluting Industrial Use (excluding industrial undertakings involving the use/storage of Dangerous Goods[&])
Office (excluding those involving direct provision of customer services or goods)
Public Convenience
Public Transport Terminus or Station
Public Utility Installation
Public Vehicle Park (excluding container vehicle)
Radar, Telecommunications Electronic Microwave Repeater, Television and/or Radio Transmitter Installation
Recyclable Collection Centre
Research, Design and Development Centre
Shop and Services (Motor Vehicle Showroom on ground floor, Service Trades only)
Utility Installation for Private Project
Warehouse (excluding Dangerous Goods Godown)

In addition, for building without industrial undertakings involving offensive trades or the use/storage of Dangerous Goods[&], 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 (not elsewhere specified)
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

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OTHER SPECIFIED USES (cont'd)

For "Business" Only (cont'd)

In addition, the following uses are always permitted in the purpose-designed non-industrial portion on the lower floors (except basements and floors containing wholly or mainly car parking, loading/unloading bays and/or plant room) of an existing building, provided that the uses are separated from the industrial uses located above by a buffer floor or floors and no industrial uses are located within the non-industrial portion:	In addition, the following use may be permitted with or without conditions on application to the Town Planning Board in the purpose-designed non-industrial portion on the lower floors (except basements and floors containing wholly or mainly car parking, loading/unloading bays and/or plant room) of an existing building, provided that the use is separated from the industrial uses located above by a buffer floor or floors and no industrial uses are located within the non-industrial portion:
Commercial Bathhouse/Massage Establishment Eating Place Educational Institution Exhibition or Convention Hall Institutional Use (not elsewhere specified) Library Off-course Betting Centre Office Place of Entertainment Place of Recreation, Sports or Culture Private Club Public Clinic Religious Institution School (excluding kindergarten) Shop and Services Training Centre	Social Welfare Facility (excluding those involving residential care)

@ An industrial or industrial-office building means a building which is constructed for or intended to be used by industrial or industrial-office purpose respectively as approved by the Building Authority.

& Dangerous Goods refer to substances classified as Dangerous Goods and requiring a licence for their use/storage under the Dangerous Goods Ordinance (Cap. 295).

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

(Please see next page)

OTHER SPECIFIED USES (cont'd)

For "Business" Only (cont'd)

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.

Remarks

(1) On land designated "Other Specified Uses" annotated "Business" ***("OU(B)")***, no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 9.5 or the plot ratio of the existing building, whichever is the greater.

(2) On land designated ~~"Other Specified Uses" annotated "Business (1)"~~***"OU(B)1"***, no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum gross floor area (GFA) of 182,326 m^2.

(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.

(4) In determining the 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 paragraphs (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 gross floor area specified in the 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.

(7) Under exceptional circumstances, for developments and/or redevelopments, minor relaxation of the non-building area restriction as shown on the Plan may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

(Please see next page)

OTHER SPECIFIED USES (cont'd)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
For "Amenity Area" Only	
Amenity Area	Government Use Utility Installation not Ancillary to the Specified Use

Planning Intention

This zone is intended primarily for the provision of land for the development of amenity areas.

For "Railway" Only	
Mass Transit Railway	Flat (Staff Quarters only) Government Use (not elsewhere specified) Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Utility Installation not Ancillary to the Specified Use

Planning Intention

This zone is intended primarily for the provision of land for the development of Mass Transit Railway and the associated facilities.

Remarks

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

(2) In determining the relevant maximum number of storey(s) for the purposes of paragraph (1) above, any basement floor(s) may be disregarded.

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

(Please see next page)

OTHER SPECIFIED USES (cont'd)

For "Mass Transit Railway Depot with Commercial and Residential Development Above" Only

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

(Please see next page)

OTHER SPECIFIED USES (cont'd)

For "Mass Transit Railway Depot with Commercial and Residential Development Above" Only (cont'd)

In addition, the following uses are always permitted (a) on the lowest three floors of a building taken to include basements; or (b) in the purpose-designed non-residential portion of an existing building, both excluding floors containing wholly or mainly car parking, loading/unloading bays and/or plant room:
Eating Place Educational Institution Institutional Use (not elsewhere specified) Off-course Betting Centre Office Place of Entertainment Private Club Public Convenience Recyclable Collection Centre School Shop and Services Training Centre

(Please see next page)

OTHER SPECIFIED USES (cont'd)

For "Mass Transit Railway Depot with Commercial and Residential Development Above" Only (cont'd)

Planning Intention

This zone is intended primarily for the provision of land for Mass Transit Railway depot and station together with commercial and residential development above.

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 domestic gross floor area (GFA) of 215,000 m^2 and a maximum non-domestic GFA of 16,000 m^2. In addition, one 24-classroom primary school, one 24-classroom secondary school, a minimum of 1,090 m^2 GFA for Government, institution, community (GIC) or social welfare facilities, and a minimum of 14,200 m^2 of open space shall be provided.

(2) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building height, in terms of metres above Principal Datum, as stipulated on the Plan, or the height of the existing building, whichever is the greater.

(3) In determining the maximum GFA for the purposes of paragraph (1) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, 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 Mass Transit Railway depot/workshop and station, schools as well as GIC or social welfare facilities, as required by the Government, may also be disregarded.

(4) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the GFA/building height restrictions (except those area for open space) stated in paragraphs (1) and (2) above, and any reduction in the total GFA provided for GIC or social welfare facilities 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 "Petrol Filling Station" Only	
Petrol Filling Station	Flat (Staff Quarters only) Government Use (not elsewhere specified) Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Utility Installation not Ancillary to the Specified Use

Planning Intention

This zone is intended primarily for the provision of 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 height, in terms of number of storey(s), as stipulated on the Plan, or the height of the existing building, whichever is the greater.

(2) In determining the relevant maximum number of storey(s) for the purposes of paragraph (1) above, any basement floor(s) may be disregarded.

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

(Please see next page)

OTHER SPECIFIED USES (cont'd)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
For "Pier" Only	
Government Use Pier	Eating Place (Restaurant only) Marine Fuelling Station Shop and Services (Bank, Fast Food Shop, Retail Shop, Service Trades, Showroom only)

Planning Intention

This zone is intended primarily for the provision of land for the development of piers.

Remarks

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

(2) Kiosks ~~not greater than 5 m² each in area and not more than 10 in number~~ ***or premises not in excess of a maximum total non-domestic gross floor area of 50m²*** for uses as ***eating place and shop and services*** ~~retail shop and service trades~~ are considered as ancillary to "Pier" use.

(3) In determining the relevant maximum number of storey(s) for the purposes of paragraph (1) above, any basement floor(s) may be disregarded.

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

(Please see next page)

OTHER SPECIFIED USES (cont'd)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
For "Ventilation Building" Only	
Ventilation Building	Government Use Utility Installation not Ancillary to the Specified Use

Planning Intention

This zone is intended primarily for provision of land for the development of ventilation buildings.

Remarks

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

(2) In determining the relevant maximum number of storey(s) for the purposes of paragraph (1) above, any basement floor(s) may be disregarded.

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

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

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

For "Commercial and Residential Development" Only

Ambulance Depot
Commercial Bathhouse/Massage Establishment
Eating Place
Educational Institution
Exhibition or Convention Hall
Flat
Government Use (not elsewhere specified)
Hotel
Library
Off-course Betting Centre
Office
Place of Entertainment
Place of Recreation, Sports or Culture
Private Club
Public Clinic
Public Convenience
Public Transport Terminus or Station
Public Utility Installation
Public Vehicle Park (excluding container vehicle)
Religious Institution
Residential Institution
School (in free-standing purpose-designed school building, in a commercial building or in the non-domestic part of a residential building only)
Shop and Services (not elsewhere specified)
Social Welfare Facility
Utility Installation for Private Project

Broadcasting, Television and/or Film Studio
Government Refuse Collection Point
Institutional Use (not elsewhere specified)
Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances
Petrol Filling Station
Recyclable Collection Centre
School (not elsewhere specified)
Shop and Services (Motor-vehicle Showroom only)

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

For " Commercial and Residential Development" Only (Cont'd)

Planning Intention

This zone is intended primarily for high-density commercial and residential development with the provision of public open space and other supporting 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 gross floor area (GFA) of 61,255 m^2 for non-domestic purposes at sub-area (A) and maximum GFA of 39,365 m^2 for domestic purposes at sub-area (B), and the maximum building height, in terms of metres above Principal Datum, as stipulated on the Plan, or the height of the existing building, whichever is the greater. A public open space of not less than 1,300 m^2 shall be provided at sub-area (A).

(2) In determining the maximum GFA for the purposes of paragraph (1) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, or caretaker's quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.

(3) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the GFA and 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.

(4) Under exceptional circumstances, for developments and/or redevelopments, minor relaxation of the non-building area restriction as shown on the Plan may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

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 Burial Ground Columbarium (within a Religious Institution or extension of existing Columbarium only) Crematorium (within a Religious Institution or extension of existing Crematorium only) Field Study/Education/Visitor Centre Flat Government Refuse Collection Point Government Use (not elsewhere specified) Holiday Camp House Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Petrol Filling Station Place of Recreation, Sports or Culture Public Transport Terminus or Station Public Utility Installation Public Vehicle Park (excluding container vehicle) Radar, Telecommunications Electronic Microwave Repeater, Television and/or Radio Transmitter Installation Religious Institution Residential Institution School Service Reservoir Social Welfare Facility Utility Installation for Private Project

* 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.

Attachment IV

~~**APPROVED**~~ *DRAFT* TSUEN WAN OUTLINE ZONING PLAN NO. S/TW/37*A*

EXPLANATORY STATEMENT

EXPLANATORY STATEMENT

~~APPROVED~~ *DRAFT* TSUEN WAN OUTLINE ZONING PLAN NO. S/TW/37*A*

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~~APPROVED~~ *DRAFT* TSUEN WAN OUTLINE ZONING PLAN NO. S/TW/37*A*

(Being ~~an Approved~~ ***a Draft*** Plan for the Purposes of the Town Planning Ordinance)

EXPLANATORY STATEMENT

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

1. INTRODUCTION

This explanatory statement is intended to assist an understanding of the ~~approved~~ ***draft*** Tsuen Wan Outline Zoning Plan (OZP) No. S/TW/37***A***. It reflects the planning intention and objectives of the Town Planning Board (the Board) for the various land use zonings of the Plan.

2. AUTHORITY FOR THE PLAN AND PROCEDURES

2.1 On 1 September 1961, the first statutory plan for Tsuen Wan No. LTW/57, covering most of the existing Tsuen Wan district, was exhibited under section 5 of the Town Planning Ordinance (the Ordinance). On 13 November 1973, the then Governor in Council (G in C) approved the Tsuen Wan OZP No. LTW/138 under section 9(1) of the Ordinance. On 14 January 1975, the then G in C referred the approved OZP No. LTW/138 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. Since then, the OZP had been amended twice and exhibited for public inspection under section 5 or 7 of the Ordinance. On 18 August 1978, the draft Tsuen Wan OZP No. LTW/146C covering most of the existing planning scheme area was exhibited under section 7 of the Ordinance. On 7 June 1985, the draft Tsuen Wan OZP No. LTW/146N was renumbered to S/TW/1 and was exhibited under section 7 of the Ordinance. Since then, the plan had been amended several times.

2.2 On 12 October 1993, the then G in C, under section 9(1)(a) of the Ordinance, approved the draft Tsuen Wan OZP, which was subsequently renumbered as S/TW/6. On 27 September 1994, the then G in C referred the approved OZP No. S/TW/6 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. Since then, the OZP had been amended and exhibited for public inspection 4 times under section 5 or 7 of the Ordinance.

2.3 On 14 September 1999, the Chief Executive in Council (CE in C), under section 9(1)(a) of the Ordinance, approved the draft Tsuen Wan OZP, which was subsequently renumbered as S/TW/11. On 11 July 2000, the CE in C referred the approved OZP No. S/TW/11 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. Since then, the OZP had been amended and exhibited for public inspection 4 times under section 5 or 7 of the Ordinance.

2.4 On 11 June 2002, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Tsuen Wan OZP, which was subsequently renumbered as S/TW/16. On 17 December 2002, the CE in C referred the approved OZP No. S/TW/16 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. Since then, the OZP had been amended and exhibited for public inspection 9 times under section 5 or 7 of the Ordinance.

2.5 On 2 December 2008, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Tsuen Wan OZP, which was subsequently re-numbered as S/TW/26. On 5 October 2010, the CE in C referred the approved Tsuen Wan OZP No. S/TW/26 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. The OZP was subsequently amended once and exhibited for public inspection under section 5 of the Ordinance.

2.6 On 4 October 2011, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Tsuen Wan OZP, which was subsequently re-numbered as No. S/TW/28. On 7 February 2012, the CE in C referred the approved Tsuen Wan OZP No. S/TW/28 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. The OZP was subsequently amended twice and exhibited for public inspection under section 5 or 7 of the Ordinance.

2.7 On 7 January 2014, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Tsuen Wan OZP, which was subsequently re-numbered as S/TW/31. On 2 February 2016, the CE in C referred the approved Tsuen Wan OZP No. S/TW/31 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. The OZP was subsequently amended once and exhibited for public inspection under section 5 of the Ordinance.

2.8 On 11 April 2017, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Tsuen Wan OZP, which was subsequently renumbered as S/TW/33. On 31 October 2017, the CE in C referred the approved Tsuen Wan OZP No. S/TW/33 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. The OZP was subsequently amended once and exhibited for public inspection under section 5 of the Ordinance.

2.9 On 8 February 2022, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Tsuen Wan OZP, which was subsequently renumbered as S/TW/35. On 10 January 2023, the CE in C referred the approved Tsuen Wan OZP No. S/TW/35 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. ~~The reference back of the approved OZP was notified in the Gazette on 20 January 2023 under section 12(2) of the Ordinance.~~ ***The OZP was subsequently amended once and exhibited for public inspection under section 5 of the Ordinance.***

~~2.10 On 28 April 2023, the draft Tsuen Wan OZP No. S/TW/36 was exhibited for public inspection under section 5 of the Ordinance. It mainly incorporated amendment to rezone a site at the upper section of Lo Wai Road from "Green Belt" to "Government, Institution or Community (10)". During the two-month exhibition period, one representation was received. On 21 July 2023, the representation was published for three weeks for public comments and two comments were received. After giving consideration to the~~

~~representation and comments on 17 November 2023, the Board decided not to uphold the representation.~~

2.1~~1~~***0*** On 6 February 2024, the CE in C, under Section 9(1)(a) of the Ordinance, approved the draft Tsuen Wan OZP, which was subsequently renumbered as S/TW/37. ***On 1 November 2024, the Secretary for Development referred the approved Tsuen Wan OZP No. S/TW/37 to the Board for amendment under section 12(1A)(a)(ii) of the Ordinance. The reference back of the approved OZP was notified in the Gazette on 15 November 2024 under section 12(2) of the Ordinance.*** ~~On 23 February 2024, the approved Tsuen Wan OZP No. S/TW/37 (the Plan) was exhibited for public inspection under section 9D(2) of the Ordinance.~~

2.11 On (date) (month) 2024, the draft Tsuen Wan OZP No. S/TW/38 (the Plan) was exhibited for public inspection under section 5 of the Ordinance. The amendments on the Plan mainly involved (i) rezoning of a site at the junction of Wing Shun Street and Texaco Road from "Government Institution or Community (9)" to "Residential (Group A)22"; and (ii) rezoning of a site at 19-31 Ma Tau Pa Road from "Comprehensive Development Area(1)" to "Commercial (7)".

3. OBJECT OF THE PLAN

3.1 The object of the Plan is to indicate the broad land use zonings and major road networks within which the development and redevelopment of land can be put under statutory control.

3.2 The Plan is to illustrate the broad principles of development and to provide guidance for more detailed planning within the planning scheme area. 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 (NBA) 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 Tsuen Wan area and not to overload the road network in this area.

4. NOTES OF THE PLAN

4.1 Attached to the Plan is a set of Notes which shows the types of uses or developments which are always permitted within the Planning Scheme Area and in particular zones and which may be permitted by the Board, with or without conditions, on application. The provision for application for

planning permission under section 16 of the Ordinance allows greater flexibility in land use planning and control of development to meet changing needs.

4.2 For the guidance of the general public, a set of definitions that explains some of the terms used in the Notes may be obtained from the Technical Services Division of the Planning Department and can be downloaded from the Board's website at http://www.tpb.gov.hk/.

5. THE PLANNING SCHEME AREA

5.1 The Planning Scheme Area (the Area), about 743.48 hectares in size covering Tsuen Wan Valley and its adjoining areas, forms a part of Tsuen Wan New Town. It is located at the southern coast of the New Territories some 16 km by road from Tsim Sha Tsui, Kowloon. The Area extends from Wo Yi Hop Road in the east to Yau Kom Tau in the west. The boundary of the Area is shown in a heavy broken line on the Plan. The Area is the most densely populated part of the Tsuen Wan District Council area. 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 The areas to the south of Castle Peak Road were reclaimed from the sea between the late 1950's and early 1960's and were mostly developed in 1960's.

5.3 The Tsuen Wan Central Area could be divided into a number of sub-areas which are attributable to their individual characteristics. The town centre is mainly a commercial/residential area with provisions of various regional and district community facilities. The old town centre area used to be around Sha Tsui Road and Yeung Uk Road. With completion of the Mass Transit Railway (MTR) Tsuen Wan Line, the bulk of development activities has taken place around the MTR development at Luk Yeung Sun Chuen. The provision of major community facilities, such as ferry and bus terminus, the Tsuen Wan Town Hall and Magistracy, and future commercial/office development sites are located in the southern part of the area, adjacent to the old town centre. A strip of area to the south of Tsuen Wan Road was reclaimed and developed for the MTR West Rail Line Tsuen Wan West Station. It is desirable to link up the two old and new commercial/residential cores at the northern and southern ends of the town through a well-integrated footbridge system.

5.4 The expansion of Tsuen Wan has resulted in a number of large scale comprehensive major residential redevelopments from old industrial lots at the fringe of the town, namely Bayview Garden, Belvedere Garden, The Panorama, Serenade Cove, Summit Terrace, Discovery Park, Waterside Plaza and Riviera Gardens. Sandwiched between the old and new commercial/ residential cores are two main industrial/business areas, namely the Chai Wan Kok Industrial/Business Area at Chai Wan Kok and the Tsuen Wan East Industrial Area at Yeung Uk Road/Texaco Road.

5.5 To the north of the town centre area abutting the foothill of Tai Mo Shan lies a number of village zones and green belt areas. A number of well-known

monasteries like Chuk Lam Sim Yuen and Yuen Yuen Institute are located in the area.

5.6 The Area covers land at the waterfront of the Victoria Harbour. For any development proposal affecting such land, due regard shall be given to the Vision Statement for Victoria Harbour published by the Board and the requirements under the Protection of the Harbour Ordinance (Chapter 531).

6. POPULATION

Based on the ~~2016~~ ***2021*** Population ~~By-census~~ ***Census***, the population of the Area was estimated by the Planning Department as about ~~264,800~~ ***269,000***. It is estimated that the planned population of the Area would be about ~~283,800~~ ***285,900***.

7. BUILDING HEIGHT RESTRICTIONS

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 Tsuen Wan OZP has been undertaken with a view to incorporating appropriate building height restrictions for various development zones. In the absence of building height control, excessively tall buildings may proliferate at random locations and the scale may be out-of-context in the locality, resulting in negative impacts on the visual quality of the Area. 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, appropriate building height restrictions are imposed on various development zones on the Plan.

7.2 The topography of the Area is basically hilly, except the town centre. With the completion and operation of the MTR Tsuen Wan Station (Tsuen Wan Line) in 1980s and the MTR Tsuen Wan West Station (the former West Rail Line which was later integrated into Tuen Ma Line) in 2000s in the town centre, high-rise commercial and residential developments have clustered above and around these two key transportation nodes accommodating a substantial local population as well as major business and service activities. In view of this, the building height restrictions in the town centre area are to maintain the existing and committed high-rise commercial and residential developments above and around these two MTR stations. However, further proliferation of high-rise buildings from redevelopment in the old town centre area and the industrial areas at the flanks should be avoided to prevent overly congested building masses. Beyond the town centre, the stepped building height concept has been adopted taking into account the hilly topography, local characteristics, local wind environment, compatibility of building masses in the wider settings, as well as the need to strike a balance between public interest and private development right.

7.3 Building height restrictions are also imposed on "G/IC" and "OU" zones in terms of metres above Principal Datum (mPD) or number of storeys which mainly reflect the existing building heights of the developments. Unless

there are committed proposals for known developments or a need to meet the minimum height requirement, in general, the existing uses and the lower building heights will broadly be kept. Low-rise developments in "G/IC" and "OU" zones, normally with a height 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 GIC facilities with specific functional requirements, unless such developments fall within visually more 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 intentions.

7.4 An Expert Evaluation on Air Ventilation Assessment (AVA) has been undertaken to assess the existing wind environment and the likely impact of the proposed building heights of the development sites within the Area on the pedestrian wind environment. The building height and development restrictions, such as NBAs and building gap requirements, incorporated into the Plan have taken the findings of the AVA into consideration.

7.5 To facilitate better air ventilation in the Area, the AVA has recommended that the existing major roads, open space and the low-rise GIC developments in the Area should be maintained. In particular, the existing open area in Nina Tower should be maintained as local ventilation pocket in the town centre area. Furthermore, in order to further improve air ventilation condition, future developments are encouraged to adopt suitable design measures to minimize any possible adverse impacts. These include greater permeability of podium, perforated building towers and podium design, wider gap between buildings, NBA to create air path for better ventilation and minimizing the blocking of air flow through positioning of building towers and podiums to align with the prevailing wind directions, as appropriate.

7.6 In general, a minor relaxation clause in respect of building height restrictions is incorporated into the Notes of the Plan in order to provide incentive for developments/redevelopments with planning and design merits and to cater for circumstances with specific site constraints. Each planning application for minor relaxation of building height restriction under section 16 of the Ordinance will be considered on its own merits and the relevant criteria for consideration of such application are as follows:

(a) amalgamating smaller sites for achieving better urban design and local area improvements;

(b) accommodating the bonus plot ratio granted under the Buildings Ordinance in relation to surrender/dedication of land/area for use as a public passage/street widening;

(c) providing better streetscape/good quality street level public urban space;

(d) providing separation between buildings to enhance air and visual permeability;

(e) accommodating building design to address specific site constraints in achieving the permissible plot ratio under the Plan; and

(f) other factors such as site constraints, need for tree preservation, innovative building design and planning merits that would bring about improvements to townscape and amenity of the locality and would not cause adverse landscape and visual impacts.

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

Building Gaps and Non-Building Areas

7.8 Taking into account the findings of the AVA, a total of four building gaps and two NBAs are recommended to facilitate air ventilation of the Area. The proposed comprehensive commercial and/or residential developments at and around the MTR Tsuen Wan West Station (namely West Rail Sites Tsuen Wan 5 (TW5), Tsuen Wan 6 (TW6) and Tsuen Wan 7 (TW7)) and the Waterside Plaza are located along the waterfront facing the sea breeze from the south and south-west. Gaps between buildings play a key role in creating air paths by appropriate design and disposition of building blocks. To facilitate channeling of the southerlies and south-westerlies to the town centre and to enhance visual permeability, a 50 m-wide building gap above 27 mPD at the West Rail Site TW5 (Bayside) (namely Ocean Pride), a 20 m-wide building gap above 18 mPD at the West Rail Site TW6 (namely Pavilia Bay), a 20 m-wide building gap above 19 mPD at the West Rail TW7 (namely City Point) and at Waterside Plaza shall be provided.

7.9 Further inland at Sheung Kwai Chung, to facilitate penetration of southerlies to the village settlement to the north of Yau Ma Hom Road, a strip of land (20 m wide) along the western boundary of Sun Fung Centre at 88 Kwok Shui Road has been designated as a NBA. No above ground structure is allowed except for landscape feature, boundary fence/boundary wall that is designed to allow high air porosity and underground uses are generally allowed within the NBA. Another NBA is designated at Nina Tower to provide local ventilation area. The intention for the designation of the NBAs is for air ventilation above ground and such a restriction will not apply to underground developments.

7.10 A strip of land (38m-wide) within a site at the junction of Yeung Uk Road and Ma Tau Pa Road (TWTL 393) (namely Plaza 88 and The Aurora) aligned with Chung On Street to the north has been designated as a NBA to facilitate penetration of wind from the Tsuen Wan waterfront through Chung On Street to the Tsuen Wan Town Centre. The provision of such NBA tallies with the Recommended Option under the Consultancy Study for AVA for TWTL 393 completed in 2009. To facilitate the provision of footbridge connection between the existing footbridge at the junction of Yeung Uk Road/Ma Tau Pa

Road and The Dynasty, minor structures such as footbridge connection, landscaping and underground uses on the NBA at TWTL 393 may be allowed.

7.11 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/building gap restrictions under exceptional circumstances/based on individual merits.

Air Paths and Large Courtyards

7.12 Besides the above, air paths/large courtyards should be provided within large sites, including the Lei Muk Shue Estate, Shek Wai Kok Estate, Fuk Loi Estate and Luk Yeung Sun Chuen, upon future redevelopment of the sites. The exact alignment, disposition and width of the air paths across these residential sites should be considered under the detailed AVAs to be prepared for the future redevelopment of these sites.

8. LAND USE ZONINGS

8.1 Commercial ("C"): Total Area ~~7.65~~ *8.41* ha

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

8.1.2 This zoning mainly covers the existing commercial/non-residential developments along Sai Lau Kok Road and Castle Peak Road adjacent to the MTR Tsuen Wan Station in Planning Areas 6 and 21. The commercial/non-residential developments in Planning Area 6 include Nan Fung Centre and Tsuen Wan Multi-storey Carpark Building. The "C" site in Planning Area 21 west of Tsuen Kam Centre is occupied by two buildings, including a 16-storey commercial/office building (Grand City Plaza) and a 25-storey industrial building (Mega Trade Centre). With the easy access of the MTR, this area has become a commercial/retail node of Tsuen Wan. This area is zoned "C" to reflect the existing commercial/office development and to facilitate further commercial development in the long term.

8.1.3 Development within this zone is restricted to a maximum plot ratio of 9.5 and the maximum building heights as stipulated on the Plan, or the plot ratio / the height of the existing building, whichever is the greater.

8.1.4 Another "C" site is the Nina Tower at Yeung Uk Road, which is a commercial, office and hotel development. Given the development scale of this site and its proximity to transport interchange including MTR Tsuen Wan West Station, this area ***has been developed*** into a ~~new~~ commercial node. This commercial node may be linked up with the one around the existing MTR Tsuen Wan Station through a commercial corridor along Chung On Street.

8.1.5 According to the lease of the TWTL 353 (Nina Tower), the grantee is required to provide a NBA at the north-western corner of the site (i.e. at the junction of Yeung Uk Road and Tai Ho Road). The whole Nina Tower development was completed in accordance with the lease in 2006. To provide local ventilation area, the concerned open area has been designated as a NBA. This NBA is required for air ventilation purpose and such restriction will not apply to underground developments. ~~Under exceptional circumstances, minor relaxation of the NBA restriction may be considered by the Board under section 16 of the Ordinance.~~

"Commercial (1)" ("C(1)"): Total Area 0.44 ha

8.1.6 A site to the south of Wing Shun Street in Planning Area 25, the existing Riviera Plaza within Riviera Gardens, falls within this zoning. The Riviera Gardens including the Riviera Plaza was completed in 1991. The "C(1)" zoning is to reflect the existing uses of the Riviera Plaza which are purely commercial in nature. Development within this sub-zone is restricted to a maximum gross floor area (GFA) of 45,166 m^2, of which 21,966 m^2 shall be provided for recreational/entertainment/retail purposes and 23,200 m^2 shall be provided for office purposes. A public transport terminus shall also be provided. Development within this sub-zone is also restricted to a maximum building height of 120 mPD as stipulated on the Plan, or the height of the existing building, whichever is the greater.

"Commercial (2)" ("C(2)"): Total Area 0.54 ha

8.1.7 A site at Yeung Uk Road, the existing Indi Home, falls within this zoning. Indi Home, which is a comprehensive commercial and service apartment development, was completed in 2006. The "C(2)" zoning is to reflect the existing use at the site. Development within this sub-zone is restricted to a maximum GFA of 54,406 m^2. A public open space of not less than 790 m^2 shall be provided. Development within this sub-zone is also restricted to a maximum building height of 200 mPD as stipulated on the Plan, or the height of the existing building, whichever is the greater.

"Commercial (3)" ("C(3)"): Total Area 0.23 ha

8.1.8 A site at Yeung Uk Road, the existing H Cube, falls within this zoning. H Cube, which is a comprehensive commercial and service apartment development, was completed in 2006. The "C(3)" zoning is to reflect the existing use at the site. Development within this sub-zone is restricted to a maximum GFA of 20,919 m^2. A public open space of not less than 200 m^2 shall be provided. Development within this sub-zone is also restricted to a maximum building height of 165 mPD as stipulated on the Plan, or the height of the existing building, whichever is the greater.

"Commercial (4)" ("C(4)"): Total Area 1.23 ha

8.1.9 A site at the junction of Yeung Uk Road and Ma Tau Pa Road, the existing Chelsea Court, falls within this zoning. Chelsea Court, which is a comprehensive service apartment development, was completed in 2005. The "C(4)" zoning is to reflect the existing use at the site. Development within this sub-zone is restricted to a maximum GFA of 103,404 m^2 and maximum building heights of 170 mPD and 205 mPD as stipulated on the Plan, or the height of the existing building, whichever is the greater.

"Commercial (5)" ("C(5)"): Total Area 0.13 ha

8.1.10 A site at the junction of Sha Tsui Road and Luen Yan Street, Fortune Commercial Building, falls within this zoning. Fortune Commercial Building, which is a commercial/office building, was completed in 1994. The "C(5)" zoning is to reflect the existing use at the site. Development within this sub-zone is restricted to a maximum GFA of 10,165 m^2 and a maximum building height of 100 mPD as stipulated on the Plan, or the height of the existing building, whichever is the greater.

"Commercial (6)" ("C(6)"): Total Area 0.16 ha

8.1.11 A site at the northern tip of Chai Wan Kok Industrial/Business Area abutting Castle Peak Road, Chinachem Tsuen Wan Plaza, falls within this zoning. Chinachem Tsuen Wan Plaza, which is a commercial building, was completed in 1993. The "C(6)" zoning is to reflect the existing use at the site. Development within this sub-zone is restricted to a maximum GFA of 14,915 m^2 and a maximum building height of 100 mPD as stipulated on the Plan, or the height of the existing building, whichever is the greater.

"Commercial (7)" ("C(7)"): Total Area 0.76 ha

8.1.12 A site at the junction of Ma Tau Pa Road and Texaco Road on the periphery of Tsuen Wan East Industrial Area falls within this zoning. Development within this sub-zone is restricted to a maximum GFA of 52,513 m^2 and a maximum building height of 150 mPD as stipulated on the Plan, or the height of the existing building, whichever is the greater.

8.1.13 The "C(7)" zone shall act as a 'land use buffer' standing in-between the industrial area to the south and the commercial/residential area to the north. Sufficient buffer distance requirements for air emission sources including roads and chimneys, as specified in the Hong Kong Planning Standards and Guidelines (HKPSG) shall be observed and complied with. The requirements of environmental assessments (including Air Quality Impact Assessment (AQIA), Noise Impact Assessment (NIA), Land Contamination Assessment) and Sewerage Impact Assessment (SIA) are recommended to be incorporated into the future modification of the lease currently permitting the site for industrial uses only, subject to agreement with

relevant Government departments as appropriate, so as to ensure the proper implementation of recommended mitigation measures and acceptability of the environmental impacts.

8.1.14 The GFA control under this "C(7)" zone is regarded as being stipulated in a "new or amended statutory plan" according to the Joint Practice Note No. 4 "Development Control Parameters Plot Ratio/Gross Floor Area", and shall be subject to the streamlining arrangements stated therein.

8.1.1~~2~~***5*** In the circumstances set out in Regulation 22 of the Building (Planning) Regulations, the above specified maximum 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.

~~8.1.13 Minor relaxation of the plot ratio / GFA / building height restrictions may be considered by the Board on application under section 16 of the Ordinance. The criteria given in paragraph 7.6 above would be relevant for the assessment of minor relaxation of building height restrictions. Each application will be considered on its own merits.~~

~~8.1.14 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.~~

8.2 <u>Comprehensive Development Area ("CDA"):</u> Total Area ~~4.37~~ *3.61* ha

~~"CDA(1)" in Tsuen Wan East Industrial Area to the south of Ma Tau Pa Road: Total Area 0.76 ha~~

~~8.2.1 This sub-zone is intended for comprehensive development/redevelopment of the area for commercial uses with the provision of supporting facilities. The zoning is to facilitate appropriate planning control over the development mix, scale, design and layout of development, taking account of industrial/residential (I/R) interface problem and other constraints, such as environment, traffic and infrastructure.~~

~~8.2.2 One "CDA(1)" zone at the periphery of Tsuen Wan East Industrial Area is earmarked on the Plan. It may consist of retail, office and hotel developments together with public transport interchange and other supporting facilities. The proposed non-residential developments will act as a 'land use buffer' standing in-between the industrial area and the commercial/residential area to the north and will serve to alleviate the industrial/residential interface problem at the periphery of the industrial area. Residential use is not permitted as recommended by the Environmental Protection Department.~~

~~8.2.3 The Plan restricts the development intensities of this "CDA(1)" site to the maximum GFA as stipulated in the Notes of the Plan. A maximum plot ratio restriction of 9.5 which generally accords with the plot ratio control that has been incorporated in most of the lease conditions for new non-residential lots in Tsuen Wan is adopted. This restriction is then translated to the maximum GFA permitted for the "CDA(1)" site. Exemption to be given by the Building Authority under the Practice Note for Authorized Persons and Registered Structural Engineers No. 111 for hotel development will be excluded from the calculation of GFA for the purpose of the maximum GFA restriction stipulated in the Notes.~~

~~8.2.4 Development within this sub-zone is restricted to a maximum building height of 100 mPD, or the height of the existing building, whichever is the greater.~~

"CDA(3)" to "CDA(6)" in Tsuen Wan East Industrial Area to the north of Yeung Uk Road: Total Area 3.61 ha

8.2.~~5~~***1*** These sub-zones are intended for comprehensive development/ redevelopment of the area primarily for residential use with the provision of commercial facilities, 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, visual impact, air ventilation and other constraints.

8.2.~~6~~***2*** The part of Tsuen Wan East Industrial Area to the north of Yeung Uk Road, which mainly covers about 20 industrial buildings, is designated as "CDA(3)" to "CDA(6)" zones to facilitate comprehensive development/redevelopment of the industrial area into residential uses with commercial facilities, open space and other supporting facilities, such as local retail shops. The "CDA(3)" to "CDA(6)" sites are subject to a total maximum plot ratio of 5.0, of which a minimum plot ratio of 4.5 shall be for domestic use. Development within these sub-zones are also subject to a maximum building height of 100mPD as stipulated on the Plan. Ancillary car parking should be provided in the basement.

Master Layout Plan

8.2.~~7~~***3*** Pursuant to section 4A(1) of the Ordinance, any development in the "CDA" sites 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, the applicant shall prepare a Master Layout Plan (MLP) together with an environmental assessment report, a traffic impact assessment report and other materials as specified in the Notes of the Plan for approval by the Board pursuant to section 4A(2) of the Ordinance. This will ensure that development proposals would be designed in a comprehensive manner taking into account various planning considerations such as environmental quality, neighbourhood compatibility, provision of

shopping, community and recreational facilities as well as traffic and phasing requirements. When approved by the Board, a copy of the approved MLP certified by the Chairman of the Board shall be deposited in the Land Registry and made available for public inspection pursuant to section 4A(3) of the Ordinance.

~~8.2.8 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 7.6 above would be relevant for the assessment of minor relaxation of building height restrictions. Each application will be considered on its own merits. For the "CDA(1)" site, it is intended to provide flexibility for accommodating bonus plot ratio for surrendering part of a lot for road widening purpose, as the case may be applicable.~~

~~8.2.9 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.~~

8.3 Residential (Group A) ("R(A)"): Total Area ~~118.12~~ *118.78* 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. Shop and services such as banks, fast food shop and retail shops are always permitted on the lowest three floors of a building or the purpose-designed non-residential portion of an existing building. Shop and services on other parts of the building will require planning permission from the Board.

8.3.2 This zone mainly covers the existing developments (mainly composite developments) in Planning Areas 4, 5, 6, 18, 22 and 23 as well as the residential areas such as Fuk Loi Estate in Planning Area 4, Shek Wai Kok and Cheung Shan Estates in Planning Area 7, Lei Muk Shue Estate in Planning Area 9, the Hong Kong Housing Society Moon Lok Dai Ha in Planning Area 4 and Clague Garden Estate in Planning Area 35. Large-scale private residential developments such as Bayview Garden, Belvedere Garden, The Panorama, Serenade Cove, Allway Gardens, Tsuen King Gardens, Tsuen Wan Centre, Summit Terrace, Discovery Park, Vision City, The Dynasty, Waterside Plaza, Riviera Gardens, Ocean Pride, Parc City, Pavilia Bay and City Point in Planning Areas 2, 3, 21, 25, 35 and 35A are also included in this zone.

8.3.3 There are some existing commercial buildings within this zone, such as 99 Plaza, Emperor Plaza, Chau's Commercial Centre, Hang Seng Tsuen Wan Building, and City Landmark I. Redevelopment of the existing commercial buildings to new commercial developments will require permission from the Board.

8.3.4 Development within this zone is restricted to 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 for 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.

8.3.5 For the addition, alteration and/or modification to or redevelopment of an existing building, it shall not result in a total development and/or redevelopment in excess of the restrictions in paragraph 8.3.4 above, 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 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, or (b) the maximum domestic and/or non-domestic plot ratio(s) stated in paragraph 8.3.4 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. This is to avoid the interchange of domestic and non-domestic plot ratios of an existing building.

8.3.6 Within the public housing estate, adequate community facilities and open spaces are provided in accordance with planning standards. The three primary schools in Lei Muk Shue Estate, which are free-standing buildings, are zoned "R(A)" on the OZP so as to allow for flexibility in the comprehensive planning and development of this large residential site. Should the Estate be redeveloped in future, the Housing Authority would assess the school requirements in consultation with the Education Bureau and other concerned departments and to reprovision these schools where appropriate within the Estate.

8.3.7 Also, there would be cases that areas occupied by free-standing purpose-designed buildings that are solely accommodating schools or other GIC facilities, including those located on ground and on podium level, are included in the residential zones, such as those covering public housing estates. Such areas should not be included into the plot ratio and site coverage calculations. Such free-standing GIC facilities should be kept as breathing spaces and visual relief to the building masses.

8.3.8 Development within this zone is restricted to the maximum building heights as stipulated on the Plan, or the height of the existing building, whichever is the greater.

8.3.9 For public rental housing developments, in accordance with the established administrative procedure, the future development/ 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) Lei Muk Shue Estate: air paths and large courtyard should be provided within the site to act as ventilation corridors and ventilation pocket. The exact alignment, disposition and width of the air paths across this residential site should be considered under the detailed AVAs to be prepared for the future redevelopment of these sites.

(b) Shek Wai Kok Estate: air paths and large courtyard should be provided within the site to act as ventilation corridors and ventilation pocket. The exact alignment, disposition and width of the air paths across this residential site should be considered under the detailed AVAs to be prepared for the future redevelopment of these sites.

(c) Fuk Loi Estate: air path should be provided within the site to further improve the ventilation in the area. The air path should connect to Sha Tsui Road Playground to create a wind corridor and minimize the wind fence effect of the large-scaled Fuk Loi Estate. This wind corridor can either be aligned with Tai Ho Road, or the centre of Sha Tsui Road Playground, to make use of the permeability of the open space. The exact alignment, disposition and width of the air path across this residential site should be considered under the detailed AVAs to be prepared for the future redevelopment of these sites.

"Residential (Group A) 1" ("R(A)1"): Total Area 1.45 ha

8.3.10 A site to the south of Castle Peak Road in Planning Area 2, namely Bayview Garden, falls within this zoning. Bayview Garden was completed in 1992. The "R(A)1" zoning is to reflect the completed residential development at the site. Development within this sub-zone is restricted to a maximum domestic GFA of 88,879 m^2 and a maximum non-domestic GFA of 5,737 m^2 of which not less than 737 m^2 shall be provided for GIC facilities, including kindergarten and post office. A public transport terminus shall also be provided. Development within this sub-zone is also restricted to a maximum

building height of 120 mPD, or the height of the existing building, whichever is the greater.

"Residential (Group A) 2" ("R(A)2"): Total Area 0.62 ha

8.3.11 A site to the north of Castle Peak Road in Planning Area 2, namely Belvedere Garden Phase I, falls within this zoning. Belvedere Garden Phase I was completed in 1987. The "R(A)2" zoning is to reflect the completed residential development at the site. Development within this sub-zone is restricted to a maximum domestic GFA of 52,264 m^2 and a maximum non-domestic GFA of 3,179 m^2 of which not less than 1,677 m^2 shall be provided for GIC facilities, including kindergarten, children and youth centre, and nursery. A public light bus terminus shall also be provided. Development within this sub-zone is also restricted to a maximum building height of 140 mPD, or the height of the existing building, whichever is the greater.

"Residential (Group A) 3" ("R(A)3"): Total Area 2.29 ha

8.3.12 A site to the north of Castle Peak Road in Planning Area 2, namely Belvedere Garden Phase II, falls within this zoning. Belvedere Garden Phase II was completed in 1989. The "R(A)3" zoning is to reflect the completed residential development at the site. Development within this sub-zone is restricted to a maximum domestic GFA of 191,297 m^2 and a maximum non-domestic GFA of 13,324 m^2 of which not less than 950 m^2 shall be provided for GIC facilities, including kindergarten and social welfare facilities. Development within this sub-zone is also restricted to a maximum building height of 140 mPD, or the height of the existing building, whichever is the greater.

"Residential (Group A) 4" ("R(A)4"): Total Area 1.95 ha

8.3.13 A site to the south of Castle Peak Road in Planning Area 2, namely Belvedere Garden Phase III, falls within this zoning. Belvedere Garden Phase III was completed in 1991. The "R(A)4" zoning is to reflect the completed residential development at the site. Development within this sub-zone is restricted to a maximum domestic GFA of 186,280 m^2 and a maximum non-domestic GFA of 14,396 m^2 of which not less than 3,426 m^2 shall be provided for GIC facilities, including market and kindergarten. Development within this sub-zone is also restricted to a maximum building height of 120 mPD, or the height of the existing building, whichever is the greater.

"Residential (Group A) 5" ("R(A)5"): Total Area 0.36 ha

8.3.14 A site to the north of Castle Peak Road in Planning Area 2, namely The Panorama, falls within this zoning. The Panorama was completed in 1998. The "R(A)5" zoning is to reflect the completed residential development at the site. Development within this sub-zone is restricted to a maximum domestic GFA of 23,960 m^2 and a maximum non-domestic GFA of 461 m^2. A public open space of 1,800 m^2 at

Castle Peak Road level shall also be provided. Development within this sub-zone is also restricted to a maximum building height of 140 mPD, or the height of the existing building, whichever is the greater.

"Residential (Group A) 6" ("R(A)6"): Total Area 3.29 ha

8.3.15 A site to the north of Castle Peak Road in Planning Area 21, namely Discovery Park, falls within this zoning. Discovery Park was completed in 1998. The "R(A)6" zoning is to reflect the completed residential development at the site. Development within this sub-zone is restricted to a maximum domestic GFA of 210,560 m^2 and a maximum non-domestic GFA of 43,330 m^2. Development within this sub-zone is also restricted to a maximum building height of 150 mPD, or the height of the existing building, whichever is the greater.

"Residential (Group A) 7" ("R(A)7"): Total Area 1.14 ha

8.3.16 A site to the north of Wing Shun Street in Planning Area 25, namely Waterside Plaza, falls within this zoning. Waterside Plaza was completed in 1991. The "R(A)7" zoning is to reflect the completed residential development at the site. Development within this sub-zone is restricted to a maximum domestic GFA of 50,850 m^2 and a maximum non-domestic GFA of 8,470 m^2. Development within this sub-zone is also restricted to a maximum building height of 120 mPD, or the height of the existing building, whichever is the greater.

8.3.17 To facilitate air ventilation in the area, a 20m-wide building gap above 19 mPD as stipulated on the Plan shall be provided within the Waterside Plaza upon future redevelopment.

"Residential (Group A) 8" ("R(A)8"): Total Area 5.28 ha

8.3.18 A site near the junction of Wing Shun Street and Tsing Tsuen Road in Planning Area 25, namely Riviera Gardens, falls within this zoning. Riviera Gardens was completed in 1991. The "R(A)8" zoning is to reflect the completed residential development at the site. Development within this sub-zone is restricted to a maximum domestic GFA of 347,000 m^2 and a maximum non-domestic GFA of 15,234 m^2. In addition, kindergarten(s) consisting of not less than 18 classrooms and a minimum GFA of 5,204 m^2 for GIC facilities, including school, children and youth centre, social centre for the elderly, market, and nursery shall be provided. Development within this sub-zone is also restricted to a maximum building height of 120 mPD, or the height of the existing building, whichever is the greater.

"Residential (Group A) 9" ("R(A)9"): Total Area 0.5 ha

8.3.19 A site to the east of Belvedere Garden Phase III at Castle Peak Road in Planning Area 2, namely Serenade Cove, falls within this zoning. Serenade Cove was completed in 2000. The "R(A)9" zoning is to reflect the completed residential development at the site.

Development within this sub-zone is restricted to a maximum GFA of 49,690 m^2. Development within this sub-zone is also restricted to a maximum building height of 120 mPD, or the height of the existing building, whichever is the greater.

"Residential (Group A) 10" ("R(A)10"): Total Area 0.73 ha

8.3.20 A site at the junction of Sha Tsui Road and Kwan Mun Hau Street in Planning Area 23, namely New Haven, falls within this zoning. New Haven was completed in 2002. The "R(A)10" zoning is to reflect the completed residential development at the site. Development within this sub-zone is restricted to a maximum GFA of 43,066 m^2 and a maximum building height of 100 mPD, or the height of the existing building, whichever is the greater.

"Residential (Group A) 11" ("R(A)11"): Total Area 1.66 ha

8.3.21 A site at the junction of Castle Peak Road and On Yuk Road in Planning Area 3, namely Summit Terrace, falls within this zoning. Summit Terrace was completed in 2003. The "R(A)11" zoning is to reflect the completed residential development at the site. Development within this sub-zone is restricted to a maximum GFA of 67,500 m^2. A public light bus terminus shall be provided. Development within this sub-zone is also restricted to a maximum building height of 150 mPD, or the height of the existing building, whichever is the greater.

"Residential (Group A) 12" ("R(A)12"): Total Area 1.93 ha

8.3.22 A site bounded by Yeung Uk Road, Tai Ho Road, Sha Tsui Road and Wo Tik Street in Planning Area 5, namely Vision City, falls within this zoning. Vision City was completed in 2007. The "R(A)12" zoning is to reflect the completed residential development at the site. Development within this sub-zone is restricted to a maximum domestic GFA of 107,400 m^2 and a maximum non-domestic GFA of 22,800 m^2. A public open space of not less than 3,700 m^2, a public light bus terminus, a Hostel for Moderately Mentally Handicapped and a District Elderly Community Centre shall be provided. Development within this sub-zone is also restricted to a maximum building height of 185 mPD, or the height of the existing building, whichever is the greater.

"Residential (Group A) 13" ("R(A)13"): Total Area 23.65 ha

8.3.23 A number of street blocks bounded by Castle Peak Road, Kwan Mun Hau Street, Luen Yan Street, Yeung Uk Road, Hoi Shing Road and Tai Chung Road, which are mainly occupied by low-rise older buildings on small sites, fall within this zoning. Developments and redevelopments within this sub-zone are subject to the building height restriction of 80 mPD, or the height of the existing building, whichever is the greater. To cater for amalgamation of sites and inclusion of

supporting facilities for larger sites, a maximum building height of 100 mPD would be permitted for sites with an area of 400 m^2 or more.

"Residential (Group A) 14" ("R(A)14"): Total Area 1.01 ha

8.3.24 A site at Kwok Shui Road, namely Primrose Hill, falls within this zoning. Primrose Hill was completed in 2010. The "R(A)14" zoning is to reflect the completed residential development at the site. Development within this sub-zone is restricted to a maximum domestic GFA of 35,974 m^2 and a maximum non-domestic GFA of 1,000 m^2 and a maximum building height of 210 mPD, or the height of the existing building, whichever is the greater.

"Residential (Group A) 15" ("R(A)15"): Total Area 4.27 ha

8.3.25 The West Rail Site TW5 (Bayside) to the south of Tsuen Wan Road, namely Ocean Pride, falls within this zoning. Ocean Pride was completed in 2018. The "R(A)15" zoning is to reflect the completed residential development at the site. Development within this sub-zone is restricted to a maximum domestic GFA of 167,100 m^2 and a maximum non-domestic GFA of 41,050 m^2. A public transport interchange shall be provided. Development within this sub-zone is also restricted to a maximum building height of 160 mPD, or the height of the existing building, whichever is the greater.

8.3.26 To facilitate air ventilation in the area, a 50m-wide building gap above 27 mPD as stipulated on the Plan shall be provided within the site.

"Residential (Group A) 16" ("R(A)16"): Total Area 1.34 ha

8.3.27 The West Rail Site TW5 (Cityside) at the junction of Tsuen Wan Road and Tai Ho Road, namely Parc City, falls within this zoning. Parc City was completed in 2018. The "R(A)16" zoning is to reflect the completed residential development at the site. Development within this sub-zone is restricted to a maximum domestic GFA of 66,114 m^2 and a maximum non-domestic GFA of 13,510 m^2. A public vehicle park shall be provided. Development within this sub-zone is also restricted to maximum building height of 150 mPD, 115 mPD and 80 mPD generally stepping down from north to south, or the height of the existing building, whichever is the greater.

"Residential (Group A) 17" ("R(A)17"): Total Area 1.4 ha

8.3.28 The West Rail Site TW6 to the west of Wing Shun Street falls within this zoning. The "R(A)17" zoning is to reflect the completed residential development (namely Pavilia Bay) cum GIC development (namely Tsuen Wan Sports Centre) at the site. Both developments were completed in 2018. Development within this sub-zone is restricted to a maximum domestic GFA of 62,711 m^2 and a maximum non-domestic GFA of 12,000 m^2 of which not less than 12,000 m^2 shall be provided for public sports centre. Development within this

sub-zone is also restricted to a maximum building height of 175 mPD, or the height of the existing building, whichever is the greater.

8.3.29 To facilitate air ventilation in the area, a 20m-wide building gap above 18 mPD as stipulated on the Plan shall be provided within the site.

"Residential (Group A) 18" ("R(A)18"): Total Area 1.82 ha

8.3.30 The West Rail Site TW7 to the north of Wing Shun Street, namely City Point, falls within this zoning. City Point was completed in 2014. The "R(A)18" zoning is to reflect the completed residential development at the site. Development within this sub-zone is restricted to a maximum domestic GFA of 113,064 m^2 and a maximum non-domestic GFA of 1,535 m^2. A Residential Care Home for the Elderly cum Day Care Unit shall be provided. Development within this sub-zone is also restricted to a maximum building height of 150 mPD, or the height of the existing building, whichever is the greater.

8.3.31 To facilitate air ventilation in the area, a 20m-wide building gap above 19 mPD as stipulated on the Plan shall be provided within the site.

"Residential (Group A) 19" ("R(A)19"): Total Area 0.99 ha

8.3.32 A subsidised sale flat site at the eastern end of Sha Tsui Road, namely Sheung Chui Court, falls within this zoning. Sheung Chui Court was completed in 2017. The "R(A)19" zoning is to reflect the completed residential development at the site. Development within this sub-zone is restricted to a maximum GFA of 51,673 m^2. A Day Care Centre for Elderly shall be provided. Development within this sub-zone is also restricted to a maximum building height of 100 mPD, or the height of the existing building, whichever is the greater.

"Residential (Group A) 20" ("R(A)20"): Total Area 6.42 ha

8.3.33 A public housing site located between Cheung Shan Estate to the west and Lei Muk Shue Estate to the east falls within this zoning. Development within this sub-zone is restricted to a maximum plot ratio of 5.15 and a maximum building height of 230 mPD, or the plot ratio and height of the existing building, whichever is the greater. A 30-classroom primary school, a kindergarten, a public transport interchange, a public clinic, social welfare facilities and retail facilities will be provided. The provision or use of premises for GIC facilities would be subject to change to cope with the prevailing demand as requested by relevant departments.

8.3.34 An Air Ventilation Assessment-Expert Evaluation (AVA-EE) has been carried out for the site. It is found that design measures, including building separations and setbacks, would alleviate the potential air ventilation impacts on the surrounding wind environment. A quantitative AVA shall be carried out at the detailed design stage.

Requirements of the design measures and quantitative AVA shall be incorporated in the planning briefs for implementation as appropriate.

"Residential (Group A) 21" ("R(A)21"): Total Area 1.41 ha

8.3.35 A public housing site to the south of Kwok Shui Road falls within this zoning. Development within this sub-zone is restricted to a maximum plot ratio of 6.7 and a maximum building height of 145 mPD, or the plot ratio and height of the existing building, whichever is the greater. A kindergarten, social welfare facilities, retail facilities and a pedestrian footbridge for connection across Castle Peak Road – Kwai Chung will be provided. The provision or use of premises for GIC facilities would be subject to change to cope with the prevailing demand as requested by relevant departments.

8.3.36 An AVA-EE has been carried out for the site. It is found that design measures, including building separations, setback and voids, would alleviate the potential air ventilation impacts on the surrounding wind environment. A quantitative AVA shall be carried out at the detailed design stage. Requirements of the design measures and quantitative AVA shall be incorporated in the planning briefs for implementation as appropriate.

"Residential (Group A) 22" ("R(A)22"): Total area 0.66 ha

8.3.37 A residential site at the junction of Wing Shun Street and Texaco Road falls within this zoning. Development within this sub-zone is restricted to a maximum domestic plot ratio of 6.0, a maximum non-domestic plot ratio of 0.2 and a maximum building height of 150mPD. A public vehicle park and social welfare facilities shall be provided. A 24-hour public pedestrian passageway connecting to a proposed footbridge along Wing Shun Street and Ma Tau Pa Road shall be provided. In determining the maximum plot ratio of the development and/or redevelopments, any floor space that is constructed or intended for use solely as public vehicle park, GIC facilities and 24-hour public pedestrian passageway (including the ancillary structures for the provision of lift(s) and stairway(s)), as required by the Government, may also be disregarded.

8.3.38 Due to the proximity of the site to roads and presence of potentially active chimneys within 200m from the site, buffer distance requirements for all air emission sources including roads and industrial chimneys in the vicinity of the site, as specified in the HKPSG should be observed and complied with. The requirements of environmental assessments (including AQIA, NIA) and SIA are recommended to be incorporated into the lease of the site, subject to agreement with relevant Government departments as appropriate, so as to ensure the proper implementation of recommended mitigation measures and acceptability of the environmental impacts.

8.3.39 The PR control under "R(A)22" zone is regarded as being stipulated in a "new or amended statutory plan" according to the Joint Practice

Note No. 4 "Development Control Parameters Plot Ratio/Gross Floor Area", and shall be subject to the streamlining arrangements stated therein.

~~8.3.37 Minor relaxation of the plot ratio / GFA / building height / building gap restrictions (except those area for public open space) and any reduction in the provision of GIC facilities may be considered by the Board on application under section 16 of the Ordinance. The criteria given in paragraph 7.6 above would be relevant for the assessment of minor relaxation of building height restrictions. Each application will be considered on its own merits.~~

~~8.3.38 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.~~

8.4 Residential (Group B) ("R(B)"): Total Area 20.77 ha

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

8.4.2 Land zoned for this purpose are generally located at the hillside of Yau Kom Tau along Castle Peak Road (Planning Areas 1 and 2) and along Route Twisk (Planning Area 40).

8.4.3 Development within this zone is restricted to a maximum plot ratio of 2.1 or the plot ratio of the existing building, whichever is the greater.

8.4.4 Development within this zone is restricted to the maximum building heights as stipulated on the Plan, or the height of the existing building, whichever is the greater.

"Residential (Group B) 1" ("R(B)1"): Total Area 0.47 ha

8.4.5 A site at the Yau Kom Tau in Planning Area 1, an existing hotel development namely The Bay Bridge, falls within this zoning. The Bay Bridge was completed in 1997. The "R(B)1" zoning is to reflect the approved development parameters of the site. Development within this sub-zone is restricted to a maximum GFA of 9,870 m^2 for domestic purposes or a maximum GFA of 20,470 m^2 for hotel purposes which are also the permitted development parameters under the lease conditions. Development within this sub-zone is also restricted to a maximum building height of 60 mPD, or the height of the existing building, whichever is the greater.

"Residential (Group B) 2" ("R(B)2"): Total Area 2.56 ha

8.4.6 A site at Route Twisk in Planning Area 40, namely The Cairnhill, falls within this zoning. The Cairnhill was completed in 2005. Development within this sub-zone is restricted to a maximum GFA of

76,890 m^2, and a maximum building height of 256 mPD for sub-area (A), a maximum building height of 230 mPD for sub-area (B) and a maximum building height of 223 mPD for sub-area (C). The building height restriction is to avoid adverse visual impact of the development upon the Tai Mo Shan Country Park which is in close proximity.

"Residential (Group B) 3" ("R(B)3"): Total Area 0.70 ha

8.4.7 A site at Route Twisk in Planning Area 40, namely The Cliveden, falls within this zoning. The Cliveden was completed in 2003. Development within this sub-zone is restricted to a maximum GFA of 20,910 m^2 and a maximum building height of 213 mPD. The building height restriction is to avoid adverse visual impact of the development upon the Tai Mo Shan Country Park which is in close proximity.

"Residential (Group B) 4" ("R(B)4"): Total Area 1.44 ha

8.4.8 A site in Planning Area 2, namely Greenview Court, falls within this zone. Greenview Court was completed in 1982. The "R(B)4" zoning is to reflect the completed residential development with ancillary commercial uses at the site. Development within this sub-zone is restricted to a maximum domestic GFA of 47,520 m^2 and a maximum non-domestic GFA of 3,720 m^2. Development within this sub-zone is also restricted to a maximum building height of 140 mPD, or the height of the existing building, whichever is the greater.

"Residential (Group B) 5" ("R(B)5"): Total Area 0.79 ha

8.4.9 A site zoned "R(B)5" at the waterfront of Yau Kom Tau has been developed into a residential development up to about 183mPD, namely The Westminster Terrace. Such building height is considered incongruous with the waterfront setting in the Yau Kom Tau area and the building heights of the existing developments in the surrounding areas. Thus, a maximum building height restriction of 140mPD is imposed. Development (except minor addition, alteration and/or modification not affecting the building height of the existing building) or redevelopment of an existing building on this waterfront site exceeding the height restriction (except with the permission granted by the Board for minor relaxation of the building height restriction) is not permitted.

"Residential (Group B) 6" ("R(B)6"): Total Area 4.92 ha

8.4.10 A site to the north of Tuen Mun Road near Yau Kom Tau Village falls within this zoning. Development within this sub-zone is restricted to a maximum GFA of 97,200 m^2 for domestic purposes and a maximum building height of 180 mPD, or the height of the existing building, whichever is the greater. A 50-place Hostel for Severely Mentally Handicapped Persons cum 50-place Day Activity Centre shall be provided at the site.

8.4.11 A MLP should be submitted at detailed design stage to ensure the provision of building separations for maintaining visual permeability and avoidance of long and impermeable facades. Such requirement would be incorporated in the land sale conditions of the site.

8.4.12 To alleviate the potential air ventilation impacts on the surrounding wind environment, the quantitative AVA (2020) carried out for the site recommended that in the detailed design stage of the development, reference should be made to urban design guidelines in the ~~Hong Kong Planning Standards and Guidelines (~~HKPSG~~)~~ on building separation along the prevailing wind direction, and fulfil the building separation, permeability and setback requirements in the Sustainable Building Design Guidelines (SBDG).

8.4.13 Due to the proximity of the site to Tuen Mun Road, a buffer distance should be provided in accordance with the HKPSG requirements to mitigate the possible air quality impact arising from Tuen Mun Road. A ~~Noise Impact Assessment (~~NIA~~)~~ to identify the noise mitigation measures required for the proposed development in compliance with relevant environmental regulations should also be submitted. The abovementioned requirements, and also requirements for the submission of a Drainage Impact Assessment (DIA), ~~Sewerage Impact Assessment (~~SIA~~)~~, Water Supply Impact Assessment and Natural Terrain Hazard Assessment would be incorporated in the land sale conditions of the site.

"Residential (Group B) 7" ("R(B)7"): Total Area 0.84 ha

8.4.14 A site to the south of Tuen Mun Road at Po Fung Terrace falls within this zoning. Development within this sub-zone is restricted to a maximum GFA of 29,200 m^2 for domestic purposes and a maximum building height of 140 mPD, or the height of the existing building, whichever is the greater. A 30-place Supported Hostel for Mentally Handicapped Persons shall be provided at the site.

8.4.15 To alleviate the potential air ventilation impacts on the surrounding wind environment, the quantitative AVA (2020) carried out for the site recommended that in the detailed design stage of the development, reference should be made to urban design guidelines in the HKPSG on building separation along the prevailing wind direction, and fulfil the building separation, permeability and setback requirements in the SBDG.

8.4.16 Due to the proximity of the site to Tuen Mun Road, a buffer distance should be provided in accordance with the HKPSG requirements to mitigate the possible air quality impact arising from Tuen Mun Road. A NIA to identify the noise mitigation measures required for the proposed development in compliance with relevant environmental regulations should also be submitted. The abovementioned requirements, and also the requirements for the submission of a DIA and SIA would be incorporated in the land sale conditions of the site.

"Residential (Group B) 8" ("R(B)8"): Total Area 4 ha

8.4.17 A site at top of Hilltop Road falls within this zoning. Development within this sub-zone is restricted to a maximum GFA of 49,300 m^2 and a maximum building height of 205 mPD, 200mPD and 194 mPD generally stepping down from north to south, or the height of the existing building, whichever is the greater.

8.4.18 To provide a visual buffer between the site and the existing low-rise village type development, a strip of land along the eastern and southern boundaries has been designated as a NBA on the Plan. ~~Under exceptional circumstances, minor relaxation of the NBA restriction may be considered by the Board on application under section 16 of the Ordinance.~~

8.4.19 An AVA-EE (2018) has been carried out for the site and several mitigation measures have been proposed in the assessment, including building separations and building setbacks, which would alleviate the potential air ventilation impacts on the surrounding wind environment. These proposed mitigation measures in the AVA should be taken into account in devising the future development scheme at the detailed design stage to alleviate the potential impact of the development.

~~8.4.20 Minor relaxation of the plot ratio / GFA / building height restrictions may be considered by the Board on application under section 16 of the Ordinance. The criteria given in paragraph 7.6 above would be relevant for the assessment of minor relaxation of building height restrictions. Each application will be considered on its own merits.~~

~~8.4.21 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.~~

8.5 Residential (Group C) ("R(C)"): Total Area 2.19 ha

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

8.5.2 The four sites including the existing Grandview Villa zoned for this purpose are generally located at the upper hillslopes of Yau Kom Tau, south of Tuen Mun Road in Planning Area 1. Due to topographical constraints, capacity of local access and the existing landscape characteristics, development within this zone is restricted to a maximum plot ratio of 0.4, a maximum site coverage of 20% and a maximum building height of 3 storeys over 1 storey of carport, or the plot ratio, site coverage and the height of the existing building, whichever is the greater.

"Residential (Group C) 1" ("R(C)1"): Total Area 0.35 ha

8.5.3 A site at Route Twisk in Planning Area 40, which is occupied by the existing Route Twisk Villa, falls within this zone. Route Twisk Villa was completed in 1989. Development within this sub-zone is restricted to a maximum plot ratio of 0.4, a maximum site coverage of 20% and a maximum building height of 2 storeys, or the plot ratio, site coverage and the height of the existing building, whichever is the greater.

~~8.5.4 Minor relaxation of the plot ratio / site coverage / building height restrictions may be considered by the Board on application under section 16 of the Ordinance. The criteria given in paragraph 7.6 above would be relevant for the assessment of minor relaxation of building height restrictions. Each application will be considered on its own merits.~~

~~8.5.5 However, for any existing building with plot ratio/site coverage/building height already exceeding the relevant restrictions as stipulated in the Notes of the Plan, there is a general presumption against such application for minor relaxation unless under exceptional circumstances.~~

8.6 Residential (Group E) ("R(E)"): Total Area 3.23 ha

8.6.1 This zone is intended primarily for phasing out of existing industrial uses through redevelopment (or conversion) for residential use on application to the Board. Whilst existing industrial uses will be tolerated, new industrial developments are not permitted in order to avoid perpetuation of I/R interface problem. The developers will be required to submit adequate information to demonstrate that the new residential development will be environmentally acceptable, and suitable mitigation measures, if required, will be implemented to address the potential I/R interface problems.

8.6.2 Under this zoning, the existing industrial uses will be tolerated but new industrial development will not be permitted upon redevelopment of the 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 (other than non-polluting industrial uses) within existing industrial buildings will require the permission of the Board.

8.6.3 The Young Ya Industrial Building at 381-389 Sha Tsui Road in Planning Area 23 and most of the industrial buildings along Kwok Shui Road in Planning Area 27 are zoned for this purpose with a view to phasing out the industrial uses in the long term and alleviating the I/R interface problems in the surrounding area.

8.6.4 For the industrial sites at Kwok Shui Road which fall within the 400m Consultation Zone of the Tsuen Wan Water Treatment Works, the respective developers should prepare and submit a Hazard Assessment

to the Coordinating Committee on Land-use Planning and Control relating to Potentially Hazardous Installations for approval prior to the submission of application under section 16 of the Ordinance. Besides, as these sites at Kwok Shui Road are substantial in size, care should be taken with the design and massing of the future developments to allow air permeability.

8.6.5 Within this zone, new developments or redevelopments are restricted to a maximum domestic plot ratio of 5.0 or a maximum non-domestic plot ratio of 9.5. Development within this zone is also restricted to the maximum building height as stipulated on the Plan, or the height of the existing building, whichever is the greater.

8.6.6 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.

~~8.6.7 Minor relaxation of the plot ratio / building height restrictions may be considered by the Board on application under section 16 of the Ordinance. The criteria given in paragraph 7.6 above would be relevant for the assessment of minor relaxation of building height restrictions. Each application will be considered on its own merits.~~

~~8.6.8 However, for any existing building with plot ratio/building height already exceeding the relevant restrictions as stipulated on the Plan or in the Notes of the Plan, there is a general presumption against such application for minor relaxation unless under exceptional circumstances.~~

8.7 Village Type Development ("V"): Total Area 71.28 ha

8.7.1 The planning intention of this zone is to reflect existing recognized and other villages, and to provide land considered suitable for village expansion and reprovisioning of village houses affected by Government projects. Land within this zone is primarily intended for development of Small Houses by indigenous villagers. It is also intended to concentrate village type development within this zone for a more orderly development pattern, efficient use of land and provision of infrastructures and services. 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 Board.

8.7.2 Sites zoned for such purposes are located mostly in Tsuen Wan North including Lo Wai, San Tsuen, San Tsuen Pai and Wo Yi Hop in Planning Area 39, and Sheung Kwai Chung and Yau Ma Hom in Planning Area 8.

8.7.3 In order to ensure that any future development or redevelopment within these villages will retain the village character, a restriction of a maximum building height of 3 storeys (8.23 m) or the height of the existing buildings, whichever is the greater, is imposed under this zoning.

~~8.7.4 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 7.6 above would be relevant for the assessment of minor relaxation of building height restrictions. Each application will be considered on its own merits.~~

~~8.7.5 However, for any existing building with building height already exceeding the relevant restrictions as stipulated in the Notes of the Plan, there is a general presumption against such application for minor relaxation unless under exceptional circumstances.~~

8.8 Industrial ("I"): Total Area 11.87 ha

8.8.1 This zone is intended primarily for general industrial uses to ensure an adequate supply of industrial floor space to meet demand from production-oriented industries. Information technology and telecommunications industries, office related to industrial use, and selected uses akin to industrial production and would not compromise building and fire safety are also always permitted in this zone. However, shop and services (wholesale conversion of an existing building or ground floor only), such as banks, fast food shops and retail shops, and offices, other than those permitted under Column 1 and in the purpose-designed non-industrial portion on the lower floors of an existing building, will require planning permission from the Board. It should also be noted that the purpose-designed non-industrial portion of an existing building does not include basements and floors containing wholly or mainly car parking, loading/unloading bays and/or plant room.

8.8.2 Provision of industrial land in Tsuen Wan has been made in conjunction with the industrial land planned for Kwai Chung and Tsing Yi to ensure that sufficient land is set aside for industrial developments to provide employment for the labour force in Tsuen Wan New Town.

8.8.3 Tsuen Wan East Industrial Area (Planning Area 24) generally bounded by Yeung Uk Road, Fui Yiu Kok Street and Texaco Road falls within this zone. The problems of traffic congestion and environmental pollution in the industrial area in Tsuen Wan have caused much concern. After taking into consideration the traffic, environmental and infrastructural constraints and the trend of industries gradually moving towards high-technology production, a maximum plot ratio of 9.5 is imposed on all land designated "Industrial" on the Plan. The maximum plot ratio of 9.5 has been incorporated in most of the lease conditions for industrial lots in Tsuen Wan and Kwai Chung.

8.8.4 It should also be pointed out that the stipulation of the maximum plot ratio of 9.5 in the Plan does not imply that existing industrial leases which restrict development to a lesser intensity will automatically be permitted to be relaxed to the plot ratio of 9.5. It will be necessary for the lot owner concerned to clearly demonstrate that any modifications to existing lease restriction to permit more intensive development will not have adverse impact on the surrounding environment and local road network. Where circumstances so required, a plot ratio of less than 9.5 may also be imposed through the lease conditions.

8.8.5 Development within this zone is also restricted to the maximum building height as stipulated on the Plan, or the height of the existing building, whichever is the greater.

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

~~8.8.7 Minor relaxation of the plot ratio / building height restrictions may be considered by the Board on application under section 16 of the Ordinance. The criteria given in paragraph 7.6 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 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.~~

8.9 Government, Institution or Community ("G/IC"): Total Area ~~93.16~~ *92.50* ha

8.9.1 This zone is intended primarily for the provision of GIC facilities serving the needs of the local residents and/or a wider district, region or the territory. It is also intended to provide land for uses directly related to or in support of the work of the Government, organizations providing social services to meet community needs, and other institutional establishments. Besides, such developments, especially for those which are low-rise, serve to provide visual and spatial relief to the densely built-up environment of the area. In particular, the sub-zones "G/IC(1)" to "G/IC(8)" are intended primarily for the provision of religious institutional uses and associated social welfare facilities. "G/IC(10)" is intended primarily for the provision of columbarium.

8.9.2 Most of the GIC facilities are to serve the community in Tsuen Wan. However, some major facilities, such as Yau Kom Tau Water Treatment Works (Planning Area 2) and Tsuen Wan Water Treatment Works (Planning Area 7), serve a much wider area.

8.9.3 Other public utility and community facilities, like Tsuen Wan Adventist Hospital and Tsuen King Circuit Wu Chung Public Swimming Pool in Planning Area 3; Heung Che Street Market and Cooked Food Centre; Tsuen Wan Telephone Exchange Building and Princess Alexandra Community Centre in Planning Area 4; Yeung Uk Road Municipal Services Building and Tsuen Wan Caritas Clinic in Planning Area 5; Tsuen Wan Central Public Library and Tsuen Wan Government Offices in Planning Area 6; Shek Wai Kok Community Hall and service reservoirs in Planning Area 7; Tsuen Wan Market, Lady Trench Polyclinic, Yan Chai Hospital and a Multi-service Complex in Planning Area 18; Tsuen King Circuit Sports Centre in Planning Area 21; Tsuen Wan Town Hall and Magistracy in Planning Area 22; Tsuen Wan Sea Water Pumping Station in Planning Area 35A; Route Twisk Gas Off-take and Pigging Station; Wo Yi Hop Village Supply Tank in Planning Area 39; and Tso Kung Tam Outdoor Recreation Centre in Planning Area 46 are also under this zoning.

8.9.4 There are other "G/IC" sites in Planning Areas 25, 35 and 39 reserved for the construction of a primary school, a community hall and a service reservoir respectively.

8.9.5 Apart from the above GIC facilities, there are a number of monasteries/temples and elderly homes scattered at the foothill of Fu Yung Shan area in Planning Area 39. Most of these religious institutions have been established in the area for decades. They have also formed a 'monastery belt" at Fu Yung Shan area. To better reflect their existing uses, these sites are designated as various "G/IC" sub-zones. The planning intention of these sub-zones is to reflect the existing religious institutional uses and their associated social welfare facilities, to facilitate the promotion of the unique 'monastery belt' as a tourist spot at Fu Yung Shan area and to ensure that the developments within these sub-zones should be compatible in scale and form with the surrounding low-rise and low-density characters and can be supported by the existing and planned infrastructures. They are therefore subject to more restrictions than other "G/IC" sites in Tsuen Wan area.

"Government, Institution or Community (1)" ("G/IC(1)"):
Total Area 1.65 ha

8.9.6 The site of Yuen Yuen Institute in Planning Area 39 falls within this zoning. The Yuen Yuen Institute was established in the 1950s and 1960s. The "G/IC(1)" zoning is to reflect the existing religious uses at the site. Development within this sub-zone is restricted to a maximum building height of 2 storeys including car park and a maximum site coverage of 40%.

"Government, Institution or Community (2)" ("G/IC(2)"):
Total Area 0.87 ha

8.9.7 The sites of Yuen Yuen Care & Attention Home for the Aged and Yuen Yuen Home for the Aged in Planning Area 39 fall within this zoning. The two elderly homes were completed in 1993 and 1973 respectively.

The "G/IC(2)" zoning is to reflect the existing social welfare facilities at the site. Development within this sub-zone is restricted to a maximum GFA of 7,407 m^2, a maximum building height of 4 storeys including car park and a maximum site coverage of 30%.

"Government, Institution or Community (3)" ("G/IC(3)"):
Total Area 2.23 ha

8.9.8 A site to the north of the existing Yuen Yuen Institute in Planning Area 39 falls within this zoning. The "G/IC(3)" zoning is to reflect an approved planning scheme for an extension of the Yuen Yuen Institute. Development within this sub-zone is restricted to a maximum GFA of 6,400 m^2, a maximum building height of 4 storeys including car park and a maximum site coverage of 30%. A public coach park shall also be provided.

"Government, Institution or Community (4)" ("G/IC(4)"):
Total Area 1.21 ha

8.9.9 The sites of the Western Monastery and its adjoining Hong Kong Bodhi Siksa Society Limited Care & Attention Home for the Aged (C&A Home) together with a site immediately south of the Western Monastery in Planning Area 39 fall within this zoning. The redevelopment of the Western Monastery including a 9-storey pagoda was completed in 2004 while the existing C&A Home was built in 1995. The "G/IC(4)" zoning is to reflect the existing religious uses and its associated social welfare facilities and to ensure that any future development at the site immediately south of the Western Monastery would not have any adverse visual and landscape impacts. Development within this sub-zone is restricted to a maximum GFA of 6,577 m^2, a maximum building height of 3 storeys including car park except the existing pagoda and a maximum site coverage of 30%. For the 9-storey pagoda, it is allowed to be redeveloped to its existing height provided its existing GFA of 751 m^2 is not exceeded.

"Government, Institution or Community (5)" ("G/IC(5)"):
Total Area 3.85 ha

8.9.10 The site of Chuk Lam Sim Yuen in Planning Area 39 falls within this zoning. The Chuk Lam Sim Yuen was established in the 1920s and 1930s. The "G/IC(5)" zoning is to reflect the existing religious uses and to ensure that any future development at the site would not have any adverse visual and landscape impacts. Development within this sub-zone is restricted to a maximum GFA of 15,171 m^2, a maximum building height of 2 storeys including car park and a maximum site coverage of 25%.

"Government, Institution or Community (6)" ("G/IC(6)"):
Total Area 0.78 ha

8.9.11 The sites of Tung Lum Monastery and its associated elderly home namely Tung Lum Home for the Aged in Planning Area 39 fall within

this zoning. The developments on site were completed in 1999. The "G/IC(6)" zoning is to reflect the existing religious use and its associated social welfare facilities on site. Development within this sub-zone is restricted to a maximum GFA of 4,395 m^2, a maximum building height of 2 storeys including car park and a maximum site coverage of 35%.

"Government, Institution or Community (7)" ("G/IC(7)"):
Total Area 2.33 ha

8.9.12 There are 7 religious institutions in Planning Area 39 within this zoning which includes Nam Tin Chuk, Lung Mo Temple, Tei Chong Wong Temple, Wai Yuen & Wing Mau Yuen, Kwun Yum Ngan, Monk Hui Wan Memorial Hall and Fat Kwong Ching Sei. These developments, which consist of worshipping halls, ancestral halls, kitchens, dormitories and ancillary storage areas, were established in the 1970s. The "G/IC(7)" zoning is to reflect the existing uses of the sites. Development within this sub-zone is restricted to a maximum building height of 1 storey and a maximum site coverage of 50%. In view of the limited capacity of the local road networks, it is the planning intention to discourage the provision of car parking spaces for these sites. Any floor that is intended solely for car parking areas will constitute as a storey under the current building height restriction of this zoning.

"Government, Institution or Community (8)" ("G/IC(8)"):
Total Area 1.12 ha

8.9.13 The remaining sites of religious institutional developments in Planning Area 39 other than those developments as mentioned in "G/IC(1)" to "G/IC(7)" fall within this zoning. These religious uses are also established in the 1970s. The "G/IC(8)" zoning is to reflect the existing uses of the sites. Development within this sub-zone is restricted to a maximum building height of 1 storey. In view of the limited capacity of local road networks, it is the planning intention to discourage the provision of car parking spaces for these sites. Any floor that is intended solely for car parking areas will constitute as a storey under the current building height restriction of this zoning.

"Government, Institution or Community (9)" ("G/IC(9)"):
Total Area ~~3.93~~ ***3.27*** ha

8.9.14 Two sites with a significant portion of their area underneath the elevated Tsuen Wan Road are zoned "G/IC(9)" subject to a maximum building height of 2 storeys, or the height of the existing building, whichever is the greater. One site is bounded by Hoi Kok Street, Hoi Hing Road, Tai Chung Road and Hoi Shing Road and another one is located at the junction of Texaco Road/Wing Shun Street. At present, both sites are mainly occupied by temporary uses.

8.9.15 In view of the physical constraints and environmental conditions of these two sites, only selected GIC facilities are permitted. Since there

may be environmental concerns for uses under flyover, future uses of these sites should meet the requirements stipulated in the HKPSG for the use of land beneath flyovers and footbridges.

8.9.16 Development within this zone is restricted to the maximum building heights as stipulated on the Plan, or the height of the existing building, whichever is the greater.

"Government, Institution or Community (10)" ("G/IC(10)"):
Total Area 0.225 ha

8.9.17 A site at the upper section of Lo Wai Road for proposed private columbarium development is zoned "G/IC(10)". Development within this sub-zone is restricted to a maximum GFA of 1,900 m^2 and a maximum building height of 2 storeys including car park. In order to ensure better planning control, 'Columbarium' use requires planning permission from the Board such that the development details and other technical aspects of the proposed columbarium development would be further considered by the Board under section 16 of the Ordinance. The GFA control under "G/IC(10)" zone is regarded as being stipulated in a "new or amended statutory plan" according to the Joint Practice Note No. 4 "Development Control Parameters Plot Ratio/Gross Floor Area", and shall be subject to the streamlining arrangements stated therein.

8.9.18 To allow flexibility for other GIC uses within this sub-zone, religious institution, residential institution and social welfare facility uses may be permitted by the Board on application under section 16 of the Ordinance subject to consideration of the development details and technical aspects, especially the traffic impact along Lo Wai Road.

8.9.19 Building height restrictions for most of the "G/IC" zones and all "G/IC" sub-zones are stipulated in terms of number of storeys except for the relatively high-rise GIC uses, such as the Tsuen Wan Adventist Hospital in Planning Area 3; the New Territories South Regional Police Headquarters and Operational Base, Tsuen Wan Central Public Library and Tsuen Wan Government Offices in Planning Area 6; and Yan Chai Hospital in Planning Area 18, so as to provide a clearer control over the building height profile.

~~8.9.20 Minor relaxation of the GFA / site coverage / building height restrictions may be considered by the Board on application under section 16 of the Ordinance. The criteria given in paragraph 7.6 above would be relevant for the assessment of minor relaxation of building height restrictions. Each application will be considered on its own merits.~~

~~8.9.21 However, for any existing building with GFA / site coverage / building height already exceeding the relevant restrictions as stipulated on the Plan or in the Notes of the Plan, there is a general presumption against such application for minor relaxation unless under exceptional circumstances.~~

8.9.***22****0* A small part of the Chai Wan Kok Site of Archaeological Interest (SAI) located near the junction of Castle Peak Road and Tsuen King Circuit falls within this zoning. The Antiquities and Monuments Office (AMO) should be consulted for any works, development, redevelopment or rezoning proposals affecting the SAI.

8.10 Open Space ("O"): Total Area 129.95 ha

8.10.1 This zone is intended primarily for the provision of outdoor open-air public space for active and/or passive recreational uses serving the needs of local residents as well as the general public. For the Tso Kung Tam area, it is also intended to provide land for possible alternative recreational uses such as ecological parks or urban fringe parks.

8.10.2 There are three large sites zoned for this purpose. They included the one in Planning Area 7 in Shing Mun Valley which has been developed into a valley park with active sports and recreational facilities, the existing Tsuen Wan Park together with the waterfront promenade in Planning Area 35, and the northern part of Tso Kung Tam in Planning Area 46 which is intended to be developed for an ecological park with a full range of passive recreational facilities including scenic walking trails.

8.10.3 Other smaller open space sites are distributed throughout the built-up areas so as to provide sports and recreational facilities within walking distance of most of the potential users.

8.10.4 Extensive stretches of open space, including an area to the south of Bayview Garden, the Hoi On Road Playground in Planning Area 2, the Tsuen King Circuit Recreation Ground and Rest Garden, and the Tsuen King Circuit Playground in Planning Area 3, the Tsuen King Circuit Garden in Planning Area 21, the Wang Wo Tsai Street Garden in Planning Area 23, the Tsuen Wan Riviera Park in Planning Area 25, and the Kwok Shui Road Park in Planning Area 27 have been developed for sitting-out areas and active recreational facilities. Other open space sites have been planned, such as the two sites in Tsuen Wan East Industrial Area to the north of Yeung Uk Road.

8.10.5 Part of the Chai Wan Kok SAI located near the junction of Castle Peak Road and Tsuen King Circuit falls within this zoning. The AMO should be consulted for any works, development, redevelopment or rezoning proposals affecting the SAI.

8.11 Other Specified Uses ("OU"): Total Area 41.44 ha

8.11.1 This zoning covers land allocated for specified uses, which include business use, MTR depot with commercial and residential development above, commercial and residential development, ventilation building, MTR railway, amenity area, petrol filling station and ferry pier.

"Other Specified Uses" annotated "Business": Total Area 21.88 ha

8.11.2 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.

8.11.3 The area to the south of Yau Ma Hom Road in Planning Area 27, an industrial building at the junction of Texaco Road and Sha Tsui Road in Planning Area 23, an area to the east of Discovery Park in Planning Area 21, Chai Wan Kok Industrial/Business Area generally bounded by Castle Peak Road – Tseun Wan, Hoi Shing Road and Tai Chung Road (Planning Areas 19 and 20) and two residual industrial buildings in Planning Area 2 are zoned for business use.

8.11.4 In general, development within this zone is restricted to a maximum plot ratio of 9.5 as stipulated in the Notes, taking into consideration of traffic and infrastructure constraints. However, development at the site at 42-64 Chai Wan Kok Street and 9 Hoi Shing Road which is zoned "OU" annotated "Business (1)" is restricted to a maximum GFA of 182,326 m^2, which is the existing building bulk at the site before the site is partly redeveloped into an industrial development.

8.11.5 In the circumstances set out in Regulation 22 of the Building (Planning) Regulations, the above specified maximum 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.

8.11.6 Development within this zone is restricted to the maximum building heights as stipulated on the Plan, or the height of the existing building, whichever is the greater.

8.11.7 To cater for the traffic and pedestrian movement needs in the Chai Wan Kok Industrial/Business Area, setbacks from the lot boundaries along the roads and/or between buildings for carriageway and footpath improvement and greening are required. The detailed requirements will be stipulated on the Tsuen Wan Central Outline Development Plan to guide future development.

8.11.8 To facilitate the air ventilation in the area, a strip of land (20 m wide) along the western boundary of Sun Fung Centre at 88 Kwok Shui Road (TWTL 344) has been designated as a NBA. This NBA is required for air ventilation purpose and such restriction will not apply to underground developments. ~~Under exceptional circumstances, minor relaxation of the NBA restriction may be considered by the Board on application under section 16 of the Ordinance.~~

~~8.11.9 Minor relaxation of the plot ratio / GFA / building height restrictions may be considered by the Board on application under section 16 of the Ordinance. The criteria given in paragraph 7.6 above would be~~

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

~~8.11.10 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.~~

8.11.~~11~~***9*** As it is not possible to phase out the existing industrial uses all at once, it is necessary to ensure compatibility of the uses within the same industrial building or industrial-office building and the Tsuen Wan industrial areas. Development within this zone should make reference to the relevant Town Planning Board Guidelines.

"Other Specified Uses" annotated "Mass Transit Railway Depot with Commercial and Residential Development Above": Total Area 8.36 ha

8.11.~~12~~***10*** This zone is intended primarily for the provision of land for MTR depot and station together with commercial and residential development above.

8.11.~~13~~***11*** This zoning covers the area occupied by the existing Luk Yeung Sun Chuen (completed in 1988), the MTR Depot and the Tsuen Wan Station. It reflects the specific characteristics of the existing MTR depot/workshop, station, commercial and residential development.

8.11.~~14~~***12*** Development within this zone is restricted to a maximum domestic GFA of 215,000 m^2, a maximum non-domestic GFA of 16,000 m^2 and a maximum building height of 110 mPD, or the height of the existing building, whichever is the greater. In addition, one 24-classroom primary school, one 24-classroom secondary school, a minimum of 1,090 m^2 GFA for GIC or social welfare facilities, and a minimum of 14,200 m^2 of open space shall be provided.

~~8.11.15 Minor relaxation of the GFA / building height restrictions (except those on the area for open space), and any reduction in the specified total GFA for GIC or social welfare facilities may be considered by the Board on application under section 16 of the Ordinance. The criteria given in paragraph 7.6 above would be relevant for the assessment of minor relaxation of building height restrictions. Each application will be considered on its own merits.~~

~~8.11.16 However, for any existing building with 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.~~

"Other Specified Uses" annotated "Commercial and Residential Development": Total Area 1.5 ha

8.11.~~17~~***13*** A site at the junction of Yeung Uk Road and Ma Tau Pa Road intended primarily for high-density commercial and residential development with the provision of public open space and other supporting facilities falls within this zoning. The commercial portion (namely Plaza 88) and residential portion (namely The Aurora) were completed in 2020. The zoning is to reflect the completed development at the site. Development within this sub-zone is restricted to a maximum GFA of 61,255 m^2 for non-domestic purposes at sub-area (A) and a maximum GFA of 39,365 m^2 for domestic purposes at sub-area (B), and the maximum building height, in terms of mPD, as stipulated on the Plan, or the height of the existing building, whichever is the greater. A public open space of not less than 1,300 m^2 at sub-area (A) shall be provided, managed and maintained by the developer at his own cost.

8.11.~~18~~***14*** To facilitate air ventilation in the area, a strip of land (38m-wide) aligned with Chung On Street to the north has been designated as a NBA on the Plan, and such restriction will not apply to underground developments. ~~Under exceptional circumstances, minor relaxation of the NBA restriction may be considered by the Board on application under section 16 of the Ordinance.~~ Footbridge connection between the existing footbridge at the junction of Yeung Uk Road/Ma Tau Pa Road via the site to The Dynasty shall be provided, managed and maintained by the developer at his own cost.

8.11.~~19~~***15*** Other land with a total area of 9.7 ha allocated for specified uses also include:

(a) Chai Wan Kok Ventilation Building in Planning Area 2 subject to a maximum building height of 4 storeys;

(b) railway in Planning Area 6 subject to a maximum building height of 1 storey;

(c) the existing slopes adjoining Hanley Villa along Yau Lai Road in Planning Area 1, near MTR Depot in Planning Area 6, and to the southeast of Riviera Gardens along Tsing Tsuen Road in Planning Area 25 are zoned for amenity area;

(d) petrol filling stations in Planning Area 27 subject to a maximum building height of 1 storey; and

(e) ferry piers in Planning Area 35 subject to a maximum building height of 1 storey.

~~8.11.20 Minor relaxation of the GFA / building height restrictions may be considered by the Board on application under section 16 of the Ordinance. The criteria given in paragraph 7.6 above would be relevant for the assessment of minor relaxation of building height restrictions. Each application will be considered on its own merits.~~

~~8.11.21 However, for any existing building with 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.~~

8.12 Green Belt ("GB"): Total Area 158.14 ha

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

8.12.2 This zoning establishes the limits of urban expansion of Tsuen Wan to the north and west and also covers a strip of coastal area at Yau Kom Tau in Planning Area 1. It makes provision for the retention of some existing rural land uses and the conservation of prominent landscape features, scenic spots and 'fung shui' areas. It also provides opportunities for additional outdoor passive recreational outlets.

8.12.3 Development within this zone will be carefully controlled and each application will be considered on its individual merits taking into account relevant Town Planning Board Guidelines.

8.12.4 A large portion of the Chai Wan Kok SAI located near the junction of Castle Peak Road – Tsuen Wan and Tsuen King Circuit falls within this zoning. The AMO should be consulted for any works, development, redevelopment or rezoning proposals affecting the SAI.

8.13 Minor Relaxation Clause

8.13.1 For the zone(s) where minor relaxation of relevant restriction(s) is applicable, based on individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio/GFA/building height/site coverage/building gap restrictions (except those area for public open space), and any reduction in the provision of GIC facilities/the total GFA provided for GIC or social welfare facilities as stated in the relevant paragraphs above or as shown on the Plan may be considered by the Board on application under section 16 of the Ordinance. The criteria given in paragraph 7.6 above would be relevant for the assessment of minor relaxation of building height restrictions. Each application will be considered on its own merits.

8.13.2 However, for any existing building with plot ratio/GFA/building height/site coverage 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.

8.13.3 For the zone(s) where minor relaxation of relevant restriction(s) is applicable, under exceptional circumstances, minor relaxation of NBA restriction as stated in the relevant paragraph(s) above may be considered by the Board on application under section 16 of the Ordinance. The NBA restriction will not apply to underground development and within the NBAs stipulated on the Plan, landscaping, street furniture, underground structures, boundary fence/wall, footbridge, covered walkway and minor structure with high air porosity/ with visual permeability will be permitted.

9. COMMUNICATIONS

9.1 Roads

Tuen Mun Road, Castle Peak Road and Tsuen Wan Road provide the main linkage from Tsuen Wan to the North West New Territories and urban Kowloon. ***The road scheme of the proposed project Widening of Tsuen Wan Road and the Associated Junction Improvement Works was authorised in November 2023.*** The Tsing Yi North Bridge at Tsing Tsuen Road provides the second crossing to Tsing Yi Island. In the north, Shing Mun Tunnel provides a direct connection to Sha Tin. Route Twisk on the other hand links up Tsuen Wan with Shek Kong. Apart from Tuen Mun Road, Castle Peak Road serves as a main primary distributor effectively connecting Tsuen Wan with Tuen Mun and other parts of the territory.

9.2 MTR Tsuen Wan Line

The Area is served by MTR Tsuen Wan Line with two stations, namely Tsuen Wan Station and Tai Wo Hau Station. The MTR alignment generally runs parallel to Castle Peak Road as shown on the Plan. It terminates at Planning Area 6 with a major transport interchange for buses, green minibuses and taxis. Car parking facilities are also provided near the terminus. To the west and north of the Tsuen Wan Station is the tail fan and depot of the MTR Corporation.

9.3 MTR Tuen Ma Line

The MTR Tuen Ma Line (TML) was fully commissioned on 27 June 2021. TML is approximately 56 km long with 27 stations. It links up the original Ma On Shan Line and West Rail Line with the east end at Wu Kai Sha Station and west end at Tuen Mun Station. Upon the commissioning, TML has 6 interchanging stations, including Tai Wai, Diamond Hill, Ho Man Tin, Hung Hom, Nam Cheong and Mei Foo Stations, connecting East Rail Line, Kwun Tong Line, Tung Chung Line and Tsuen Wan Line. The Tsuen Wan West Station of TML is located at the waterfront area of the Tsuen Wan area.

10. CULTURAL HERITAGE

10.1 Within the boundary of the ~~Plan~~***Area***, there are ***currently*** Chai Wan Kok SAI, two declared monuments, i.e. the walled village of Sam Tung Uk and an old house (formerly Lot 917) at Hoi Pa Village (now Jockey Club Tak Wah Park),

and some historic buildings, i.e. Tin Hau Temple at Wai Tsuen Road (Grade 2), Yuen Tung Po Din at Tung Po Tor Monastery (Grade 2), Tin Wong Din and Wai Tor Din at Tung Po Tor Monastery (Grade 2), Chuk Lam Sim Yuen (Grade 2), Sun Old House at Nos. 38, 39 & 40 San Tsuen (Grade 3), Du Ancestral Hall at San Tsuen (Grade 3), Chan Yi Cheung Ancestral Hall (Former Lot 972 of Hoi Pa Village) at Jockey Club Tak Wah Park (Grade 3), Old House of the Former Hoi Pa Tsuen (Former Lot 956 of Hoi Pa Tsuen) at Jockey Club Tak Wah Park (Grade 3), Cheung Ancestral Hall at No. 82 Lo Wai (Grade 3), Law Ancestral Hall at No. 47 Sheung Kwai Chung Village (Grade 3) and Lau Ancestral Hall at Wo Yi Hop (Grade 3). ~~The declared monuments are protected under the Antiquities and Monuments Ordinance (Cap. 53). The SAI and graded historic buildings / structures are worthy of preservation.~~

10.2 ***The lists of declared monuments, historic buildings and sites graded by the Antiquities Advisory Board (AAB), new items pending grading assessment, Government historic sites identified by the Antiquities and Monuments Office of the Development Bureau (AMO) and SAIs are published on AMO's website https://www.amo.gov.hk/en/historic-buildings/heritage-sites-lists/index.html. The lists will be updated from time to time***. ~~On 19 March 2009, the Antiquities Advisory Board (AAB) released the list of 1,444 historic buildings. There are also a number of new items in addition to the list of 1,444 historic buildings which 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.~~

10.3 Prior consultation with AMO should be made if any works, development***, redevelopment*** or rezoning proposals ~~which~~ may affect the ~~abovementioned SAI,~~ declared monuments, ***proposed monuments,*** ~~graded~~ historic buildings ~~/ structures,~~ ***and sites graded by the AAB,*** new items pending grading assessment ~~by the AAB~~, Government ***historic*** sites identified by ~~the~~ AMO, ***SAIs or*** ~~as well as~~ any other ~~historic~~ buildings/structures ***identified with heritage value***, both at grade and underground, and the~~ir~~ immediate environs ***of the aforementioned items***. ~~For proposals affecting the SAI, the proposals will be considered on a case-by-case basis subject to the archaeological potential of the proposed areas and the level of disturbance to the proposed areas.~~

~~10.4 Information of the declared monuments, graded historic buildings, new items pending grading assessment, Government Historic Sites identified by the AMO and SAI are on the website of AMO (https://www.amo.gov.hk/en/historic-buildings/hia/index.html). The location of the SAI has been uploaded onto the Geographical Information System on Hong Kong Heritage (https://gish.amo.gov.hk/). Details of the SAI are available for viewing at the Reference Library of Hong Kong Heritage Discovery Centre by appointment.~~

11. UTILITY SERVICES

11.1 Two existing fresh water service reservoirs and one salt water service reservoir are provided in Tso Kung Tam in Planning Area 46. In addition, the Yau

Kom Tau Water Treatment Works is located in Planning Area 1 adjacent to Tuen Mun Road. The existing Tsuen Wan Fresh Water Service Reservoir and Treatment Works is located in Shing Mun Valley in Planning Area 7. An existing gas off-take and pigging station is located in Planning Area 39.

11.2 The Tsuen Wan Sewage Pumping Station and Tsuen Wan Sea Water Pumping Station are located in Planning Areas 25 and 35A respectively. Sewage from Tsuen Wan will be diverted to the existing sewage screening plant in Planning Area 37 of Kwai Chung for preliminary treatment. The treated sewage will then be collected and conveyed to Stonecutters Island for chemically enhanced primary treatment before discharge into the sea.

11.3 It is envisaged that there will be no problem in the supply of electricity and gas to meet the needs of the District. The existing telephone exchanges in Planning Areas 4 and 27 can also cope with the evolving needs of Tsuen Wan.

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 coordinated by the Civil Engineering and Development Department in conjunction with the relevant client departments and the works departments, such as the Highways Department and the Architectural Services Department. In the course of implementing the Plan, the Tsuen Wan District Council would also be consulted as and when appropriate.

12.3 Planning applications to the Board will be assessed on individual merits. In general, the Board's consideration of the planning applications will take into account all relevant planning considerations which may include the departmental outline development plans/layout plans, and guidelines published by the Board. The outline development plans and layout plans are available for public inspection at the Planning Department. Guidelines published by the Board are available from the Board's website, the Secretariat of the Board and the Technical Services Division of the Planning Department. Application forms and guidance notes for planning applications can be downloaded from the Board's website and are available from the Secretariat of the Board, the Technical Services Division and the relevant District Planning Office of the

Planning Department. Applications should be supported by such materials as the Board thinks appropriate to enable it to consider them.

TOWN PLANNING BOARD
~~FEBRUARY 2024~~ ***XXXXX 2024***

土木工程拓展署
Civil Engineering and Development Department

AtkinsRéalis

Agreement No. CE 46/2020 (CE) Term Consultancy for Site Formation and Infrastructure Works for Proposed Housing Developments in Zone 1 (2021-2024) - Feasibility Study (Task Order 7)

Planning Report for Amendment to Outline Zoning Plans (Rev. 4)

(5218163/OR017-04)

November 2024

Notice

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Not Used

1. Introduction

1.1 Background

1.1.1 The Government is committed to facilitating steady and continued land supply, not only for providing people with a place to live and work, but also for the developments of Hong Kong's commerce, industry, innovation and technology and various emerging sectors. In the short to medium term, the Government will continue to optimise the use of built-up land and its surrounding areas to meet the demand of the public for land for housing and other purposes.

1.1.2 A potential site in Tsuen Wan District has been identified for housing development. The site is bounded by Texaco Road to the northeast, Wing Shun Street to the northwest, and the viaducts of Tsuen Wan Road to the south. The site is currently zoned "Government, Institution or Community (9)" ("G/IC (9)") on the approved Tsuen Wan Outline Zoning Plan (OZP) No. S/TW/37. The site is situated on Government land which is currently covered by Short Term Tenancy (STT) No. STT1527 TW for a fee-paying public carpark.

1.1.3 To support the rezoning of the site for the proposed housing development, technical feasibility study has been conducted to ascertain the technical feasibility of the site for the proposed housing development, with a view to determining the scope of infrastructure works and formulating mitigation measures against the impacts arising from the proposed development and infrastructure works, with the developments in the surrounding areas taken into account.

1.1.4 Upon confirmation of the technical feasibility, the PlanD will initiate proposed amendments to the OZP.

1.2 Structure of this Report

1.2.1 This Report contains the following sections in addition to this introduction:

- Section 2 describes the site and surrounding contexts;
- Section 3 introduces the proposed development;
- Section 4 presents the rezoning proposal;
- Section 5 summarises the findings from the technical assessments; and
- Section 6 concludes the report.

1.3 Abbreviations

1.3.1 The following abbreviations are used in this Report:

AOI	Area of Influence
AQO	Air Quality Objective
ASRs	Air Sensitive Receivers

B/Ds	Bureaux/Departments
BDTM	Base District Traffic Model
CEDD	Civil Engineering and Development Department
CLP	China Light and Power Ltd
DC	District Council
DEVB	Development Bureau
DIA	Drainage Impact Assessment
DSD	Drainage Services Department
E&M	Electrical and Mechanical
EIA	Environmental Impact Assessment
EIAO	Environmental Impact Assessment Ordinance
EMSD	Electrical and Mechanical Services Department
EPD	Environmental Protection Department
ETWB	Environmental Transport and Works Bureau
FEHD	Food and Environmental Hygiene Department
FNIA	Fixed Noise Sources Impact Assessment
FSD	Fire Services Department
GEO	Geotechnical Engineering Office
GI	Ground Investigation
GIC	Government, institution and community
G/IC(9)	Government, Institution or Community (9)
GMB	Green Minibus
HAD	Home Affairs Department
HCS	Home Care Services
HD	Housing Department
HGC	Hutchison Global Communications
HGV	Heavy Goods Vehicle
HKBN	Hong Kong Broadband Network
HyD	Highways Department
HKPF	Hong Kong Police Force
HKPSG	Hong Kong Planning Standards and Guidelines
IL	Invert Level
KCPTW	Kwai Chung Preliminary Treatment Works
LandsD	Lands Department
LCSD	Leisure and Cultural Services Department

LGV	Light Goods Vehicle
LOS	Level of Service
LVIA	Landscape and Visual Impact Assessment
MGV	Medium Goods Vehicle
MSW	Municipal Solid Waste
NIA	Noise Impact Assessment
NSRs	Noise Sensitive Receivers
OZP	Outline Zoning Plan
PC	Private Car
PER	Preliminary Environmental Review
PlanD	Planning Department
PLB	Public Light Bus
PTI	Public Transport Interchange
RSCCC	Residential Special Child Care Centre
SDM	Stormwater Design Manual
SI	Site Investigation
SIA	Sewerage Impact Assessment
STT	Short Term Tenancy
SWD	Social Welfare Department
TD	Transport Department
THB	Transport and Housing Bureau
TML	Tuen Ma Line
TPDM	Transport Planning and Design Manual
TPEDM	Territorial Population and Employment Data Matrix
TPRP	Tree Preservation and Removal Proposal
TTA	Temporary Traffic Arrangement
TTIA	Traffic and Transport Impact Assessment
TWL	Top Water Level
TWWLL FWSR	Tsuen Wan West Low Level Fresh Water Service Reservoir
TWSPS	Tsuen Wan Sewage Pumping Station
UIA	Utilities Impact Assessment
WIA	Waterworks Impact Assessment
WSD	Water Supplies Department
WSRs	Water Sensitive Receivers

2. The Site and Surrounding Context

2.1 Study Site and Location

2.1.1 The site within the approved Tsuen Wan OZP No. S/TW/37 is located in Tsuen Wan District. The site is located on Government land and have approximate areas of 6,585m^2, and is currently being used as a fee-paying carpark under STT No. STT 1527 TW.

2.1.2 The location plan and aerial photo of the site are shown in **Figures 2.1** and **2.2**.

2.2 Outline Zoning Plan

2.2.1 The proposed development falls within an area zoned "Government, Institution or Community (9)" "G/IC(9)". According to the Notes of Approved Tsuen Wan OZP No. S/TW/37 for the "G/IC(9)" zone, this zone is intended primarily for the provision of Government, institution or community facilities serving the needs of the local residents and/or a wider district, region or the territory and provides 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 zone is also subject to a building height restriction of 2 storeys. Rezoning of the site would be required to take forward the proposed development.

2.2.2 To the east of the proposed development, the areas are zoned as "Commercial", "Comprehensive Development Area" and "Industrial" with a mix of composite and industrial buildings. At the northwest of the proposed development, the areas are primarily zoned "Open Space" for the current Tsuen Wan Park, while the southwest of the proposed development is mainly zoned "Residential (Group A)" including City Point and Waterside Plaza. A proposed joint-user complex, which would provide a community hall, a child care centre and a neighbourhood elderly centre sub-base, is currently under construction at the north across Wing Shun Street. Moreover, Tsuen Wan Driving Test Centre is located at the southeast of the site under the same "G/IC(9)" zone.

2.2.3 The site is surrounded by high-density and high-rise private residential developments, including City Point, Waterside Plaza and Chelsea Court, so it implies the suitability of that area for the residential development. Therefore, the site is considered suitable for the proposed development (i.e. private residential development).

2.3 Land Status

2.3.1 The site is situated on Government land currently held under a STT No. STT 1527 TW.

2.4 Background of the Site

2.4.1 Hong Kong is currently facing a significant housing shortage, as evidenced by the long waiting time for general applicants seeking public rental housing. According to the latest data from the Housing Authority as of end-June 2024, applicants had

to wait for an average of 5.5 years before being allocated for public housing. The number of general applications has reached a staggering 133,200, highlighting the pressing need for more housing options in all fronts.

2.4.2 There have been numerous proposed approaches in order to acquire land resources. The approaches include rezoning existing areas, reclaiming land from the sea, utilizing underground caverns, and repurposing brownfield sites. In the Chief Executive's 2019 Policy Address, it was recommended to review Government, institution and community (GIC) sites, and put forward proposals for sites with no development plan, including developing residential projects and public facilities under a mixed development mode. The objective of this strategy is to boost the overall housing supply and alleviate the housing crisis.

2.4.3 In the Long-Term Housing Strategy Annual Progress Report for 2023, it was emphasized that an additional 80,000 units of private housing supply through land sale and railway property developments in the coming five years are required to meet the private housing supply target. This measure aims to create a more dynamic housing market and ensure greater availability of housing options for the general public.

2.5 Site Topography and Surrounding Land Use

2.5.1 Having reviewed the surrounding topography, it is found that the site is bounded by Texaco Road on the northeast, Wing Shun Street on the northwest, and viaducts of Tsuen Wan Road on the south. The site is relatively flat ground and the level of the existing car park site is ranging from +4.4mPD approx. on the southeast side to +3.7mPD approx. on the north side.

Residential Development

2.5.2 A number of residential developments could be found near the site. To the immediate west across Wing Shun Street is a high-density private housing development named The Pavilia Bay within an area zoned “Residential (Group A) 17” with a building height of 179.5mPD and 4.54 domestic plot ratio. To the immediate south-west of the site is a high-density private housing development named City Point within an area zoned “Residential (Group A) 18” with a building height approximately of 151.8mPD and 6.278 domestic plot ratio, and Waterside Plaza within an area zoned “Residential (Group A)7” with building height approximately of 124.3mPD and 5.144 domestic plot ratio. High-density residential developments are found in the vicinity of the site, which implies that high-density development at the site would be compatible with the surroundings. Details of surrounding residential developments are shown in **Table 2.5.1**.

Table 2.5.1 Development Parameters of Surrounding Residential Developments

Residential Developments	City Point	Pavilia Bay	Waterside Plaza	Chelsea Court	The Dynasty
Number of Highest Residential Storeys	43	48	41	56	46
Flat Nos.	1717	983	822	1624	256
Zoning	R(A)18	R(A)17	R(A)7	C(4)	R(A)
Building Height (mPD)	151.8	179.5	124.3	174.95 (Tower A) 207.9 (Tower B)	202.05
Site Area (m^2)	17942	13804	9884	10416.3	7230
Actual Domestic GFA (m^2)	112636.57	62710.038	50864.526	102498.989	27031.389
Domestic Plot Ratio	6.278	4.54	5.144	9.84	3.7388
Actual Non-Domestic GFA (m^2)	11022.023	11882.274	9128.118	886.261	17371.973
Non-Domestic Plot Ratio	0.614	0.86	0.924	0.085	2.4028

Tsuen Wan East Industrial Area

2.5.3 The Tsuen Wan East Industrial Area is located to the east of the site. The Texaco Road Industrial Centre Block A and W Mega Tower 1 are located directly east of the site across Texaco Road. Texaco Road Industrial Centre Block A has 15 storeys, while W Mega Tower 1 has 24 storeys.

Open Spaces, GIC Facilities and Retail and Commercial Facilities

2.5.4 Open spaces and GIC facilities such as Tsuen Wan Park, Tsuen Wan Sports Centre and Tsuen Wan Riviera Park are in the vicinity of the site. Tsuen Wan Park and Tsuen Wan Sports Centre are situated to the northwest of the site across Wing Shun Street,. Furthermore, the site is close to Tsuen Wan Riviera Park, which is about 10 mins' walking distance. In the Five-Year Plan for Sports and Recreation Facilities released in January 2017, the improvement of Tsuen Wan Riviera Park and Tsuen Wan Park was announced. Consequently, the two parks are proposed to be upgraded and enhanced. In addition to the existing open spaces, a joint-user complex to the north of the site near Tsuen Wan Park is under construction. The complex is intended to provide a community hall, a child care centre and a neighbourhood elderly centre sub-base offering new space for community activities and social welfare services.

2.5.5 Other GIC facilities such as two primary schools (namely Mary of Providence Primary School and Shak Chung Shan Memorial Catholic Primary School), a secondary school (namely St. Francis Xavier's School Tsuen Wan), Caritas Jockey Club Tsuen Wan Clinic, Yeung Uk Road Municipal Service Building and etc. are situated in the vicinity of the site.

2.5.6 However, the deficit of social welfare facilities such as community care services is observed in Tsuen Wan District. Thus, community care services facility and

another reprovision of social welfare facility in Tsuen Wan District are proposed in the proposed development, as detailed in **Section 3.2**.

2.5.7 It is observed that there are sufficient retail and commercial facilities in Tsuen Wan including malls near Tsuen Wan West Station and Tsuen Wan Station. Nevertheless, there is no retail provision in the immediate neighbouring residential developments such as Pavilia Bay and City Point. Only limited retail facilities are available in Chelsea Court. Therefore, small-scale retail and commercial facilities are proposed in the proposed development to support the residents and local needs.

2.6 Site Accessibility

2.6.1 The site is located at about 500m walking distance from Tsuen Wan West Station. Residents of the potential housing site have direct access to the road-based public transport (PT) services at Texaco Road and Wing Shun Street with several key franchised bus and green minibus (GMB) routes. It is considered that the accessibility of the site is excellent. The public transportation service could provide the connection to different districts such as Hong Kong International Airport, Yau Tong, Causeway Bay and Sha Tin. The public transport connectivity of the proposed development is considered high. Details of public transport service and utilisation of bus service are indicated and conducted in **Section 5.1**.

2.6.2 The site is within 800m walking distance from Tsuen Wan old town. The accessibility could be concluded as high for the site. Moreover, HyD's proposed Footbridge E along Wing Shun Street and Ma Tau Pa Road (**Figure 2.3** refers) connecting with the proposed 24-hr walkway within the proposed development could enhance walkability between the site and other parts of Tsuen Wan.

2.7 Overview of Key Considerations and Technical Constraints

2.7.1 The following section presents the key technical constraints of the proposed development. When determining the viability and preliminary layout of proposed development, site constraints including irregular site layout, environmental issues, limited buildable area, provision and reprovision of facilities and compatibility with adjoining developments are taken into account.

Visual Compatibility and Air Ventilation

2.7.2 Appropriate design measures such as building height, building setback and building separation have been considered for the preliminary design of the proposed development. A local stepped building height profile is suggested in a descending height from Chelsea Court to the waterfront of Tsuen Wan.

Provision of Social Welfare Facilities and Retail & Commercial Area

2.7.3 There is a lack of local commercial facilities in the vicinity of the site and it is observed that certain types of social welfare facilities are in deficit in the Tsuen Wan District. To address the needs, "Single Site, Multiple Use" would be adopted to accommodate social welfare facilities, retail and commercial areas as well as public vehicle park (as mentioned in **paragraph 2.7.4**) in the proposed development.

Provision of Public Vehicle Park

2.7.4 Considering that the site is currently used as an STT carpark and the lack of parking spaces in the surrounding areas, a public vehicle park is proposed to be incorporated into the proposed development to minimise adverse impacts on the supply of car parking spaces caused by rezoning of the site. Number of storeys and headroom of podium would be derived based on the amount and types of car parking spaces in the public vehicle park.

Water Reserve Zone and Drainage Reserve Zone

2.7.5 A drainage reserve zone and a water reserve zone fall within the site. While no structure should be built atop the reserve zones, there are limitations on floor heights above the reserve zones in the proposed development. Sufficient working space should be reserved for the installation, inspection, operation, maintenance and repair of drainage and water works. In addition to the provision of sufficient working space, no structural element would be erected atop the water reserve zone. No footing and piling shall be allowed above the reserve zones during construction and operation stages. Considering the spatial requirements for the reserve zones and the height constraints of the nearby Tsuen Wan Road Flyover, ground floor setbacks of the podium are proposed above the drainage reserve zone and water reserve zone with at least 5.1m and 6m vertical clearance respectively to satisfy the requirements.

Extension of Footbridge Network in Tsuen Wan

2.7.6 The proposed Footbridge E along Wing Shun Street and Ma Tau Pa Road is under investigation by HyD. According to the preliminary study of the proposed alignment of Footbridge E advised by HyD, the Footbridge E and associated structures would occupy part of the Site. To optimise the site area for the proposed development with the proposed Footbridge E, a 24-hr walkway with 6m width is proposed on 1/F of the podium to connect with Footbridge E. Considering the connectivity for pedestrians and the enhancement of pedestrian flow, a lift and staircase would be provided at the north end of the site to connect the proposed 24-hr walkway to the road level. Nevertheless, the detailed location of lift and staircase will be further designed by the future developer in consultation with relevant departments.

Noise Issues

2.7.7 The site is bounded by the viaducts of Tsuen Wan Road, Texaco Road and Wing Shun Street, and is in close proximity to Tsuen Wan East Industrial Area. Two major noise sources, i.e. traffic noise (From existing and future proposed roads) and fixed plant noise have been taken into account in the study. Impacts from these noise sources should be taken into account in developing the building layout, and suitable mitigation measures should be implemented at the site to relieve the noise impact on the proposed development.

Air Quality Issues

2.7.8 As the site is bounded by the viaducts of Tsuen Wan Road, Texaco Road and Wing Shun Street, specified buffer distances based on the types of surrounding roads shall be provided for acceptable air quality. The recommendation of buffer

distances from Hong Kong Planning Standards and Guidelines (HKPSG) is listed in **Section 5.3**. Two key air quality impacts during operational stage, i.e. vehicular emission from open roads and chimney emissions were identified and studied. Suitable mitigation measures should be implemented at the site to relieve the air quality impact on the proposed development.

Technical Assessments

2.7.9 Technical assessments including traffic, environment, air ventilation and visual impact, landscape, and relevant infrastructural works have been conducted to address the potential impacts caused by the proposed development. No insurmountable impacts shall be induced to the adjacent area and the district due to the proposed development. Results of the technical assessments have been summarised in **Section 5**.

3. Proposed Development Scheme

3.1 Background and Proposed Development Scheme

3.1.1 The site is surrounded by high-rise and high-density private residential developments. Directly south-west of the site is City Point and Waterside Plaza, while the immediate west crossing Wing Shun Street is Pavilia Bay. The existing high-rise and high-density residential developments in the surroundings imply that the proposed development is well-suited with the surrounding developments. Open spaces such as Tsuen Wan Park, Tsuen Wan Riviera Park and Tsuen Wan Sport Centre are in close proximity to the site. High accessibility supported by public transport services i.e. Bus Service, GMB Service and Tsuen Wan West Station are observed adjacent to the site. There is only 800m walking distance to the Tsuen Wan Town. Therefore, it is considered that the proposed development is compatible with the high-rise and high-density residential developments in the surroundings.

3.1.2 The site has an area of 6,585m^2. According to the preliminary design, two residential building blocks atop three storeys of podium & two levels of basement are proposed. Three storeys of podium above ground would be used for public vehicle park for private cars (PCs) and light goods vehicles (LGVs). In addition, the social welfare facilities and retail/commercial area would be located on 1/F of the proposed development, while a 24-hr walkway would also be on 1/F to connect with the proposed Footbridge E. Two storeys of basement car park would be provided for private car park for residents. Two residential blocks with building heights of 150mPD are proposed to provide around 790 nos. of units.

3.2 Development Components

Domestic Plot Ratio

3.2.1 With reference the Tsuen Wan OZP, the prevailing maximum domestic plot ratio is 5.0.

3.2.2 As announced in the 2014 Policy Address, except for the north of Hong Kong Island and Kowloon Peninsula which are more densely populated, the maximum domestic plot ratios that can be allowed for housing sites located in the other Density Zones of the Main Urban Areas and New Towns would be raised generally by about 20% as appropriate. In accordance with the established practice, the Government would duly consider factors such as traffic and infrastructural capacity, local characteristics, existing development intensity and various possible impacts of the proposed development in the area concerned.

3.2.3 Considering the prevailing domestic plot ratio of 5.0 and the 2014 Policy Address regarding the 20% increase in domestic plot ratio, a domestic plot ratio of 6.0 is deemed appropriate for the proposed development to make the best use of land resources.

Non-domestic Plot Ratio

3.2.4 It is identified that although there are sufficient retail and commercial facilities in the wider surroundings, there are few facilities around the site. Only minimal

provision of retail and commercial facilities are found in Chelsea Court and there is no provision in Pavilia Bay and City Point.

3.2.5 Provision of small-scale retail and commercial facilities in the proposed development could serve the residents in the proposed development and neighbouring developments. With the proposed non-domestic plot ratio of 0.2 (i.e. 1,317m^2) in the proposed development, small-scale retail and commercial facilities such as convenience stores and restaurants can be provided.

Building Height Restriction

3.2.6 The buildings adjacent to the site range from approximately 120mPD to 208mPD. The southwest of the site is City Point with building height of approximately 151.8mPD. Waterside Plaza, located right next to City Point, has buildings that are about 124.3mPD. The northeast of the site is Chelsea Court with 174.95mPD (Tower A) to 207.90mPD (Tower B).

3.2.7 Considering the local stepped building profile from Chelsea Court to the waterfront, the proposed maximum building height of 150mPD is considered appropriate to generate a local stepped building height profile. Three stepped descending heights from northeast to southwest can be formed in the local height profile. The first stepped descent is observed within Chelsea Court (from 207.9mPD of Tower B to 174.95mPD of Tower A), and the second stepped descent is from Tower A of Chelsea Court to the proposed commercial redevelopment at "CDA(1)", proposed development and City Point (from 174.95mPD to about 150mPD), and the third stepped descent is from City Point to Waterside Plaza (from about 150mPD to 124.3mPD).

3.2.8 Furthermore, the feasibility of adopting 150mPD development is also examined in terms of visual impact and air ventilation. No significant adverse visual and air ventilation impacts would be generated due to the proposed development.

3.2.9 Thus, the maximum building height of 150mPD is adopted in the design since it is a suitable building height with reference to surrounding and could create a local stepped building height profile.

Initial Flat Size

3.2.10 With reference to HKPSG Ch. 2 Table 8, the initial flat size for the site is estimated at 45m^2 for Tsuen Wan, Kwai Chung and Tsing Yi. Furthermore, a flat size of 75m^2 for private housing in HK2030+ in 2016 assessment is mentioned. A floor size of 43m^2 is taken as the average floor area in Tsuen Wan New Town according to 2021 By-census.

3.2.11 Based on the location of the site (i.e. central location in Tsuen Wan) and high housing demand, a conservative assumption of 50m^2 as the initial flat size assumption would be adopted to maximise the supply for flat units and for technical assessments. In addition, the neighbouring buildings have comparable flat size of 47m^2 in Tsuen Wan South K03 and 53m^2 in Hoi Bun K04 in regard to By-census DC Constituency Areas. Furthermore, 50m^2 of flat size can fulfil the current smaller household size.

3.2.12 With respect to the assumption of 50m^2 space for flat size, the proposed development can provide total number of 790 units.

Social Welfare Facilities

3.2.13 The Tsuen Wan District faces shortage of certain types of social welfare facilities, and community care services facilities is one of the types. With reference to the GIC table of Tsuen Wan District, there is a deficit of 307 places in community care services facilities.

3.2.14 The site's central location in Tsuen Wan and proximity to the high-rise residential developments and old town area makes it a convenient location. To utilize the locational advantage, Home Care Services for Frail Elderly Persons and the reprovision of Yan Chai Hospital Law's Foundation Child Care Centre cum Hostel are suggested in the proposed development.

3.2.15 Setting up a team of Home Care Services (HCS) for Frail Elderly Persons (4-team size non-kitchen based) at the site is in line with the policy direction. As announced in the Policy Address for the past years, the Government has been supporting elderly persons to age in place through various subvented community care services. The site will serve the purpose of reprovisioning of the Team of HCS for Frail Elderly Persons for providing care and support services to the frail elderly persons aged 60 or above and their carers in Tsuen Wan District. The number of service places will be 280.

3.2.16 For Residential Special Child Care Centre (RSCCC) service, it provides a coordinated approach of centre-based day training and care as well as residential service for pre-school children with moderate to severe disabilities. To enhance the service quality and standard of residential child care services, reprovisioning of the existing facility, which is currently operating at 1/F, Yan Chai Hospital Multi-services Complex, 18 Yan Chai Street, Tsuen Wan, is recommended by the Committee on Review of Residential Child Care and Related Services. The site will serve the purpose of reprovisioning of the existing RSCCC with 30 places, of which the service capacity will remain the same upon reprovisioning, so as to meet the needs of service users for activities and training for the purpose of enhancing the service quality and care for service users. The usage of the existing premises after the reprovisioning of the RSCCC will be subject to further discussion with Yan Chai Hospital.

3.2.17 Social welfare facilities with approximate area of 2059m^2 are provided on 1/F of the proposed development to address the deficit of identified social welfare facilities in Tsuen Wan district. As advised by SWD, a conversion factor of 1.8 to 2.2 is recommended for the estimation of gross floor area (GFA) for social welfare facilities. Conversion factor of 2.2 is adopted in the assessment to ensure sufficient space and provide the flexibility for the welfare facilities.

Ancillary Residential Car Park

3.2.18 Two levels of basement would be provided for the use of ancillary car park. A total of 179nos. of PC could be provided in the proposed development for residents. In addition to the provision of PC, the parking spaces for required vehicles would also be provided according to HKPSG Chapter 8, and the relevant requirements are set out in **Table 3.2.1**.

Table 3.2.1 Proposed Parking and Loading / Unloading Facilities Provision

Parking and L/UL Facilities	HKPSG Standard	Required Provision (nos.)	Adopted Provision (nos.)
Private Housing			
Car Parking	0.81 spaces per 4 - 7 flats (1)	92 – 160 (include 2 - 3 accessible parking spaces)	160 (include 3 accessible parking spaces)
Motorcycle Parking	1 space per 100 - 150 flats	6 – 8	8
Goods vehicle Loading/ Unloading	1 space per 800 flats / 1 space per block (Adopted the largest value)	2	2
Visitor Car Parking	Up to 5 visitor spaces per block	0 - 10 (include 0 - 1 accessible parking space)	10 (include 1 accessible parking space)
Bicycle Parking	1 bicycle parking space for every 15 flats with flat size smaller than 70sq.m. where proper cycle tracks with direct connection to rail stations are accessible.	Nil	Nil
Social Welfare Facilities (2)			
Light Bus Parking	Nil	Nil	1
Light Bus Loading/ Unloading Bay	Nil	Nil	1 (shared use) (3)
Retail and Commercial Facilities			
Car Parking	1 car space per 150 – 300 m^2	5 – 9	9
Motorcycle Parking	5 – 10% of the total provision for private car in all non-residential developments	1	1
GV Loading/ Unloading	1 space for every 800 – 1,200 m^2	2	2

Remarks:
(1) Parking Requirement is calculated according to HKPSG Ch.8 Table 11. The adopted Demand Adjustment Ratio (R1), Accessibility Adjustment Ratio (R2) and Development Intensity Adjustment Ratio (R3) are 1.2, 0.75 and 0.9 respectively.
(2) Adopted parking provisions of social welfare facilities based on SWD's advice. The shared-use for LGVs/Light Buses parking space should adopt the size of 3m x 8m.
(3) The bay is shared among HCS and other welfare facilities as advised by SWD. The size of the shared-use for LGV/Light bus loading/unloading would adopt 3.5m x 11m.

Public Vehicle Park

3.2.19 The site is currently used as temporary car park under STT TW 1527 which provides 198 nos. of PC parking spaces and 69 nos. of LGV parking spaces, while the current usage of PC and LGV are 175 and 47 respectively. Given that majority of the users in TW 1527 are LGV and PC comparing with Motorcycle and other vehicles. LGV and PC parking spaces would be re-provided in the proposed development. The Tsuen Wan East Industrial Area is across Texaco Road from the proposed development. The reprovision of public car parking in the proposed development can support the demand for car parking from nearby industrial areas. Therefore, the reprovision of a public vehicle park in the proposed development

would be essential to alleviate the shortage of parking spaces in Tsuen Wan District.

3.2.20 The proposed development would provide 175 and 32 nos. of PC (1/F and 2/F) and LGV (G/F) car parking space respectively for the public. Three storeys of public vehicle park above ground would be proposed to address the parking needs of the public. Ground floor would be utilised for parking of LGV while 1/F and 2/F would be utilised for parking of PC.

3.2.21 With suitable rearrangement of nearby STT carpark as presented in **Section 5.1**, no significant impact on the car park provision in Tsuen Wan District is anticipated during construction and operation stages of the proposed development.

24-hour Walkway

3.2.22 To maximise site utilisation, the 24-hr walkway on 1/F of podium is intended to connect with the proposed Footbridge E without diminution of site area for the proposed development. The integrated design not only could connect to the extension of footbridge network in Tsuen Wan without encroaching into the site by a standalone footbridge structure, but also enhance the pedestrian interest by the retails and commercial facilities along 24-hr walkway within the proposed development. Thus, the integrated design is considered optimal.

3.2.23 The proposed 24-hr walkway would be planned on the 1/F of the podium (i.e. 12.2mPD). As part of Footbridge E is underneath Tsuen Wan Road Flyover, the top level of Footbridge E would be restricted by the bottom level of Tsuen Wan Road Flyover. To avoid conflict, the level of connection point of Footbridge E at the northwestern of the site is lowered down to ensure a smooth connection with proposed Footbridge E. After reviewing the proposed alignment and level of Footbridge E, it is suggested that a local drop of the 24-hour walkway be implemented to align with the level of Footbridge E (i.e. 11.3mPD). However, the details including the connection point, design, and construction programme of proposed Footbridge E are still subject to review by HyD. The future developer should coordinate with relevant departments for the design of 24-hr walkway.

3.3 Indicative Scheme

3.3.1 The initial scheme for the development includes addressing site constraints, optimizing the use of the site, alleviating shortages in social and commercial facilities, reprovisioning the public parking area, and enhancing connectivity within Tsuen Wan district. The layout plan of the proposed development could refer to **Figure 2.3** and **Figure 2.4**.

Water Reserve Zone

3.3.2 With reference to the as-built records of water supply systems near the site, a water reserve zone is found at the east side along Texaco Road. Considering the spatial limitation and the disturbance to the existing water supply system, no diversion and upgrading works would be proposed for the watermain within the site. Conversely, reserve area atop of watermain should be provided to allow the inspection, maintenance and operation by WSD. The alignment of the water reserve zone could refer to **Figure 2.3**.

3.3.3 To fully utilise the site, the podium of the proposed development will completely cover the area with ground floor setbacks of 5m wide atop the water reserve zone. Additionally, there will be provisions for ample space, and free access will be provided for WSD's personnel and their contractors to access the reserve zone. Moreover, any structural components and foundation systems will not be permitted to be built directly on top of the reserve zone.

Drainage Reserve Zone

3.3.4 A tiny portion of drainage reserve zone occupies the northwestern of the site. Similar to the water reserve zone, free access shall be provided for inspection, maintenance, and operation purposes, whilst footings or piles shall be prohibited to be constructed within the reserve zone. Given the limitations on the connection level of Footbridge E, a clearance of 5.1m from the future ground level to the soffit of the 1/F should be taken into account for the future inspection and maintenance purposes. The alignment of the drainage reserve zone could refer to **Figure 2.3**.

Buffer Distances

3.3.5 The proposed development is situated along Tsuen Wan Road, Wing Shun Street, Mau Tau Pa Road, and Texaco Road, where air quality will be a critical factor in determining the location of building blocks. According to Chapter 9 of the HKPSG, buffer zones will be established from the road edges to the building blocks to account for emissions from open roads and industrial activities. The proposed buffer distances could refer to **Figure 5.3.2**.

Floor-to-floor Height

3.3.6 A minimum 2.5m for the floor-to-floor height shall be provided with reference to PNAP APP-5. Upper end floor-to-floor height of 3.5m for flats is generally acceptable according to LandsD Practice Note 4/2014.

3.3.7 A thorough study was carried out on the neighbouring residential developments. Chelsea Court, situated in the northeastern of the site, was constructed with a floor-to-floor height ranging from approximately 3.275m to 3.5m in the high zone. Pavilia Bay was developed with a 3.5m floor-to-floor height on the higher floors. Additionally, the typical floors of The Dynasty have floor-to-floor height of around 3.5m. Based on the survey result and the mentioned range of floor-to-floor height, it is recommended to set the floor-to-floor height at 3.45m for the proposed development as similar as the surrounding developments. Also, a higher end of requirement is considered to offer more flexibility for future developers during the planning stage. The proposed building height could assist to create the local stepped building profile as mentioned in **Section 3.2.9**. There would also be minimal impact on air ventilation and visual aspects in the district or the surroundings.

3.3.8 The site is proposed to be rezoned from "G/IC(9)" to a sub-zone pf "Residential (Group A)" for the private housing development. The proposed development (**Appendix A** refers) would fully utilise the site in order to boost the number of flat for Government's housing policy. Based on the above discussion, the parameters for the proposed development are summarised as follows:

Table 3.3.1 Development Parameters for The Proposed Development

Site Area	Around 6,585 m²	
Domestic Plot Ratio	6.0	
Max. Domestic GFA	Around 39,510 m²	
Building Height	150mPD	
Assumed Flat Size	50 m²	
Flat Nos.	Around 790 nos.	
Site Coverage		
Floors	**Site Coverage**	**Floor-to-floor Height**
Building Blocks on 3/F	Around 17%	Residential Floors: 3.45m
3/F	Around 97% (With a set back at northwest)	-
1/F and 2/F	Around 100%	1/F and 2/F: 5m
Ground Floor	Around 90%	(1) Ground Floor: from 6.3m to 7.2m
Basement B1/F – B2/F	Around 85%	B1/F: 6m B2/F: 5m
Other Facilities		
(2)**Social Welfare Facilities**	(3)Around 2059 m²	(4)Home Care Services (HCS) for Frail Elderly Persons and (5)Child Care Centre cum Hostel
Non-domestic Plot Ratio	0.2	
Max. Non-Domestic GFA	Around 1,317 m²	
(6)**Open Spaces**		
(7)**Open Spaces on 3/F**	Minimum 2,133 m²	
Car Park		
(2)**Total GFA of Public Vehicle Park (G/F – 2/F)**	Around 15,719 m²	
(2)**Total GFA of Ancillary Residential Car Park (Underground, B1/F – B2/F)**	Around 11,220 m²	
Number of Storeys		
Two Blocks	35 Storeys	
Podium	3 Storeys	
Underground	2 Storeys	
Uses on Podium Floors		
Podium	G/F: Public Vehicle Park, E&M Facilities	
	1/F: Public Vehicle Park, 24-hour Walkway, Social Welfare Facilities, Retail and Commercial Facilities	
	2/F: Public Vehicle Park	
	3/F: Podium Garden and Entrances to residential blocks	

Basement	B1/F: Ancillary Residential Car Park
	B2/F: Ancillary Residential Car Park

Remark
(1) A local drop would be provided at the southwestern end of 24-hour walkway for the connection to Footbridge E, thus, a minimum floor-to-floor height of 6.3m shall be provided. A floor-to-floor height of 7.2m shall be provided in general, except for the captioned area.
(2) GFA will be exempted from calculation under OZP
(3) Conversion Factor is 2.2
(4) NOFA of Home Care Services (HCS) for Frail Elderly Persons: 256.9m^2
(5) NOFA of Child Care Centre cum Hostel: 678.6m^2
(6) Assuming 1m^2 of open space per resident
(7) The area of provision and the design would be subjected to the future developer

3.4 Implementation Programme

3.4.1 The anticipated implementation programme is summarised in the following table.

Table 3.4.1 Implementation Programme

Activities	Milestone Dates
Intake Year	2030/31

4. Rezoning Proposal

4.1 Proposed Amendment to Outline Zoning Plan

4.1.1 The site is currently zoned "G/IC(9)" on the approved Tsuen Wan OZP No. S/TW/37 (**Figure 4.1** refers) and occupied by STT 1527 TW car park with an area of about 6,585m^2. It is proposed to be rezoned from "G/IC(9)" to "R(A)22" with domestic plot ratio of 6.0, non-domestic plot ratio of 0.2 and the maximum building height of 150mPD. The proposed amendment to OZP could refer to **Figure 4.2**.

4.1.2 With reference to the schedule of uses for "R(A)" zone on the approved Tsuen Wan OZP No. S/TW/37, 'Flat' and 'Social Welfare Facility" uses are always permitted in "R(A)" zone, while 'Public Vehicle Park (excluding container vehicle)' is permitted in selected "R(A)" sub-zones. Commercial uses for the provision of retail and commercial facility (i.e. Eating Place or Shop and Services etc.) are always permitted on the lowest three floors of a building under the "R(A)" zone. The proposed development would provide public vehicle park, thus 'Public Vehicle Park' use in column 1 of "R(A)" zone should be "(on land Designated "R(A)16", "R(A)19", "R(A)20", "R(A)21" and "R(A)22" only)." In determining the maximum plot ratio for the purpose of paragraph (5) above, any floor space that is constructed or intended for use solely as public vehicle park, GIC facilities and public pedestrian passageway, as required by the Government, may also be disregarded."

4.2 Proposed Amendments to the Plan

4.2.1 The following amendment would be proposed:

- Item A – Rezoning of a site at the junction of Wing Shun Street and Texaco Road from "Government, Institution or Community (9)"("G/IC(9)") to "Residential (Group A)22" ("R(A)22").

4.3 Proposed Amendments to the Notes of Outline Zoning Plan

4.3.1 The following amendments are proposed:

- (5) On land designated "Residential (Group A) 22", 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 plot ratio of 6.0 and a maximum non-domestic plot ratio of 0.2, or the plot ratio of the existing building, whichever is the greater. A public vehicle park and GIC facilities shall be provided.

- (22) On land designated "R(A)22", in determining the maximum plot ratio for the purpose of paragraph (5) above, any floor space that is constructed or intended for use solely as public vehicle park, GIC facilities and public pedestrian passageway, as required by the Government, may also be disregarded.

4.4 Proposed Amendments to the Explanatory Statements of the Outline Zoning Plan

4.4.1 Amendments to Explanatory Statement of the OZP are proposed for a new sub area "R(A)22" as follows:

"Residential (Group A) 22" ("R(A)22"): Total Area 0.66 ha

"A private housing site at the junction of Wing Shun Street and Texaco Road falls within this zoning. Development within this sub-zone is restricted to a maximum domestic plot ratio (PR) of 6.0 and a maximum non-domestic plot ratio of 0.2. Social welfare facilities will be provided. The provision or use of premises for GIC facilities and public vehicle park would be subject to change to cope with the prevailing demand as requested by relevant departments."

"Due to the proximity of the site to roads and presence of potentially active chimneys within 200m from the site, buffer distance requirements for all air emission sources including roads and industrial chimeys in the vicinity of the site, as specified in the HKPSG should be observed and complied with. The requirement of environmental assessments (including AQIA, NIA) and SIA are recommended to be incorporated into the lease of the site, subject to agreement with relevant Government departments as appropriate, so as to ensure the proper implementation of recommended mitigation measures and acceptability of the environmental impacts."

5. Summary of Technical Assessments

5.1 Traffic Aspect

General

5.1.1 A Preliminary Traffic and Transport Impact Assessment (TTIA) was conducted to review the traffic impact due to the proposed development to the road network within the Area of Influence (AOI). AOI of the TTIA and the locations of key junctions and road links are shown in **Figures 5.1.1 and 5.1.2**. For assessment purpose, a 10% design buffer in population/flats was adopted for design flexibility. Design year of 2034 has been adopted (Population intake plus three years). This section provides a summary of the key findings in the Preliminary TTIA.

Existing Traffic Condition

5.1.2 The site is bounded by Texaco Road in the northeast and Wing Shun Street in the northwest. The existing Texaco Road (between Ma Tau Pa Road and Tsuen Tsing Interchange) is a dual carriageway with 4 traffic lanes serving the local developments. It connects to Tsuen Wan Road and Tsing Tsuen Road at its east end. The junction of Texaco Road / Tsing Tsuen Road / Tsuen Wan Road is a roundabout junction. On the other hand, another part of Texaco Road, namely Texaco Road North, runs in a north-south direction, which connects to Castle Peak Road – Tsuen Wan and eventually to New Territories Circular Road (Route 9).

5.1.3 The proposed development is located adjacent to Tsuen Wan Road which is a major expressway running in an east-west direction with mainly dual-3 for the entire 4.1 km carriageway. It is a part of Route 5, which runs in an east-west direction starting from Tsuen Wan across Kowloon. Besides, it is also a key public transport corridor in the area with several franchised buses, GMB and public light buses travelling on it.

Provision of Parking and Servicing Facilities

5.1.4 The traffic impact in terms of parking was studied in this assessment. The proposed parking spaces for ancillary residential car park and public vehicle park were discussed in previous **Section 3.2**. Detailed arrangements for public vehicle park during construction and operation stages would be discussed in the following section. The survey for existing parking provision and usage of surrounding car parks was shown in **Table 5.1.1**.

Table 5.1.1 Existing Parking Provision and Usage for Overnight Peak

Location	Private Vehicle (1)	Light Goods Vehicle / Light Bus	Motorcycle	Others(4)	Utilization (%) (2) (3)
Proposed Development at Texaco Road – TW 1527					
Provision	198	69	0	0	**90%**
Usage	175	47	3	12	
Other Sites					
Wing Shun Street – TW 1514					
Provision	105	0	5	0	**85%**
Usage	87	0	4	0	
Surplus	**18**	**-**	**1**	**-**	
Wing Shun Street – TW 1517					
Provision	216	5	0	0	**75%**
Usage	171	1	0	0	
Surplus	**45**	**4**	**-**	**-**	
Texaco Road – TW 1518					
Provision	109	2	26	0	**65%**
Usage	70	2	7	0	
Surplus	**39**	**-**	**19**	**-**	

Remarks:
(1) Private car, taxi and light van.
(2) Weighted utilization rate for different parking spaces as described in **TPDM Vol.1 Annex 1 Table 1**.
(3) Figures are rounded to nearest 5%.
(4) Coach, medium goods vehicle (MGV) and heavy goods vehicles (HGV)

Car Park Arrangement During Construction (Temporary Stage)

5.1.5 The vehicles in STT TW 1527 would be affected during the temporary stage. The types and numbers of affected vehicles are listed in **Table 5.1.2**.

Table 5.1.2 Affected Vehicles During Construction Stage

	LGV (Public)	PC (Public)	Motorcycle	Others*
STT TW 1527	47	175	3	12

Remarks:
* Coach, MGV and HGV

5.1.6 In order to reduce the impact on the parking provision for LGV during construction, the parking provision of TW 1517 would be re-arranged in order to meet the existing LGV demand at the site (TW 1527). It is proposed that 80nos. of PC parking spaces under TW 1517 would be temporarily converted to LGV parking spaces to accommodate the 47 nos. of LGV currently parking at TW 1527 throughout the construction stage of proposed development. The provision of parking spaces of STT TW 1517 after land sale of the site and during construction stage of the proposed development is shown in **Table 5.1.3**.

Table 5.1.3 Parking Provision of STT TW 1517

	LGV	PC
Existing Provision	5	216
Proposed Provision during Temporary Stage	52(1)	136(2)

Remarks:
(1) Total 52nos. of LGV including 47nos. of LGV from STT TW 1527 and 5nos. of LGV from the original provision of STT TW 1517.
(2) PC parking space reduced by 80nos. due to conversion of 80nos. of PC to 47nos. of LGV.

5.1.7 Together with the 175nos. of PC parking affected under STT TW 1527, a total of 210nos. (175nos. from TW1527 plus 80nos. of due to conversion minus 45nos. surplus from TW 1517) of PCs would be affected during the construction stage of the proposed development. Based on the result of the utilization survey of the nearby STT carparks such as STT TW 1514 and STT TW 1518 as well as result of initial survey of nearby carparks, such as City Point, Citywalk, The Dynasty, Parc City, Nina Mall and Tsuen Wan International Centre, it is anticipated that the parking need of these 210nos. of PCs could be temporarily met by these nearby carparks during the construction stage.

5.1.8 Based on information provided by LandsD, it is noted that two existing car parks STT 1514 TW and TW 1517 would be combined into one large STT for re-tendering. It should be noted that the termination of car park tenancy is subject to relevant department decisions due to any policy considerations. Thus, for the implementation of the re-arrangement of the parking provision of TW 1517 to temporarily meet the LGV parking demand of TW 1527, it is suggested that the re-tendering of STT carparks shall be conducted before land sale of the site. The special condition of "**The car park of STT TW 1517 shall be rearranged to reserve a minimum 52 nos. of LGV**" should be included in the re-tendering of STT 1514 TW and TW 1517. For motorcycles and other affected vehicles such as coach, MGV and HGV in TW 1527, it is anticipated that the vehicles could be accommodated by other adjacent carparks.

Car Park Arrangement During Operation Stage (Permanent)

5.1.9 The usage of LGV and PC in TW 1527 should be re-provided in the proposed development. Parking provisions for 47 nos. of LGV and 175 nos. of PC should be re-provided according to the usage of existing TW 1527. However, only 32 nos. of LGV parking spaces could be offered within the proposed development due to the limited site area. As such, it is proposed to re-arrange the parking provision of TW 1517 to provide the remaining 15 nos. of LGV parking spaces under TW 1517. The proposed layout plan for STT TW 1517 is shown in **Figure 5.1.11**.

5.1.10 The surplus resource of TW 1517 would be adopted for the re-provisioning of LGV parking spaces. The original provision for PC and LGV parking spaces under TW 1517 are 216 and 5 respectively. It is proposed to rearrange the provision for PC and LGV parking space under TW 1517 to 201 and 17 respectively so as to enhance the provision of LGV parking spaces. Regarding the usage of TW 1517, there are 171 nos. of PC and 1 no. of LGV. TW 1517 would accommodate the 15 nos. of LGV from TW 1527, therefore, the usage of TW 1517 would change to 171 nos. of PC and 16 nos. of LGV (1 no. of existing usage + 15 nos. of usage from TW 1527). The ultimate provision of LGV and PC in TW 1517 are indicated in **Table 5.1.4**.

Table 5.1.4 Provision of TW 1517 Before and After the Re-arrangement

	Provision		Usage		Surplus	
TW 1517	PC	LGV	PC	LGV	PC	LGV
Before Re-arrangement	216	5	171	1	45	4
After Re-arrangement	201	17	171	1 (Existing Usage) + 15 (From STT TW 1527)	30	1

5.1.11 In view of the above, based on the proposal of providing a special condition of "**minimum 52 nos. of LGV shall be provided in the construction stage of the site G/IC(9)**" into the re-tendering of STT TW 1517, the numbers of LGV re-provision could be reduced in the next re-tendering during operation stage of the proposed development.

5.1.12 The provision of LGV and PC from the proposed development is shown in **Table 5.1.5**. The proposal is considered an optimal arrangement in view of the site constraints, footprint of the site, financial consideration as well as the height restriction. Moreover, the re-provision of car parking space is further limited by the water and drainage reserve zones underneath the site so that no parking space could be allowed on the reserve zones. Further providing higher amount of car parking space would totally affect the design flexibility and financial attractiveness of the future development. In light of the aforementioned limits, it would be deemed appropriate for the proposed reprovision scheme.

Table 5.1.5 Provision by Proposed Development in Permanent Stage

Provisions of Public and Private Car Parking Space		
B1/F and B2/F	**Private Vehicle Parking**	179
	GV Loading/Unloading	4
	Motorcycle Parking	9
Ground Floor	**LGV Parking** (1)	32
	Light Bus Parking (SWD)	1
	Light Bus Loading/Unloading	1
1/F and 2/F	**Public Vehicle Parking**	175

Remarks:
(1) 8m(L) x 3.5m(W) x 3.6m(H) shall be adopted for the sizes of LGV parking spaces.

Traffic Survey

5.1.13 Manual classified traffic count surveys were conducted at all key junctions and road links with the AOI shown in **Figure 5.1.2** to identify the existing traffic flows during the peak hour periods from 08:00 to 10:00 hours and from 17:30 to 19:30 hours on typical weekdays, 18 April 2023.

5.1.14 The morning and evening peak hours were identified from 08:15 to 09:15 hours and from 17:30 to 18:30 hours respectively. The observed traffic flows are presented in **Figure 5.1.3.**

5.1.15 The recorded average queue lengths at the approach arms of the key junctions from the traffic surveys are presented in **Figure 5.1.4**.

5.1.16 The queuing conditions at the key junctions were manageable and were not tailback to upstream junctions at most of the time.

Existing Public Transport Services

5.1.17 The walking distance from the proposed development to the Tsuen Wan West MTR Station is considerably short, i.e. about 500m. On the other hand, there are well-developed road-based public transport services nearby. The service details of the existing public transport services within the AOI are tabulated in **Table 5.1.6** and shown in **Figure 5.1.5**.

Table 5.1.6 Existing Public Transport Services

Route No.	Destinations	Peak Headway (mins)
Franchised Bus		
30X	Tsuen Wan (Allway Gardens) - Whampoa Garden	15~25
32H	Cheung Shan - Lai Chi Kok	30~60
33	Tsuen Wan West Station - Yau Tong	16~27
33A	Tsuen Wan (Nina Tower) - Mong Kok (Park Avenue)	15~20
33B	Tsuen Wan West Station - Yau Tong	22~30
38A	Riviera Gardens - Mei Foo	20~30
38B	Riviera Gardens - Shek Mun	1 trip per day
39A	Tsuen Wan West Station Public Transport Interchange - Allway Gardens (Circular)	20~25
40P	Tsuen Wan (Nina Tower) - Kwun Tong Ferry	8~30
41M	Tsing Yi Ferry - Tsuen Wan Station	12~25
42M	Cheung Wang - Tsuen Wan (Discovery Park)	7~15
43B	Tsing Yi (Cheung Ching Estate) - Tsuen Wan West Station	10~20
46S	Hin Keng - Tsuen Wan (Nina Tower)	15
48P	Fo Tan Chun Yeung Estate - Tsing Lung Tau	4 trips per day
49X	Kwong Yuen - Tsing Yi Ferry	5~15
	Shek Mun Estate - Tsing Yi Ferry	1 trip per day
	Kwong Yuen - Tsing Yi Ferry (Omit Sha Tin Central)	2 trips per day
51	Tsuen Wan (Nina Tower) - Sheung Tsuen (Circular)	15~60
53	Yoho Mall (Yuen Long) - Tsuen Wan (Nina Tower)	25~35
61P	So Kwun Wat - Tsuen Wan Station	3 trips per day
66M	Tuen Mun (Tai Hing Estate) - Tsuen Wan (Nina Tower)	12~20
73D	Kwong Fuk Market - Tsuen Wan (Nina Tower)	4 trips per day
	Tsuen Wan (Nina Tower) - Tai Po (Fu Shin)	3 trips per day
73P	Tai Mei Tuk - Tsuen Wan (Nina Tower)	2 trips per day
73X	Tsuen Wan (Nina Tower) - Tai Po (Fu Shin)	6~20
	Tsuen Wan (Nina Tower) - Tai Po (Fu Shin) (Via Tai Po Centre)	17~20

Route No.	Destinations	Peak Headway (mins)
238M	Tsuen Wan (Riviera Gardens) - Tsuen Wan Station	8~15
238P	Riviera Gardens - China Ferry Terminal	4 trips per day
238X	Tsuen Wan (Riviera Gardens) - China Ferry Terminal	12~20
243M	Tsing Yi (Mayfair Garden) - Tsuen Wan (Discovery Park)	9~15
278A	Queen'S Hill Bus Terminus - Tsuen Wan (Nina Tower)	30
278P	Sheung Shui (Tai Ping) - Tsuen Wan (Nina Tower)	2 trips per day
278X	Sheung Shui - Tsuen Wan (Nina Tower)	6~20
930	Tsuen Wan West Station - Exhibition Centre Station	15~22
930A	Tsuen Wan West Station/Tsuen Wan (Discovery Park) - Exhibition Centre Station	3 trips per day
930X	Causeway Bay (Moreton Terrace) - Tsuen Wan (Discovery Park) (Via Nina Tower On Journey To Causeway Bay)	12~25
	Tsuen Wan (Discovery Park) - Causeway Bay (Moreton Terrace) (Omit Nina Tower)	8~20
933	Tsuen Wan West Station - Sai Wan Ho	4 trips per day
A31	Tsuen Wan (Nina Tower) - Airport (Ground Transportation Centre)	15~30
	Tsuen Wan (Nina Tower) - Airport (Ground Transportation Centre) (Via Asia-World Expo)	3 trips per day
N930	Tsuen Wan (Discovery Park) - Causeway Bay (Moreton Terrace)	1 trip per day ^
NA31	Hzmb Hong Kong Port - Tsuen Wan (Nina Tower)	3 trips per day ^
NR331S	Ma Wan(Pak Yan Road) - Tsuen Wan West Station	30 ^
GMB		
NT-84	Allway Gardens - Tsuen Wan Chung On Street	7~16
NT-87	Tsuen Wan (Ham Tin Street) - Kwai Shing (Shing Fong Street)	8~10
NT-87K	Kwai Fong Station - Hoi Kwai Road Public Transport Interchange	6~10
NT-89	Tsuen Wan (Ho Pui Street) - Shek Tau Street	5
NT-89A	Tsuen Wan (Ho Pui Street) - Kwai Hing Station	8
NT-89B	Hoi Kwai Road Public Transport Interchange - Kwai Shing North (Kwai Hau Street)	10~12
NT-95	Tsuen Wan Centre - Hoi Kwai Road Public Transport Interchange	5~20
NT-98	Tsuen Wan (Ho Pui Street) - Kwai Shing North (Kwai Hau Street)	4
	Tsuen Wan (Ho Pui Street) - High Prosperity Terrace (Circular)	10
NT-99	Hoi Kwai Road Public Transport Interchange - Riviera Gardens	10~15

Route No.	Destinations	Peak Headway (mins)
NT-310M	Tsing Yi Station - Tsuen Wan (Riviera Gardens)(Circular)	10~15
NT-401	Tsing Yi Ferry Pier - Shek Yam	7~9
	Cheung On Public Transport Terminus - Shek Yam	15
NT-402S	Cheung Hang - Tsuen Wan (Chung On Street)	25^
NT-404M	Kwai Fong Station - Riviera Gardens (Circular)	10~12
NT-409K	Tsing Yi (Cheung Hang) - Tsuen Wan West Station (Circular)	12~20

Remarks: * Circular routes
Peak period services
^ Overnight services

5.1.18 As shown in the above table, the existing franchised bus services can provide connections to different areas throughout the territories as far as Sha Tin to the northeast, Yau Tong to the east, Causeway Bay to the south, Hong Kong International Airport to the west and Tsuen Wan nearby. The public transport network can be further extended by connecting with Tsuen Wan West MTR Station.

5.1.19 In view of the above, the public transport connectivity of the proposed development is considered high.

Traffic Impact Assessment

A) Assessment Scenarios

5.1.20 Traffic models for this TTIA have been developed and model runs have been conducted for various assessment scenarios as follow:

a) Year 2023 Baseline Scenario;

b) Year 2034 Reference Scenario (i.e. without the proposed development); and

c) Year 2034 Design Scenario (i.e. with the proposed development).

5.1.21 The traffic flows for the assessment scenarios a) to c) are shown in **Figures 5.1.3, 5.1.8** and **5.1.9** respectively.

5.1.22 The development traffic routes are shown in **Figure 5.1.6** and the distribution of development traffic is shown in **Figure 5.1.7**.

B) Road Link Assessment

5.1.23 Road link capacity analysis was carried out in accordance with the procedures outlined in TPDM. Ma Tau Pa Road and Yeung Uk Road have been reviewed. It was found that the road links would operate with Volume/Capacity (V/C) ratio less than 0.85 in the Year 2034. The traffic impact induced by the proposed development was found to be insignificant.

Table 5.1.7 Road Link Assessment

Index (1)	Road Link	Direction / Turning	Capacity (pcu/hr)	Flow / Volume to Capacity (V/C) Ratio											
				2023 Baseline				2034 Reference				2034 Design			
				AM		PM		AM		PM		AM		PM	
				Flow (pcu/hr)	V/C Ratio	Flow (pcu/hr)	V/C Ratio	Flow (pcu/hr)	V/C Ratio	Flow (pcu/hr)	V/C Ratio	Flow (pcu/hr)	V/C Ratio	Flow (pcu/hr)	V/C Ratio
L1	Ma Tau Pa Road	NB	4,450 / 6,100 (2)	705	0.16	725	0.16	900	0.15	845	0.14	950	0.16	870	0.14
		SB	2,800	690	0.25	585	0.21	825	0.29	710	0.25	825	0.29	710	0.25
L2	Yeung Uk Road	EB	2,800	750	0.27	745	0.27	970	0.35	935	0.33	1,020	0.36	960	0.34
		WB	2,800	675	0.24	635	0.23	825	0.29	765	0.27	825	0.29	765	0.27

*Remarks: (1) Refer to **Figure 5.1.2***
(2) Planned Traffic improvement scheme proposed by TD is incorporated for the future year assessment.

C) Junction Assessment

5.1.24 Junction assessments have been carried out in accordance with the procedures outlined in TPDM. The junctions in the vicinity of the proposed development have been reviewed. With the implementation of widening of Tsuen Wan Road and the associated junction improvement works by HyD, the operational performance of the key junctions will operate with reserved capacities (RC) equal to or more than 15% or design flow/capacity ratio (DFC) less than 0.85 in the Year 2034. Based on the assessment results, the traffic impact induced by the proposed development is minimal. The traffic condition in the vicinity will be acceptable in the design year.

Table 5.1.8 Junctions Performance

No.(2)	Junction	Type	Reserve Capacity (RC) % / Design Flow/Capacity Ratio (DFC) (1)					
			2023 Baseline		2034 Reference		2034 Design	
			AM	PM	AM	PM	AM	PM
J1	Texaco Road / Ma Tau Pa Road / Wing Shun Street (3)	Signal	99%	122%	64%	86%	58%	82%
J2	Luen Yan Street / Yeung Uk Road / Ma Tau Pa Road (3)	Signal	74%	79%	38%	48%	31%	44%
J3	Yeung Uk Road / Texaco Road	Signal	32%	40%	16%	27%	15%	25%
J4	Tsuen Tsing Interchange	Round-about	0.91	0.78	0.70	0.60	0.72	0.61
J5	Texaco Road / Wing Tak Street	Signal	63%	121%	26%	66%	20%	59%

Remarks: (1) RC of less than 15% or DFC of more than 0.85 denotes marginal junction performance. RC of less than 0% or DFC of more than 1.0 denotes overcapacity.
(2) Refer to **Figure 5.1.2**.
(3) Assessment without TD's improvement scheme along Ma Tau Pa Road has been adopted for 2034 Reference and 2034 Design scenarios.

D) Queue Length Assessment

5.1.25 In accordance with the Chapter 2.5 of TPDM Volume 4, queue length assessments have been conducted for the signalized junctions. With reference to **Table 5.1.9**, the queue length of all assessment scenarios are generally short and within the stacking area of the junction. The impact to the queue length by the proposed development is minimal comparing to 2034 Reference scenario. The queue length will be manageable up to year 2034.

Table 5.1.9 Summary of Estimated Average Queue Length

No.(1)	Junction	Arm	Length of Stacking Area (m)	Estimated Average Queue Length (m)					
				2023 Baseline		2034 Reference		2034 Design	
				AM	PM	AM	PM	AM	PM
J1	Texaco Road / Ma Tau Pa Road / Wing Shun Street	EB	100	23	17	26	19	26	19
		NB	>100	30	27	36	34	39	36
		WB	>100	19	16	23	18	23	18
J2	Luen Yan Street / Yeung Uk Road / Ma Tau Pa Road	WB	>100	24	26	28	29	28	29
		NB	75	31	29	29	23	34	26
		EB	>100	31	33	38	39	39	40
		SB	>100	17	13	22	17	22	17
J3	Yeung Uk Road / Texaco Road	WB	>100	42	29	45	31	45	32
		NB	>100	53	44	60	49	61	50
		EB	>100	28	27	35	31	36	31
		SB	>100	44	35	46	35	45	35
J5	Texaco Road / Wing Tak Street	WB	>100	34	34	45	46	47	48
		NB	>100	21	19	28	28	30	29
		EB	35	15	14	17	15	18	15

Remarks: (1) Refer to **Figure 5.1.2**.

E) Public Transport Assessment

5.1.26 The railway assessment has been conducted to study the additional demand on the future Tuen Ma Line (TML). The carrying capacities of the TML and additional demand and V/C ratio induced by the proposed development is summarized **Table 5.1.10**. The additional demand on the future TML is about +0.2% to +0.3% only, which is equivalent to 4 passengers per train. It is anticipated that the additional demand is insignificant in comparison with the existing carrying capacity of TML. Moreover, MTR Corporation Limited will monitor the passenger flow and consider further enhancing the carrying capacity of TML by arranging short-haul trips to run between busy stations and acquitting more trains to cope with the passengers demands.

Table 5.1.10 Estimated Additional Demand on Tuen Ma Line

No. of Train per hour per direction	28
Design Capacity per direction in 6 ppsm (a)	70,000
Carrying Capacity per direction in 6 ppsm (b)	58,800
Carrying Capacity per direction in 4 ppsm [(b) * 71.2%] (c)	41,866
Passenger Demand from Proposed Developments (d)	121
Additional V/C Ratio in 6 ppsm [(d) / (b)]	+0.2%
Additional V/C Ratio in 4 ppsm [(d) / (c)]	+0.3%
Additional Passenger Demand per train	4

5.1.27 Utilization surveys for the bus stop showing in **Figure 5.1.10** have been conducted during peak hour periods from 08:00 to 10:00 hours and from 17:30 to 19:30 hours, to review the operational performance for the bus and Public Light Bus (PLB) services at the above locations. The existing bus services can accommodate the additional demand for bus during both AM and PM peak hours in Year 2034 reference and design cases. However, the utilization for PLB will be overcapacity during PM peak hour in Year 2034 design case. The proposed development will generate 48 pax demand for PLB. It will require a total of 3nos. of additional trips (i.e. 48 pax of demand/16 seats of capacity) for PLB services, namely route nos. 310M and 401, during PM peak hour.

Table 5.1.11 Public Transport Utilization in Year 2034

Time Period	Bound	Type	Hourly Capacity (pax) (1)	Year 2034 Reference		Year 2034 Design	
				Hourly Demand (pax) (1)	Utilization (%)	Hourly Demand (pax) (2)	Utilization (%)
			(a)	(b)	(d) = [(b)+(c)] / (a)	(b)	(d) = [(b)+(c)] / (a)
AM Peak Hour	Out	Bus	3,360	1,941	58%	2,045	61%
		PLB	320	207	65%	255	80%
PM Peak Hour	In	Bus	3,360	1,900	57%	2,004	60%
		PLB	272	258	95%	306	**113%**

5.1.28 The public transport passenger demand of the proposed development has been derived based on the population characteristics as presented in the 2016 mid-term and 2021 Population Census results. Based on the utilization survey for the public services in the vicinity, it is found that most services are operating within capacity during AM and PM peak hours. The utilization for PLB during PM peak hour is relatively high, for up to 85%. The operational performance for future year 2034 has been reviewed. Most PT services will operate within capacity, except PLB services. 3 nos. of additional services will be needed for PLB during PM peak hour to cope with the additional demand.

Pedestrian Walkway Analysis

5.1.29 The Level-of-service (LOS) assessment for the adjacent footpaths, i.e. Wing Shun Street and Texaco Road, has been conducted (**Figure 5.1.10** refers). With reference to the analysis, all footpaths will operate with desirable LOS (i.e. "C" or above) under reference and design scenarios in 2034. The LOS analysis of year

2034 reference and design scenarios could be referred to **Tables 5.1.12 and 5.1.13**. As a result, the impact due to the proposed development is considered minimal.

Table 5.1.12 LOS Analysis of Year 2034 Reference Scenario

Index (1)	Location	Clear Width (m)	Effective Width (m) (2)	2-way Pedestrian Flow (ped/hr)		Flow Rate (ped/min/m)		LOS	
				AM	PM	AM	PM	AM	PM
P1	Wing Shun Street NB	1.5	0.6	118	149	3.3	4.1	A	A
P2	Wing Shun Street SB	2.5	1.5	52	84	0.6	0.9	A	A
P3	Texaco Road EB	1.5	0.6	278	349	7.7	9.7	A	A
P4	Texaco Road WB	2.0	1.0	105	66	1.8	1.1	A	A

Remarks:
(1) Refer to **Figure 5.1.2**.
(2) Width is expressed in effective width accounting for the dead widths on both sides of the walkway, i.e. 0.5m on each side. The minimum effective width is taken as 0.6m in view of the typical width of a human body with reference to CIBSE Guide D.

Table 5.1.13 LOS Analysis of Year 2034 Design Scenario

Index (1)	Location	Clear Width (m)	Effective Width (m) (2)	2-way Pedestrian Flow (ped/hr)		Flow Rate (ped/min/m)		LOS	
				AM	PM	AM	PM	AM	PM
P1	Wing Shun Street NB	1.5	0.6	437	468	12.1	13.0	A	A
P2	Wing Shun Street SB	2.5	1.5	371	403	4.1	4.5	A	A
P3	Texaco Road EB	1.5	0.6	597	668	16.6	18.6	B	B
P4	Texaco Road WB	2.0	1.0	424	385	7.1	6.4	A	A

Remarks:
(1) Refer to **Figure 5.1.2**.
(2) Width is expressed in effective width accounting for the dead widths on both sides of the walkway, i.e. 0.5m on each side. The minimum effective width is taken as 0.6m in view of the typical width of a human body with reference to CIBSE Guide D.

Summary of Traffic Impact

5.1.30 Vehicular and pedestrian traffic impact and public transport demand assessment due to the proposed development are assessed under the Preliminary TTIA. All the key junctions and road links within the AOI and pedestrian footpath would operate with sufficient capacity with the proposed development. Therefore, it is anticipated that the proposed development will not induce insurmountable problems to the traffic network from traffic point of view. Additionally, no road works will be required for the proposed development.

5.2 Preliminary Landscape and Visual Aspect

General

5.2.1 Preliminary Tree and Vegetation Survey and Landscape Impact Assessment (LIA) were carried out to determine the value of the landscape and assess the potential landscape impacts arising from the proposed housing development.

Impact on Existing Trees

5.2.2 Among the total 32 trees surveyed (including one undersized tree (TW016 Leucaena leucocephala). All 32 trees will be affected by the proposed development since the proposed podium has a high site coverage at the site. Thus, no surveyed trees are proposed to be retained in-situ. The affected trees by the proposed development were listed in **Table 5.2.1** and **Appendix B**. The tree survey plan for the site could refer to **Figure 5.2.19**.

5.2.3 No surveyed trees are proposed to be transplanted due to their close proximity to the existing boundary chain-link fence and the existing pavement.

5.2.4 No Old and Valuable Trees or Trees of Particular Interest was identified in the tree survey. There were also no protected or rare and precious plant species identified in the survey.

Table 5.2.1 Summary of Affected Trees by Proposed Development and Associated Works

Tree ID No.	Species		Height (m)	DBH (mm)	Spread (m)	Proposed Treatment
	Scientific Name	Chinese Name				
TW001	*Leucaena leucocephala*	銀合歡	12.0	300	9.0	Remove
TW002	*Leucaena leucocephala*	銀合歡	12.0	385	10.0	Remove
TW003	*Ficus subpisocarpa*	筆管榕	3.5	135	4.0	Remove
TW004	*Psidium guajava*	番石榴	4.0	185	4.5	Remove
TW005	*Macaranga tanarius var. tomentosa*	血桐	3.5	95	3.0	Remove
TW006	*Leucaena leucocephala*	銀合歡	4.0	95	4.0	Remove
TW007	*Ficus microcarpa*	細葉榕	7.0	531	7.0	Remove
TW008	*Leucaena leucocephala*	銀合歡	7.0	100	2.0	Remove
TW009	*Leucaena leucocephala*	銀合歡	9.0	200	6.0	Remove
TW010	*Leucaena leucocephala*	銀合歡	7.0	175	5.0	Remove
TW011	*Bombax ceiba*	木棉	7.0	155	3.5	Remove
TW012	*Ficus hispida*	對葉榕	3.5	172	5.0	Remove
TW013	*Leucaena leucocephala*	銀合歡	6.0	110	3.0	Remove
TW014	*Ficus religiosa*	菩提樹	8.0	343	6.0	Remove
TW015	*Leucaena leucocephala*	銀合歡	4.5	95	2.0	Remove
TW017	*Bombax ceiba*	木棉	5.5	125	3.0	Remove
TW018	*Leucaena leucocephala*	銀合歡	13.0	300	11.0	Remove
TW019	*Leucaena leucocephala*	銀合歡	11.0	250	6.0	Remove

Tree ID No.	Species		Height (m)	DBH (mm)	Spread (m)	Proposed Treatment
	Scientific Name	Chinese Name				
TW020	*Leucaena leucocephala*	銀合歡	12.0	260	7.0	Remove
TW021	*Leucaena leucocephala*	銀合歡	11.0	270	5.0	Remove
TW022	*Ficus microcarpa*	細葉榕	9.0	653	15.0	Remove
TW023	*Ficus religiosa*	菩提樹	10.0	290	4.0	Remove
TW024	*Leucaena leucocephala*	銀合歡	9.0	180	3.0	Remove
TW025	*Leucaena leucocephala*	銀合歡	7.0	210	2.0	Remove
TW026	*Leucaena leucocephala*	銀合歡	9.0	235	4.0	Remove
TW027	*Leucaena leucocephala*	銀合歡	9.0	200	3.0	Remove
TW028	*Bauhinia variegata*	宮粉羊蹄甲	6.0	276	3.0	Remove
TW029	*Leucaena leucocephala*	銀合歡	10.0	294	12.0	Remove
TW030	*Bauhinia variegata*	宮粉羊蹄甲	6.0	255	4.0	Remove
TW031	*Leucaena leucocephala*	銀合歡	10.0	425	9.0	Remove
TW032	*Bombax ceiba*	木棉	14.0	350	8.0	Remove
Undersize Tree						
TW016	*Leucaena leucocephala*	銀合歡	3.0	80	1.0	Remove

Impact on Landscape Character Areas

5.2.5 Since the proposed development is inserted into an existing cluster of high-density residential area, in terms of landscape character of the proposed buildings are largely compatible with the existing landscape (**Figures 5.2.1** and **5.2.2** refers). Considering the LCA's sensitivity to change and the expected magnitude of change resulting from the proposed development, the significance of impact is summarised in the following table.

Table 5.2.2 Significance of Impacts on Landscape Character Areas Before Mitigation

Code	Landscape Character Area (LCA)	Sensitivity to Change	Magnitude of Change	Significance of Impact
LCA1	Residential Urban Landscape	Medium	Negligible	Negligible
LCA2	Mixed Modern Comprehensive Urban Development Landscape	Medium	Small	Slight
LCA3	Institutional Landscape	Medium	Small	Slight
LCA4	Industrial Urban Landscape	Low	Negligible	Negligible
LCA5	Park Urban Landscape	Medium	Negligible	Negligible
LCA6	Transportation Corridor Landscape	Low	Small	Slight
LCA7	Cemetery Landscape	Low	Negligible	Negligible

Impact on Landscape Resources

5.2.6 Given the relatively modest scale of the proposed development within an already developed residential area, it is expected that the main source of impact on landscape resources would primarily only stem from construction activities and the additional shadows cast by the two proposed towers (**Figures 5.2.3** and **5.2.4 to 5.2.7** refers). Considering the sensitivity and magnitude of change, the significance of impacts to the identified landscape resources are listed in the following table.

Table 5.2.3 List of Unmitigated Impacts on Landscape Resources

Code	Landscape Resource (LR)	Sensitivity to Change	Magnitude of Change	Significance of Impact
LR1 Residential Urban Landscape				
LR1-1	City Point	Medium	Small	Moderate
LR1-2	Waterside Plaza	Medium	Negligible	Negligible
LR1-3	Riviera Gardens	Medium	Negligible	Negligible
LR1-4	The Pavilia Bay	Medium	Small	Moderate
LR1-5	Ocean Pride	Medium	Negligible	Negligible
LR1-6	BoShek Mansion	Medium	Negligible	Negligible
LR1-7	Residential area between Yeung Uk Road and Sha Tsui Road	Medium	Negligible	Negligible
LR2 Mixed Modern Comprehensive Urban Development Landscape				
LR2-1	Chelsea Court	Medium	Negligible	Negligible
LR2-2	H Cube	Medium	Negligible	Negligible
LR2-3	Indi Home	Medium	Negligible	Negligible
LR2-4	The Aurora	Medium	Small	Slight
LR2-5	The Dynasty (City Walk 2)	Medium	Negligible	Negligible
LR2-6	Vision City (City Walk 1)	Medium	Negligible	Negligible
LR2-7	Skyline Plaza	Medium	Negligible	Negligible
LR2-8	Parc City	Medium	Negligible	Negligible
LR2-9	Nina Tower	Low	Negligible	Negligible
LR2-10	Plaza 88	Low	Negligible	Negligible
LR3 Institutional Landscape				

Code	Landscape Resource (LR)	Sensitivity to Change	Magnitude of Change	Significance of Impact
LR3-1	Existing vegetation within the site area	Low	Intermediate	Moderate
LR3-2	Shak Chung Shan Memorial Catholic Primary School	Low	Negligible	Negligible
LR3-3	DSD Tsuen Wan Sewage Pumping Station	Low	Negligible	Negligible
LR3-4	Caritas Jockey Club Institute of Community Education	Low	Negligible	Negligible
LR3-5	Yeung Uk Road Municipal Services Building	Low	Negligible	Negligible
LR3-6	St. Francis Xavier's School	Low	Negligible	Negligible
LR3-7	Tsuen Wan Sports Centre	Low	Small	Slight
LR4 Industrial Urban Landscape				
LR3-1	Tsuen Wan Industrial Area	Low	Negligible	Negligible
LR5 Park Urban Landscape				
LR5-1	Tsuen Wan Park	Medium	Small	Medium
LR5-2	Shek Pik Resettler's Garden	Medium	Negligible	Negligible
LR5-3	Sam Pei Square Playground	Medium	Negligible	Negligible
LR5-4	Yi Pei Square Playground	Medium	Negligible	Negligible
LR5-5	Tsuen Wan Town Hall Square	Medium	Negligible	Negligible
LR5-6	Tsuen Wan Riviera Park	Medium	Negligible	Negligible
LR6 Roads				
LR6-1	Street trees and other roadside amenities	Low	Negligible	Negligible
LR7 Cemetery				
LR7-1	Tsuen Wan Chinese Permanent Cemetery	Low	Negligible	Negligible

Potential Visual Impacts

5.2.7 The visual impact assessments are based on comparison between the proposed development and commercial redevelopment at the adjoining "CDA(1)" site with exiting conditions and conducted according to TPB PG-No.41. The following table summarises the impacts of potential visual. The visual envelope is shown in **Figures 5.2.8 to 5.2.9,** and the photomontages are shown in **Figures 5.2.10 to 5.2.16.** Considering the visual impacts from the 7 viewpoints covering angles from all around the site area, the visual impacts ranges from 'negligible' to 'moderately adverse'.

Table 5.2.4 Visual Impacts on Key Public Views

Code	Vantage Point	Visual Composition	Visual Obstruction	Effect on Public Viewers	Effect of Visual Resources	Rating of Visual Impact
VP1	From Chung On Street	Before: This is a street view framed by mixed-use buildings with shops on both sides directed towards the southwest looking at Tower 2 of City Point. After: The proposed Tower A sits directly in front of Tower 2 of City Point, while the proposed commercial redevelopment is largely blocked by Plaza 88. It is considered that the change in visual composition is slight, which is still characterized by medium – high rise building blocks at the background.	There is limited additional obstruction to the sky from this view point considering existing buildings are in the background.	The proposed building blocks blend well with the existing adjacent residential towers and have limited additional obstruction to the existing city view. The effect on public viewers is considered slight to negligible.	There is only limited blockage to the sky. The effect on visual resources is slight to negligible.	Slightly adverse
VP2	From Tai Ho Road (outside MTR ventilation shaft)	Before: This is a view taken from a park area and the existing view sees a large area of open sky behind vegetation framed by towers on both sides of the view. After: From this view, Tsuen Wan Park is at the foreground with visual elements including vegetation and skyline and open sky at the background. Due to proximity to the Tsuen Wan Road and visual elements in the foreground, the two proposed towers and the proposed commercial redevelopment are in view from this VP but will be partially blocked by the visual elements and Tsuen Wan Road.	There is partial obstruction to the open sky.	The building blocks add obstructions to the existing open sky view. The effect on public viewers is considered Moderately adverse.	There is partial blockage to the sky. The effect on visual resources is moderately adverse.	Moderately adverse
VP3	From Footbridge at Tsuen Wan	Before: VP3 is taken from a similar direction as VP2 but further west from the other side of waterfront. A	There is limited additional obstruction	The proposed building blocks blend well with the existing	There is only limited blockage to the sky.	Slightly adverse

Code	Vantage Point	Visual Composition	Visual Obstruction	Effect on Public Viewers	Effect of Visual Resources	Rating of Visual Impact
	Area 2 Landing No. 2	seaview with parked boats can been seen in front of the land area that is largely built-up. After: This VP gives a panoramic view of the Tsuen Wan waterfront area. With the existing high-rise buildings such as Ocean Pride, Nina Tower and Pavilia Bay shielding majority of the proposed two towers and proposed commercial redevelopment at the back, the quality of the view remains relatively similar to that of the existing condition that the effect of the visual change is slight.	considering this view point is about 1,500m away from the proposed development .	adjacent residential towers. The effect on public viewers is considered slight to negligible.	There is no impact on the general sea view in front of the land area but there would be reduction in depth of view caused by the proposed development. The effect on visual resources is slight to negligible.	
VP4	From Tsing Yi Promenade	Before: This view is taken from the southwest at the Tsing Yi waterfront and the view is basically comprised of a fully built-up skyline packed with residential towers. After: Similar to the VP 3, the existing high-rise buildings such as Pavilia Bay and City Point shield majority of the proposed two towers and proposed commercial redevelopment at the back. Only minor portions of the proposed developments would be visible form this distance without significant adverse impact on the ridgeline view.	There is limited additional obstruction to the city view from this viewing point considering existing buildings are in the background.	The proposed building blocks blend well with the existing adjacent residential towers. The effect on public viewers is considered slight to negligible.	Although there would be reduction to the depth of view caused by the proposed development, there is only limited blockage to the sky. There is no impact on the general seaview in front of the land area. The effect on visual resources is slight to negligible.	Negligible
VP5	From Footbridge Connecting Plaza 88 and Chelsea Court	Before: This is a general street view taken from a connecting footbridge north of the site area. The existing building at the CDA(1) site adjacent to the proposed	There is partial additional obstruction to the sky	There is some blockage to the façade of City Point and considerable blockage of the	There is partial blockage to the sky. The effect on visual	Moderately adverse

Code	Vantage Point	Visual Composition	Visual Obstruction	Effect on Public Viewers	Effect of Visual Resources	Rating of Visual Impact
		development is in close range and the City Point and Pavilia Bay developments are in the background. After: From this view, high-rise developments such as Pavilia Bay are at background with an open sky view. Due to the close proximity of the proposed commercial redevelopment and the proposed footbridge, they will mostly block the sky view from this VP and only minor portion of the proposed two towers is visible.	from this view point.	open sky. The effect on public viewers is moderately adverse.	resources is moderately adverse.	
VP6	From Tsuen Wan Chinese Permanent Cemetery	Before: The cemetery and trees are seen in the foreground, residential and industrial buildings in Tsuen Wan are seen in the middle ground, and the sky view and glimpses of the mountain backdrop and sea view can be seen in the background. After: With the existing high-rise developments such as Riviera Garden at foreground and Nina Tower and City Point at background, the proposed two towers and proposed commercial redevelopment appear to be blended in with the surroundings without significant impact on the ridgeline view.	The proposed towers do not cause any obstruction towards the open sky.	There is negligible effect on public viewers.	There is negligible blockage to the open sky. The effect on visual resources is slight to negligible.	Negligible
VP7	From Pedestrian Walkway at junction of Texaco Road	Before: This is a close view looking directly at the site area from the north side towards the City Point residential development. The Texaco Road, trees	The proposed towers blocks the view towards Towers 2, 3,	This original view looks at an already built-up area. The proposed buildings will	There is partial blockage to the open sky. The effect on visual	Moderately adverse

Code	Vantage Point	Visual Composition	Visual Obstruction	Effect on Public Viewers	Effect of Visual Resources	Rating of Visual Impact
	and Wing Shun Street	and the Texaco Road Industrial Centre and the new W Mega building are also within the visual composition per the submitted photomontage. After: While the overall visual composition remains as urbanized environment with medium – high rise building blocks, the proposed development and the proposed footbridge will block the existing sky view and some of the street greening due to the close proximity of this VP.	4, and 5 of City Point and cause partial obstruction to the open sky.	bring the buildings closer to the viewpoint, reducing the depth of view of the viewers, but the overall visual character remains the same and the effects on public viewers are considered moderately adverse.	resources is moderately adverse.	

Mitigation Measures

5.2.8 The key landscape and visual impacts of the proposed development are largely limited to the impacts of trees affected by works, noise and air pollution arising from construction activities, shadows cast by the two proposed towers, and the blockage of the sky caused by the two proposed buildings.

5.2.9 The mitigation measures are shown in **Figure 5.2.17**. The greenery coverage plan could refer to **Figure 5.2.18**. Compensatory trees are proposed at a 1:1 ratio for the 31 existing trees with DBH >95mm identified at the site area that are likely to be impacted by the proposed development (undersized tree is not compensated). Subject to other site design considerations, native species are recommended for ecological value. Site coverage of greenery should be minimum 20% of site area and proposed open space area is around 5,460m^2, which satisfies the requirement of about 2,133m^2 from 1m^2 per resident. The developer will be incentivized to comply with the requirements of sustainable building design and enhance the quality and sustainability of the built environment in Hong Kong. 10% site coverage of greenery in primary zone according to Practice Note APP-152 shall be considered in detailed designed by developer and approved by Buildings Department.

Table 5.2.5 Mitigation Measures

No.	Additional mitigation measures
A	Careful manage construction activities to minimise disturbances during construction
B	Optimise the layout and orientation of the two towers and proposed commercial redevelopment to minimise blockage and shadows, which would minimise the visual blockage. Towers separation of 19m would be suggested in the proposed development
C	Incorporating podium design such as landscaping, vertical greening, edge planting and etc to improve the visual and landscape impact of the developments
D	Sensitive façade treatment to enhance the podium design and break down the visual mass of the podium for better visual impact
E	Incorporate compensatory tree planting

Residual Impacts After Mitigation

5.2.10 The overall LVIA concludes that the landscape and visual impacts of the proposed development are acceptable. The comparison summary of potential significance of residual impacts before and after mitigation is shown in **Table 5.2.6**.

Table 5.2.6 Significance of Residual Impacts After Mitigation

Code	LCA / LR	Significance of Impact Before Mitigation	Recommended Mitigation Measures	Significance of Impact After Mitigation
LCA3	Institutional Landscape	Slight	a, b, c, d	Slight
LR1-1	City Point	Moderate	a, b, c, d	Slight
LR1-4	The Pavilia Bay	Moderate	a, b, c, d	Slight
LR2-4	The Aurora	Slight	a, b, c, d	Slight
LR3-1	Existing vegetation within the site area	Moderate	a, b, c, d, e	Slight
LR3-7	Tsuen Wan Sports Centre	Slight	a, b, c, d	Slight
LR5-1	Tsuen Wan Park	Medium	a, b, c, d	Slight

5.3 Preliminary Environmental Review

General

5.3.1 The assessments on potential environmental impacts in terms of air quality, noise, water quality, waste management and land contamination were conducted. With the implementation of the proposed environmental mitigation measures, no adverse environmental impacts are anticipated during the operation and construction phases of the proposed development.

Air Quality Impact

5.3.2 The study area for this air quality assessment is defined by a distance of 500m from the site boundary of the site. The 500m Air Quality Study Area and the locations of air sensitive receivers (ASRs) are shown in **Figure 5.3.1**.

Air Quality Review During Construction Phase

5.3.3 The potential air quality impact during construction phase would be fugitive dust and gaseous emissions associated with site clearance, site formation and construction activities to be carried out. Operation of diesel-powered construction equipment and machineries may also emit gaseous and particulate pollutants such as nitrogen dioxide (NO_2), sulphur dioxide (SO_2) and smoke.

5.3.4 With the implementation of dust suppression measures stipulated in the Air Pollution Control (Construction Dust) Regulation, Air Pollution Control (Non-road Mobile Machinery) (Emission) Regulation and Air Pollution Control (Fuel Restrictions) Regulations, no adverse cumulative air quality impacts during the construction phase are anticipated. The Contractor will be required to properly maintain the construction plant in a good condition to prevent exhaust emissions. Wherever possible, connection to the main power supply should be considered to minimize the need for use of diesel fuel generator. The mitigation measures in **Table 5.3.1** are recommended to implement during the construction phase to minimize impacts on air quality on adjoining developments.

Table 5.3.1 – Mitigation Measures During Construction Phase (Air Quality)

No.	Mitigation measures
1	In the process of material handling, any material which has the potential to create dust will be treated with water or sprayed with a wetting agent where practicable
2	Any vehicles with an open load compartment used for transferring dusty materials off-site will be properly fitted with side and tail boards and cover
3	Stockpiles of sand and aggregate will be enclosed on three sides and water sprays will be used to dampen stored materials and when receiving raw material
4	The construction site will be frequently cleaned and watered once per hour to minimise fugitive dust emissions
5	Motorised vehicles on the construction site will be restricted to a maximum speed of 15 km/hr and shall be confined to designated haul routes which will be paved
6	Provide electric power supply for on-site machinery as far as practicable and diesel generators and machinery shall be avoided to minimize the gaseous and particulate emissions
7	Locate all the dusty activities away from any nearby ASRs as far as practicable
8	Erect higher hoarding at the locations with ASRs in immediate proximity to the project boundary
9	Consider using cleaner dump trucks (compliant with more stringent emission standards such as Euro VI) during the construction
10	Use of appropriate dust suppression measures

Air Quality Review During Operational Phase

5.3.5 During operational phase, the major pollution sources are expected to be vehicular and chimney emissions. Evaluation of potential air quality impacts on the proposed development due to roads would be referring to the guidelines and criteria as stipulated in Chapter 9 of the HKPSG. The separation distances between the roads, chimneys and the planned ASRs would be reviewed against the recommended buffer distance in the HKPSG.

A) Vehicular Emission from Open Roads

5.3.6 The key air quality impact during operational phase would be vehicular emissions from nearby roads including Tsuen Wan Road, Wing Shun Street, Mau Tau Pa Road and Texaco Road. The road types of the roads bounding the Site and the required HKPSG buffer distance between those roads and the site boundary are summarized in **Table 5.3.2**Error! Reference source not found. and presented in **Figure 5.3.2**. The key pollutants due to vehicular emissions include NO_2, RSP and FSP. No air sensitive uses, including openable windows, fresh air intake of mechanical ventilation and recreational uses in the open area, shall be located within the buffer zones.

Table 5.3.2 Road Types of Surrounding Roads and HKPSG Air Buffer Distance Requirement

Road	Road Type	Recommended Buffer Distance
Tsuen Wan Road	Expressway	> 20 m
Texaco Road	District Distributor	> 10 m
Wing Shun Street	Local Distributor	> 5 m

Note: The road types are based on the Annual Traffic Census 2022 published by the Transport Department.

5.3.7 In addition, for any future connection roads near the Site, sufficient buffer distances between the future connection roads and the potential ASRs within the Site should be provided according to the recommended buffer distances from roads stipulated in Table 3.1 of Ch.9 of the HKPSG. No air sensitive uses are planned to be located within the buffer area from road kerb to the proposed development. It is also recommended that any air intake locations be located outside of these buffer areas. To this end, adverse air quality impact due to the surrounding vehicular emissions is not expected.

B) Chimney Emissions

5.3.8 Chimneys are identified as being located to the east of the Site. The location of the identified chimneys is shown in **Figure 5.3.3**. Three chimneys (S3 to S5) are found within 500m but outside of 200m from the project site boundary, whilst there are two chimneys (S1, S2) identified to be within 200m from the project site boundary. For industrial emissions from chimneys, the main pollutants emitted would also include SO_2, NOx, RSP and FSP.

Quantitative Cumulative Air Quality Impact Assessment

5.3.9 Given that the HKPSG buffer distance requirement for chimneys (200m) cannot be met, a quantitative assessment is required to assess the cumulative air quality impact from the aforementioned sources on the representative ASRs within the 500m Study Area.

5.3.10 Given that the site falls within the assessment area of the approved EIA report No. AEIAR-253/2023 for Widening of Tsuen Wan Road and the associated junction improvement works (herein called “TWR EIA” in the following sections of this chapter), reference will be made to relevant sections of TWR EIA.

5.3.11 As confirmed via site survey and the chimney information in TWR EIA, there are two chimneys without Specified Process Licences, which are owned by the same company located at Texaco Road Industrial Centre Block A at about 40m from the Site and included in the quantitative assessment.

5.3.12 There are four PTIs, three on-street minibus termini and one HGV parking site identified in the TWR EIA that fall within the 500m Study Area, whilst two additional on-street minibus termini have been identified from the latest site survey conducted on 16 July 2024 and included in the quantitative assessment.

5.3.13 Marine vessel traffic within the Study Area includes the movement of passenger ferry travelling to and from Tsuen Wan Ferry Pier, which is located about 360m northwest of the Project Site. According to the ferry schedule of the Park Island Transport Company Ltd website, there are only three regular daily services to and from Tsuen Wan Ferry Pier, which is unchanged from the information in TWR EIA. Due to the very limited ferry activities (e.g. 3 trips per day) and the considerable separation distance from the proposed development, the contribution of marine emissions is very limited and hence they are not considered in the quantitative assessment.

5.3.14 The USEPA approved model, AERMOD version 23112, is employed to simulate the dispersion of emission from the sources identified above, whilst the future background concentration for Year 2030 from the PATH v3.0 model is adopted. For vehicular emissions including open road and start emissions, they will be modelled as Line Sources according to EPD's *Technical Note for Modelling Vehicular Emissions Using AERMOD*, whilst industrial chimneys are modelled as Point Sources according to EPD's *Technical Note for Modelling Industrial Emissions*. Marine sources are modelled as Volume and Horizontal Point Sources in line with TWR EIA.

Air Quality Review During Operational Phase

5.3.15 The cumulative air quality impact at the representative ASRs for the key air pollutants of NO_2, SO_2, RSP and FSP are summarized in **Table 5.3.3** for Year 2030 and **Table 5.3.4** for Year 2033, for the range of assessment heights from 1.5 mAG up to 145mAG. The locations of the ASRs are shown in **Figure 5.3.4**.

Table 5.3.3 Predicted Maximum Cumulative Concentrations at Representative Air Sensitive Receivers in Year 2030

	NO_2 (μg/m³)		RSP (μg/m³)		FSP (μg/m³)		SO_2 (μg/m³)	
ASR (1.5 mAG – 145 mAG)	19th 1-hour Average	Annual Average	10th 24-hour Average	Annual Average	19th 24-hour Average	Annual Average	4th 10-min Average(1)	4th 24-hour Average
AQO criteria	200	40	100	50	50	25	500	50
ASR01	152.0	43.6	50.7	20.6	26.1	13.1	20.5	6.51
ASR02	152.7	43.9	50.8	20.6	26.1	13.1	20.5	6.51
ASR03	156.8	44.8	50.8	20.6	26.1	13.2	20.5	6.51
ASR04	150.2	41.9	50.7	20.5	26.0	13.1	20.5	6.51
ASR05	149.2	40.4	50.7	20.5	25.9	13.0	20.5	6.51
ASR06	149.2	40.8	50.7	20.5	26.0	13.0	20.5	6.51
ASR07	159.3	45.3	50.9	20.7	26.1	13.2	20.5	6.51
ASR08	161.4	45.6	50.9	20.7	26.1	13.2	20.5	6.51
ASR09	161.5	45.5	50.9	20.7	26.1	13.2	20.5	6.51
ASR10	153.8	41.9	50.8	20.5	26.0	13.1	20.5	6.51
ASR11	151.7	41.8	50.8	20.5	26.0	13.1	20.5	6.51

Note:
(1) 4th highest 10-min cumulative SO2 at all ASRs occurred at the same 10-min period when there is only contribution from the PATH background and no SO2 contribution from the chimneys, hence there is no range of values across the assessment heights (as PATH Level 1 value is assumed for all heights).

Table 5.3.4 Predicted Maximum Cumulative Concentrations at Representative Air Sensitive Receivers in Year 2033

	NO_2 (μg/m³)		RSP (μg/m³)		FSP (μg/m³)		SO_2 (μg/m³)	
ASR (1.5 mAG – 145 mAG)	19th 1-hour Average	Annual Average	10th 24-hour Average	Annual Average	19th 24-hour Average	Annual Average	4th 10-min Average(1)	4th 24-hour Average
AQO criteria	200	40	100	50	50	25	500	50
ASR01	138.1	38.0	50.5	20.3	25.7	12.8	20.5	6.51
ASR02	139.9	38.2	50.5	20.3	25.7	12.8	20.5	6.51
ASR03	143.5	39.0	50.6	20.3	25.7	12.9	20.5	6.51
ASR04	136.3	36.3	50.5	20.2	25.6	12.8	20.5	6.51
ASR05	141.4	34.9	50.4	20.3	25.8	12.9	20.5	6.51
ASR06	137.1	35.2	50.4	20.3	25.7	12.8	20.5	6.51
ASR07	144.4	39.2	50.6	20.3	25.7	12.9	20.5	6.51
ASR08	144.6	39.3	50.6	20.3	25.7	12.9	20.5	6.51
ASR09	144.6	39.1	50.6	20.3	25.7	12.9	20.5	6.51
ASR10	159.7	38.9	50.6	20.7	26.1	13.2	20.5	6.51
ASR11	136.9	36.0	50.5	20.2	25.7	12.8	20.5	6.51

Note:
(1) 4th highest 10-min cumulative SO2 at all ASRs occurred at the same 10-min period when there is only contribution from the PATH background and no SO2 contribution from the chimneys, hence there is no range of values across the assessment heights (as PATH Level 1 value is assumed for all heights).

Conclusion of Air Quality Impact

5.3.16 Based on the above results, there are no exceedances of the short-term Air Quality Objective (AQO) criteria for NO_2 and SO_2, and the short-term and long-term AQO criteria for RSP and FSP at any representative ASR assessment heights under both 2030 and 2033 scenarios. For annual NO_2, exceedances are found at 1.5mAG, 5mAG and 8.2mAG under the 2030 scenario, whilst no exceedances are predicted at any assessment heights under the 2033 scenario.

5.3.17 There will be provision for a social welfare facility located underneath the podium level, with potential openable windows and fresh air intakes located at or above 8.2mAG (i.e. 13.2mPD). Therefore, the location of the openable windows and fresh air intakes shall avoid the annual NO_2 exceedance zone shown in **Appendix A – 1/F Floor Plan**.

5.3.18 There is no exceedance of the AQO criteria at all residential floors and the podium level at and above 17mAG. In view of the above, no significant air quality impact to the proposed development is anticipated during the operation phase.

Noise Impact

5.3.19 The Study area for this noise assessment is defined by a distance of 300m from the site boundary of the project site. The 300m Noise Study Area and the location of noise sensitive receivers (NSRs) are shown in **Figure 5.3.5**.

Noise Impact Review During Construction Phase

5.3.20 The potential source of noise impact during the construction phase would be the use of Powered Mechanical Equipment (PME) for various construction activities e.g., site formation, drainage and sewage infrastructure, piling activities and superstructure to be carried out by the future developer.

5.3.21 The proposed development consist of site clearance and formation works, earth filling works, and the sewerage/drainage/water supply infrastructure works. Each construction site activities would be constructed in sequence and temporary in nature such that the construction noise arising from the use of PME would be in short-term only.

5.3.22 It is recommended that noisy equipment shall be replaced by quieter alternatives where possible. Silenced diesel and gasoline generators and power units, as well as silenced and super-silenced air compressors can be readily obtained. The future Contractor will be required to make reference to the relevant Technical Circulars (e.g. ETWB TCW 13/2003) and ProPECC Note (e.g. PN1/24), to plan and implement the project to avoid causing adverse construction noise impact to the nearby NSRs. The noise control requirements stipulated in the "Recommended Pollution Control Clauses for Construction Contracts " of the EPD shall also be incorporated into the construction works contract(s) for the Contractor to follow and implement relevant measures in minimizing the construction noise impact.

5.3.23 Quieter construction methods (e.g., silent piling by press-in method and prefabrication structure to replace in-situ construction) shall be prioritized and adopted as far as practicable for mitigating the construction noise impact.

5.3.24 Noise enclosure with a sufficient surface density of no less than 10 kg/m2 can be used to surround certain PMEs. The internal wall of the enclosure should be lined with 50 mm of sound-absorbent material, or with 25 mm of similar material if mounted on battens. Without direct view of the noisy part of the enclosed PME from NSRs, this design can achieve 10 dB(A) and 15 dB(A) reduction for stationary and static PMEs respectively.

5.3.25 Good site practice and noise management can significantly reduce the impact of construction activities on nearby NSRs. The noise benefits of these practices can vary according to specific site conditions and operations. The following site practices should be followed during the construction of the proposed development.

Table 5.3.5 Mitigation Measures During Construction Phase (Noise)

No.	Mitigation measures
1	Only well-maintained plant should be operated on-site and plant should be serviced regularly during the construction works
2	Machines and plant that may be in intermittent use should be shut down between work periods or throttled down to a minimum
3	Plant known to emit noise strongly in one direction should, where possible, be orientated to direct noise away from the nearby NSRs
4	Mobile plant should be sited as far away from NSRs as possible
5	Silencers or mufflers on construction equipment should be utilised where appropriate and properly maintained during the construction period
6	Material stockpiles and other structures should be effectively utilised, where practicable, to screen noise from on-site construction activities
7	The contractor should devise, arrange methods of working and carry out the works in such manner as to minimise noise impacts on the surrounding environment, and should provide experienced personnel with suitable training to ensure that all these measures are implemented properly

5.3.26 With the adoption of the recommended mitigation measures, no adverse construction noise impact is anticipated.

Noise Impact Review During Operational Phase (Road Traffic Noise Impact)

5.3.27 The major noise impact during operational phase would be road traffic noise from Tsuen Wan Road on the southwest, Mau Tau Pa Road on the northwest and Texaco Road on the east.

5.3.28 The project site is adjacent to Tsuen Wan Road, which is with planned widening works under a separate project *Agreement No. CE61/2018 (HY) - Widening of Tsuen Wan Road and the associated junction improvement works* by Highways Department (HyD). A Project Profile is submitted to EPD (PP-627/2021) and an approved EIA study brief is issued by EPD under Application No. ESB-343/2021. According to the design of widening of Tsuen Wan Road, semi enclosure would be provided in Tusen Wan Road viaduct along the southwestern of the site.

5.3.29 Road traffic noise impact assessment based on projected peak hourly traffic flow for the worst year within 15 years upon occupancy of the proposed development was conducted as base case scenario in 2046. To assess the noise impact before the commissioning of the widening project, an interim case scenario in 2033 was also conducted.

5.3.30 Predicted peak hourly road traffic noise levels at all noise sensitive receivers on domestic floors during the base case scenario under both AM and PM peak hour are summarised in **Table 5.3.6** below.

5.3.31 Under 2033 interim and 2046 base case scenarios, the major noise source is due to Tsuen Wan Road. The noise exceedances are identified at some of the noise sensitive facades. The predicted maximum road traffic noise levels in the proposed development is 80dB(A) and is located at the façade facing Tsuen Wan Road, which exceeds the relevant noise criterion of 70dB(A) by up to 10 dB(A). Though the entire section of Tsuen Wan Road adjacent to the site is covered by the

proposed semi-enclosure in TWR EIA, the opening side of the semi enclosure is towards the site such that the lower portion of the proposed development will have direct line of sight towards Tsuen Wan Road and still affected by the traffic noise.

Table 5.3.6 Summary of Predicted Road Traffic Noise Results – 2033 Interim Scenario and 2046 Base Case Scenario

Block	Noise Criterion, dB(A)	Predicted Maximum $L_{10\ (1\ hour)}$, dB(A)	Compliance
2033 Interim Scenario (AM)			
A	70	80	No
B	70	80	No
2033 Interim Scenario (PM)			
A	70	79	No
B	70	80	No
2046 Base Case Scenario (AM)			
A	70	79	No
B	70	80	No
2046 Base Case Scenario (PM)			
A	70	79	No
B	70	80	No

Noise Impact Review During Operational Phase (Fixed Plant Noise Impact)

5.3.32 For existing fixed plant noise sources, site investigation was conducted on 7 March 2023 and desktop review was conducted to identify the existing major fixed plant noise sources in the vicinity which might potentially affect the noise sensitive uses within the site. The identified fixed plant noise sources within the 300m study area are summarized in **Table 5.3.7** and their locations are shown in **Figure 5.3.7**.

5.3.33 Assessment results indicate that the predicted noise levels at the future NSRs are ranged from 69dB(A) to 70dB(A) for daytime and 69B(A) to 70dB(A) for night time, thus no exceedance during daytime is identified. The results are summarized in **Table 5.3.8**. Noise exceedance is expected at facades facing Texaco Road Industrial Building and is up to 10dB(A) during the most stringent nighttime period.

Table 5.3.7 Summary of the Existing Fixed Plant Noise Sources

Noise Source ID	Location	Planned/ Existing	Approximate Separation Distance from the Site Boundary (m)	Remarks
S01 to S29	Rooftop of Texaco Road Industrial Centre Block A	Existing	30	-
C01 to C05	Rooftop of Texaco Road Industrial Centre Block A	Existing	30	-
LU01	Ground floor of Texaco Road Industrial Centre Block A	Existing	20	-

Noise Source ID	Location	Planned/ Existing	Approximate Separation Distance from the Site Boundary (m)	Remarks
S30 to S31	Rooftop of Broadway Tower	Existing	230	Blocked by building structure(1)
S32 to S33	Rooftop of Goodman Tsuen Wan Centre	Existing	260	-
S34 to S37	Rooftop of Yeung Uk Road Municipal Services Building	Existing	280	Blocked by building structure (The Dynasty 220mPD, 38mPD)
S38 to S40	Rooftop of Lung Wah Theatre	Existing	250	-
S41 to S43	Rooftop of Mary of Providence Primary School	Existing	275	Blocked by building structure (Plaza 88, 150mPD), 20mPD
S44 to S48	Rooftop of Plaza 88	Existing	142	Blocked by building structure (future development at existing 266-270 Texaco Road, 150mPD)
S49 to S52	Chelsea Court (Tower East and South)	Existing	165	The architectural features and lift shaft on top roof floor effectively blocked the sightline from the Site to the rooftop equipment.
S53 to S56	Chelsea Court (Tower West and North)	Existing	260	-
S57	CLP Tsuen Wan South Substation	Existing	260	-
S58	DSD Pumping Station	Existing	240	Blocked by building structure (City Point Block 8, 150mPD), 7mPD
S59 to S64	Rooftop of ESS of City Point	Existing	197	Blocked by building structure (City Point Block 8, 150mPD), 10mPD
S65 to S66	Rooftop of Riviera Plaza	Existing	205-240	Blocked by building structure (City Point, 150mPD), 52mPD
S67 to S77	Rooftop of Tsuen Wan Sports	Existing	95	-
S78	MTR Ventilation Shaft	Existing	280	-

Notes: (1) Two cooling towers at Broadway Centre are located on its rooftop at around 35mPD. Ming Wah Industrial Building is located at the western side of the Broadway Centre and its building height is around 103mPD. It is envisaged the roof floor /building structure of Ming Wah Industrial Building will effectively block the direct line of sight between NSRs in the development and the cooling towers. Therefore, S30 and S31 are omitted from the detailed fixed plant calculation.

Table 5.3.8 Predicted Maximum Fixed Plant Noise Levels at NSRs

Scenario	NSR ID	Noise Criterion, dB(A)	Predicted Maximum Fixed Plant Noise Level, $L_{Aeq\ (30\ min)}$, dB(A)	Compliance
Daytime and Evening	T1-E1	70	69	Yes
	T2-B1		70	Yes
Nighttime	T1-E1	60	68	No
	T2-B1		70	No

Conclusion of Noise Impact (Road Traffic Noise Impact)

5.3.34 The predicted maximum road traffic noise level under the 2033 interim case and 2046 base case scenarios of the proposed development is 80dB(A). The following noise mitigation measures is recommended for the proposed development.

5.3.35 Vertical Noise Barriers at Podium: As the lower portion of the residential towers in the site is exposed to road traffic noise sources, mitigation by means of podium barriers is considered for noise shielding. An indicative 7.5m vertical noise barrier (as shown in **Figure 5.3.8**) above the podium of 22.2mPD is therefore proposed at the edge of podium to reduce the noise impact from Tsuen Wan Road towards the lower portion of the residential towers.

5.3.36 Application of Acoustic Window/ Enhanced acoustic balcony: To further mitigate the residual exceedance after application of podium barriers, acoustic window/ enhanced acoustic balcony is considered at the residential towers at indicative façade locations as shown in **Figure 5.3.8**. With reference to EPD's "Practice Note on Application of Innovation Noise Mitigation Designs in Planning Private Residential Developments against Road Traffic Noise Impact", sound attenuation could be achieved up to 7.5 dB(A) and 9.5dB(A) for acoustic window and enhanced acoustic balcony respectively with application of sound absorptive materials.

5.3.37 It should be noted that the sound attenuation performance is subjected to actual design and configuration of the acoustic window as well as setting and orientation of the acoustic window. The future design of the proposed development should make reference to this Practice Note to reduce the potential noise impact in the later stage.

5.3.38 With the implementation of mitigation measures, the residential units would comply with the road traffic noise criterion of 70 dB(A) as shown in **Table 5.3.9**. No residual adverse road traffic noise impact is anticipated to the future residential use with the adoption of the recommended indicative mitigation measures.

Table 5.3.9 Summary of Predicted Road Traffic Noise Results – Mitigated Case Scenario

Block	Noise Criterion, dB(A)	Predicted Maximum $L_{10\ (1\ hour)}$, dB(A)			
		Podium Barrier Only	Comply (Y/N)	Podium Barrier + Acoustic Window/ Enhanced Acoustic Balcony	Comply (Y/N)
Year 2033					
A	70	79	N	70	Y
B	70	79	N	70	Y
Year 2046					
A	70	77	N	70	Y
B	70	78	N	70	Y

Conclusion of Noise Impact (Fixed Plant Noise Impact)

5.3.39 Noise exceedance is expected at facades facing Texaco Road Industrial Building and is up to 10dB(A) during the most stringent nighttime period. To avoid fixed noise exceedance, the future building layout should avoid locating noise sensitive receivers with direct line of view towards Texaco Road Industrial Building especially for façade marked in **Figure 5.3.9**. Design approaches and mitigation measures including utilizing noise shielding building structure to minimize line of sight and provision of vertical architectural fins shall be explored in future building design. Fixed glazing can also be applied at locations wherever direct line of sight from NSR to Texaco Road Industrial Building is unavoidable. With the implementation of these measures, no adverse noise impact arising from the existing potential fixed plant noise sources is anticipated during the operational phase.

5.3.40 It is recommended to request the future Developer to submit a Noise Impact Assessment to EPD for approval in the future Land Lease, which shall contain the quantitative noise impact assessment and the to-be-adopted noise mitigation measures, in the later stages.

Water Quality Impact

5.3.41 The study area for water quality assessment is defined by a distance of 500m from the site boundary. Water sensitive receivers (WSRs) located in the vicinity of the 500m from the works boundary have been identified and reviewed. The 500m Water Quality Study Area is shown in **Figure 5.3.10**.

Water Quality Impact During Construction Phase

5.3.42 Potential water quality impacts would be associated with uncontrolled surface runoff with increase suspended solids, or accidental spillage of lubricant oils / fuels, and generation sewage from the workforce during construction phase. In consideration of the small scale and scattered pattern of the potential WSRs, as well as the large separation between the project site boundary and potential WSRs, adverse water quality impact associated with the construction works is not anticipated.

Water Quality Impact During Operational Phase

5.3.43 During the operational phase, sewage generated from the proposed development would be the major pollutant sources to the water quality. The surface runoff from the proposed development might also induce potential water quality impacts.

5.3.44 Sewerage would be generated from the proposed development throughout the operational phase. The sewage generated from the proposed development would be collected and discharged to the nearest public sewerage system (i.e. Tsuen Wan Sewage Pumping Station) via proper connection. Thus, no sewage will be released to the environmental without treatment and no adverse water quality impact is anticipated during operational phase. In terms of surface runoff, the site will be paved by impermeable surfaces. With the provision of drainage system, no adverse water quality impact due to surface runoff is anticipated.

Conclusion of Water Quality Impact

5.3.45 The site is proposed for the housing development. Domestic wastewater would be generated from the proposed housing development, and it would be the major source inducing the potential water quality impact to the WSRs in the vicinity. The sewage generated from the proposed development would be discharged into the public sewerage system and surface runoff would be discharged to the drainage system. Meanwhile, relevant measures and best practices as stated in ProPECC PN 1/23 “Drainage Plans Subject to Comment by the Environmental Protection Department” would be implemented by the future developer. For example, proper drainage systems with silt traps and oil interceptors will be installed. Runoff will be controlled by best management practice that it will be intercepted by properly designed and managed silt traps at appropriate spacing so that common roadside debris, refuse and fallen leaves, etc. can be captured. With proper implementation of the recommended mitigation measures, no adverse water quality impact is anticipated.

Waste Management

5.3.46 The assessment evaluated and assessed the potential waste management implication associated with the operational phase and construction phase.

Waste Management Review During Construction Phase

5.3.47 The potential waste management implication was evaluated and assessed. As the construction phase will be carried out by the future private developer, the private developer shall follow the latest regulations, codes and practices issued by relevant authorities (e.g. EPD) to manage the waste generated due to the construction works.

5.3.48 Appropriate waste handling, transportation and disposal methods for all waste generated during the construction of the proposed development should be implemented to ensure that construction wastes do not enter the nearby water courses or drainage channel. It is anticipated that adverse impacts would not arise on the construction site if good site practices are strictly followed.

Waste Management Review During Operational Phase

5.3.49 During the operational phase, the generated Municipal Solid Waste (MSW) will be delivered to the refuse collection point at the site for collection and transportation. The waste management practice will comply with the statutory requirements. With implementation of good waste management practices, the environmental impacts induced are expected to be minimal.

5.3.50 The storage of MSW has potential to give rise to adverse environmental impacts. It is assumed that the maximum potential flat number at the proposed residential buildings will be around 790 and the estimated total population of the proposed development will be around 2,133. No information on the population of the social welfare service at this moment and an assumption of 100 residents and staff is made. With reference to the latest data from "Monitoring of Solid Waste in Hong Kong 2022" by EPD, the disposal rate of domestic waste was 0.93 kg/person/day in Year 2022, and the recovery rate for recycling was 20% of the domestic waste generation. By calculation, the domestic waste generation rate, disposal rate and recycling rate were 1.16 kg/person/day, 0.93 kg/person/day and 0.23 kg/person/day in 2022 respectively.

Table 5.3.10 Summary of Waste Generation during Operation Phase

Waste Type	Estimated Quantity			Proposed Handling/ Disposal Method
	Generated	Recycle	Disposal	
General Refuse	2.596 tpd	0.519 tpd	2.077 tpd	Recycle as far as possible, collecting food waste alongside the other recyclables then dispose of non-recyclable refuse at strategic landfills
Chemical Waste	A few cubic meters per month	-	A few cubic meters per month	Licensed Chemical Waste Collector to Chemical Waste Treatment Centre in Tsing Yi and other licensed disposal facilities

Conclusion of Waste Management

5.3.51 While no potentially significant waste management impacts are envisaged, in line with the Government's position on waste minimization, the practice of avoiding and minimizing waste generation and waste recycling should be adopted as far as practicable. Waste recycling as well as collection of food waste will be encouraged in the proposed development. Recycling bins shall be placed in prominent locations to maximise the capture of recyclables from general refuse. Separate containers should also be provided for sorting and storage of different recyclable materials in the refuse collection point to be collected and waste to be disposed of at landfills/ refuse transfer stations by waste collectors. If any chemical waste is produced during the operation phase for maintenance activities, special handling and temporary storage of chemical waste is required before removal from site. The future developer would follow the requirement under the Waste Disposal (Chemical Waste) (General) Regulation and register with EPD as a chemical waste producer if chemical waste is produced from maintenance activities. A licensed chemical

waste collector will be employed to deliver of these wastes at EPD licensed chemical waste treatment facility.

5.3.52 With proper implementation of the recommended mitigation measures, no significant waste implications would be anticipated.

Land Contamination

5.3.53 The potential land contamination concern within the site based on the historical and existing land use was identified and evaluated.

5.3.54 Based on the review of historical aerial photographs, acquisition of information from government departments and site walkover, the site is generally an open car park. No potential land contamination land use/ activities has been identified within the site. Potential land contamination impacts associated with present and past land uses/activities are therefore not anticipated at the time of reporting. The review of historical aerial photographs was summarized in **Table 5.3.11**.

Table 5.3.11 Review of Historical Aerial Photographs

Year	Description of Land Use	Potential Contamination (Yes/No)
1963	The Site was situated within the open waters.	No
1983	No significant land use changes were observed.	No
1993	The Site was reclaimed and converted to be an open car park.	No
2003	The Site was turned to be vacant.	No
2013	The Site was replaced by an existing open car park.	No
2021	No significant land use changes were observed.	No

Conclusion of Environmental Impacts Review

5.3.55 The proposed development is not classified as designated project under Schedule 2 (Part I), or Schedule 3 of the EIAO. The potential environmental impacts arising from operation of the proposed development have been identified and evaluated. With the implementation of the recommended environmental mitigation measures, no adverse environmental impacts are anticipated during construction and operational phases.

5.4 Water Supply Aspect

General

5.4.1 Preliminary water supply impact assessment has been conducted for the site to examine the impact arising from the new water demands from the proposed development on the supply source.

Existing Fresh Water Supply Condition

5.4.2 The site falls within the existing supply zone of Tsuen Wan West Low Level Fresh Water Service Reservoir (TWWLL FWSR). The demarcation of the water supply zone refers to **Figure 5.4.1**. Tsuen Wan West Low Level FWSR has a design

capacity of 62,104m^3 with existing maximum day demand of 35,000m^3 with Top Water Level (TWL) of +91.44mPD and Invert Level (IL) of 85.039 mPD.

5.4.3 There is an existing 400mm dia. D.I. fresh water main located northeast and west of the site along Wing Shun Street and Texaco Road. This existing 400mm dia. D.I. pipe is feed by Tsuen Wan West Low Level FWSR. The existing fresh water system is shown in **Figure 5.4.2.**

Existing Flushing Water Supply Condition

5.4.4 The site within the existing supply zone of Tsuen Wan West Low Level Salt Water Service Reservoir (TWWLL SWSR), Ha Lo Wai Salt Water Service Reservoir (HLW SWSR), Kwai Shing Low Level Salt Water Service Reservoir (KSLL SWSR) and Tsuen Wan Salt Water Pumping Station (TW SWPS). The demarcation of the salt water supply zone is shown in **Figure 5.4.4**.

5.4.5 The existing Kwai Shing Low Level SWSR has a designed capacity of 3,450m^3 with the Top Water Level of 91.669mPD and invert level of 86.792mPD. For the Ha Lo Wai SWSR, it has a designed capacity of 10,815m^3 with the Top Water Level of 91.44mPD and invert level of 85.039mPD. For the Tsuen Wan West Low Level SWSR, it has a designed capacity of 3,532m^3 with the Top Water Level of 91.287mPD and invert level of +85.496mPD.

5.4.6 There is an existing 200mm dia. D.I. salt water main located northeast of the site along Wing Shun Street. There is another existing 200mm dia. D.I. salt water main located west of the site. The existing salt water supply system is shown in **Figure 5.4.5.**

Water Supply Impact Assessment

5.4.7 The estimated mean daily fresh water demand of the proposed development is 800m^3/day and the peak flow for the fresh water distribution main is 2400m^3/day. In addition, the estimated mean daily flushing water demand of the proposed development is 269m^3/day and the peak flow for the flushing water distribution main is 537m^3/day.

5.4.8 With the proposed development and population growth derived from 2019-based TPEDM, the Tsuen Wan West Low Level FWSR with storage capacity 62,104m^3 is larger than 47,015.1m^3 (95% Mean Daily Demand of the fresh water supply zone). Thus, the Tsuen Wan West Low Level FWSR is therefore adequate to supply the fresh water to the proposed development and no adverse impact is anticipated. No mitigation measures nor upgrading works would be necessary. The projection of mean daily fresh water demand fed by existing Tsuen Wan West low level FWSR is shown in **Table 5.4.1**.

5.4.9 The combined capacity of Kwai Shing Low Level SWSR, Ha Lo Wai SWSR and Tsuen Wan West Low Level SWSR is larger than 9,751.6 m^3/day (25% of Mean Daily Demand of the salt water supply zone). Thus, the existing Tsuen Wan West Low Level SWSR, Ha Lo Wai SWSR and Tsuen Wan West Low Level SWSR are adequate to supply the salt water to the proposed development and no adverse impact is anticipated. No mitigation measures nor upgrading works would be necessary. The projection of mean daily flushing water demand fed by existing

Kwai Shing low level SWSR, Ha Lo Wai SWSR and Tsuen Wan West low level SWSR is shown in **Table 5.4.2**.

Table 5.4.1 Projection of Mean Daily Fresh Water Demand Fed by Existing Tsuen Wan West Low Level FWSR

Year	Mean Daily Demand Projection based on TPEDM (m^3/day)	Mean Daily Demand from Housing Development (m^3/day)	Total Demand for Development & Population Increase (m^3/day)	Required Capacity of FWSR for Population Increase and Development (m^3)	Tsuen Wan West Low Level FWSR Design Capacity (m^3)
2031	48,689.4	800.1	49,489.5	47,015.1(1)	62,104

Remark:
(1) 95% of Mean Daily Demand in accordance with WSD DI No. 1309.

Table 5.4.2 Projection of Mean Daily Flushing Water Demand Fed by Existing Kwai Shing Low Level SWSR, Ha Lo Wai SWSR and Tsuen Wan West Low Level SWSR

Year	Mean Daily Demand Projection based on TPEDM (m^3/day)	Mean Daily Demand from Housing Development (m^3/day)	Total Demand for Development & Population Increase (m^3/day)	Required Capacity of SWSR for Population Increase and Development (m^3)	Tsuen Wan West Low Level SWSR Design Capacity (m^3)	Ha Lo Wai SWSR Design Capacity (m^3)	Kwai Shing Low Level SWSR Design Capacity (m^3)
2031	38,737.6	268.6	39,006.2	9,751.6 (1)	3,532	10,815	3,450
				Combined Capacity for SWSR		17,797	

Remark:
(1) 25% of Mean Daily Demand in accordance with WSD DI No. 1309.

Proposed Water Supply Works

5.4.10 A DN200 fresh water main is proposed to distribute the fresh water and fire service from the existing fresh water supply system at Texaco Road to the site. A DN100 flushing water main is proposed to connect the existing DN200 salt water main at Wing Shun Street for the distribution of flushing water. The proposed mains are shown in **Figures 5.4.3** and **5.4.6**.

Water Reserve Zone

5.4.11 The site falls within the area of water reserve zone which located at the east site along Texaco Road (**Figure 2.3** refers). Based on the assessment, no diversion and upgrading works would be required to conduct. Protection measures should be applied in the proposed development. To allow for future inspection and maintenance by WSD, free access shall be provided for the staff of WSD and their contactors and vehicles to access the reserve zone. There shall be no footing and piling to be constructed above the existing reserve area in construction and operation stages. Furthermore, no structural elements would be erected on the water reserve zone, and 6m clear headroom would be provided above the water reserve area for maintenance or inspection purpose. Therefore, G/F setback of the

podium are proposed above water reserve zone with at least 6m vertical clearance to satisfy the requirements.

Summary of Water Supply Impact Aspect

5.4.12 There is no adverse impact on the existing fresh water supply system and salt water supply system. No mitigation measures nor upgrading works would be necessary.

5.5 Sewerage Impact Aspect

General

5.5.1 Preliminary Sewerage Impact Assessment has been undertaken with reference to Guidelines for Estimating Sewerage Flows for Sewerage Infrastructure Planning Report No. EPD/TP 1/05. The recommended unit flow factors and peaking factors have been determined based on the development parameters of the proposed development.

Existing Sewerage Condition

5.5.2 There is an existing 375mm dia. pipeline along Wing Shun Street, and it is connected to DSD manhole FSH4000005 at Texaco Road. The flow is further conveyed along Texaco Road to DSD manhole FSH4000480 by pipe with 2100mm diameter. It directs the flow to Tsuen Wan Sewage Pumping Station which further convey flow to the DSD manhole FMH4022974. The existing sewerage system is shown in **Figure 5.5.1.**

5.5.3 This alignment is to firstly convey sewage to the Tsuen Wan Sewage Pumping Station and further discharge to the DSD manhole FMH4022974. The flows are ultimately discharged to the Kwai Chung Preliminary Treatment Works being processed and conveyed via 22.1m diameter tunnel to Tsing Yi Preliminary Treatment Works' drop shaft and to Stonecutter Sewage Treatment Works via 23.6m diameter tunnel.

5.5.4 Major sewerage infrastructures in Tsuen Wan potentially affected by the development of the site include Existing gravity sewers from DSD manhole no. FMH4088428 to Tsuen Wan Sewage Pumping Station (TWSPS), Tsuen Wan Sewage Pumping Station (TWSPS) and Kwai Chung Preliminary Treatment Works (KCPTW).

Sewerage Impact Assessment

5.5.5 Based on the proposed development parameters, a total Average Dry Weather Flow (ADWF) estimated from the proposed development would be approximately 752.3m^3/day. The projected Peak Dry Weather Flow (PDWF) generated from the proposed development would be 52.24L/s.

5.5.6 The sewerage generated from the proposed development will be conveyed to Tsuen Wan Sewage Pumping Station through the existing sewerage system. The site also falls within sewerage catchment area of Kwai Chung Preliminary Treatment Works.

5.5.7 The design capacity of Tsuen Wan Sewage Pumping Station (TWSPS) is 150,624 m^3/day and the additional flow due to the proposed housing development is 752.3 m^3/day which will contribute about 0.50% of the total design capacity. In addition, based on 2019-based TPEDM data, the highest total sewage generated from the catchment area after the development is 119,819.80 m^3/day (1.39m3/s) in Year 2036. The utilization rate of TWSPS is around 79.55% and hence there is sufficient capacity of TWSPS to cater for the additional flow from the proposed development and no mitigation measure or upgrading works would be necessary.

5.5.8 The current design capacity of Kwai Chung Preliminary Treatment Works (KCPTW) is 318,000 m^3/day. In addition, the forecasted highest average daily flow for KCPTW is in the year of 2036. Based on 2019-based TPEDM data, the forecasted highest average daily flow for KCPTW is 213,028.65 m^3/day (67.0% of the design capacity) including the proposed development in Texaco Road, KCPTW shall have sufficient capacity to cater the additional flow and hence no mitigation measures or upgrading works would be necessary.

Table 5.5.1 Sewerage Treatment Capacity and Utilization Rate

	Design Capacity (m^3/day)	Additional Flow due to the Proposed Development (m^3/day)	Utilization Rate (%)
Tsuen Wan Sewage Pumping Station (TWSPS)	150,624	119,819.80	79.55
Kwai Chung Preliminary Treatment Works (KCPTW)	318,000	213,028.65	67.0

Proposed Sewerage System

5.5.9 A terminal manholes FTMH01 associated with 300mm diameter pipes are proposed to convey the sewage flow to existing sewerage system located at the footpath of Wing Shun Street. The additional sewage loading on the Tsuen Wan Sewage Pumping Station due to the proposed development is found to be sufficient. Kwai Chung Preliminary Treatment Works is also capable to cater for the sewage loading from the site with no insurmountable impact. It is anticipated that no mitigation measure or upgrading works would be necessary. The proposed sewerage system is shown in **Figure 5.5.2**.

Summary of Sewerage Impact Aspect

5.5.10 The proposed sewerage system is considered as feasible to the proposed development. Therefore, no significant adverse sewage impact to the site and surroundings are anticipated.

5.6 Drainage Impact Aspect

General

5.6.1 Preliminary drainage impact assessment has been undertaken to evaluate the possible impacts on the existing drainage system due to the proposed development in the site.

Existing Drainage Condition

5.6.2 According to the as-built drainage record plans from DSD, various public drainage systems are found in the vicinity of the site. Adjacent to the west boundary, there are two pipes along the Texaco Road with 375mm dia. and 525mm dia. in connection to a 3.2m (W) x 3.05m (H) box culvert at the junction of Ma Tau Pa Road and Texaco Road.

5.6.3 There are two major drainage facilities near the site. On the north side of the site, a 3.8m (W) x 3.1 (H) box culvert (Three cells) is identified along the Ma Tau Pa Road and through the Tsuen Wan Park to Rambler Channel. On the south side of the site, a 2100mm dia. pipe with 16m drainage reserve area is identified in the Tsuen Wan Driving Test Centre and through City Point and Tsuen Wan Riviera Park to Rambler Channel.

5.6.4 Before the development, road gullies along Texaco Road would be anticipated to receive the surface run off discharged from the site. The surface runoff would then discharge to the box culvert via branch system. The existing drainage system is shown in **Figure 5.6.1.**

Drainage Impact Assessment

5.6.5 The catchment area and surface runoff will remain unchanged as the site is already paved. The surface runoff from the proposed development will be discharged to the existing box culvert SBP4014691 (Three cells with 3800mm x 3100mm each cell) via the proposed DN525 drainage pipe. There is no additional runoff generate to the existing drainage system. Therefore, the peak runoff before and after development is 0.538 m^2/s.

Proposed Drainage System

5.6.6 After the proposed development, the arrangement of the catchment and paving condition will remain unchanged. A DN525 would be proposed connecting the site and existing box culvert for discharging surface runoff. The discharge point of the site will discharge to existing box culvert SBP4014691 via proposed drainage pipe DN525. The runoff within the site is unchanged and the final discharge point is also unchanged. Therefore, there is no adverse impact on the existing drainage system. **Figure 5.6.1** shows the proposed drainage system.

Drainage Reserve Zone

5.6.7 A small portion of the site at the western corner falls within the area of drainage reserve zone (**Figure 2.3** refers). To allow for future inspection and maintenance by DSD, free access shall be provided for the staff of DSD and their contractors and vehicles to access the reserve zone. No structural element shall be allowed to sit on the top of the reserve zone. No foundation system shall be allowed to construct within the reserve zone. 5.1m clearance shall be provided from the future ground level to the soffit of 1/F along drainage reserve zone for installation, inspection and maintenance works.

Summary of Drainage Impact Aspect

5.6.8 The proposed drainage works are considered feasible for the proposed development. Therefore, no significant adverse drainage impact is anticipated.

5.7 Utility Impact Aspect

General

5.7.1 In addition to examining the effects on the existing water supply, drainage, and sewerage networks, assessments of the impact on other current utilities are conducted to ensure that the proposed development would not cause any major adverse effects.

Electricity Power Supply

5.7.2 Near the periphery of the site, numerous low voltage cables, 11kV cables and ducting are found along the footpath of Wing Shun Street (Northeast boundary of the site) and Texaco Road (West boundary of the Site). These cables and ducts will not affect and are unlikely to be affected by the proposed development. Therefore, there is no diversion works needed. The record of existing power cable alignments within and adjacent to the site shown in **Figure 5.7.6**.

5.7.3 The power supply cables for the development could be extended from nearby CLP cables. The exact location of the new led-in power cables shall subject to the development layout and further liaison with CLP.

Gas Supply Network

5.7.4 Near the periphery of the site, an existing MP315PE gas pipe is identified along the footpath of Wing Shun Street (Northeast boundary of the Site). In addition, existing LPB160PE and MP400PE pipes are found along the footpath of Texaco Road (West boundary of the site). These gas mains will not affect and are unlikely to be affected by the proposed development. Therefore, there is no diversion works needed. The record of existing gas mains within and adjacent to the site shown in **Figure 5.7.2**.

5.7.5 The gas supply for the development could be extended from nearby gas main network. The exact location of the new gas mains supply shall subject to the development layout and further liaison with HKCG.

Telecommunications Network Services

5.7.6 Existing HGC and HKBN telecom cables located near the periphery of the site. These telecom cables will not affect and are unlikely to be affected by the proposed development. Therefore, there is no diversion works needed. Only tiny portion of HKT telecom cable is found within the north-eastern of the site. They will not affect and are unlikely to be affected by the proposed development. LandsD should liaise with HKT for demolish or diversion for the proposed development. The diversion or demolish works are still subjected to the site survey before the land disposal to identify the actual needs of works. The record of existing HKBN, HKT and HGC telecom cables within and adjacent to the site shown in **Figures 5.7.3, 5.7.4** and **5.7.5** respectively.

5.7.7 Telecommunication service for the development could be extended from nearby existing telecom cables by different services providers.

Public Road Lighting

5.7.8 There are no public light poles nor cables identified inside the site. Thus, no public lighting will affect or be affected by the proposed development. Therefore, there is no diversion works needed. The record of existing public road lighting system within and adjacent to the Site shown in **Figure 5.7.1**.

5.7.9 The possible access(es) will be provided either along Wing Shun Street (Northeast boundary of the Site) or along Texaco Road (West boundary of the Site) which is both covered by existing public road lighting. Therefore, no new public road lighting is required.

Conclusion of Utilities Impact

5.7.10 The existing and proposed utilities will not cause significant impacts to the proposed development.

5.8 Cultural Heritage Aspect

5.8.1 A preliminary heritage impact assessment was conducted to review the heritage impact from the proposed development.

5.8.2 The site does not fall into any site of archaeological interest by AMO. There is no SAI located within 300m away from the site.

5.8.3 The site does not fall into any declared monuments protected by Antiquities and Monuments Office' Cap 53. There is no monument declared by AMO within 300m from the site.

5.8.4 Any built heritage, historic building and new items for grading assessment does not find within 300m area away from the site.

5.8.5 Based on desktop review, no site of archaeological interest was identified within or near the site. Declared and proposed monuments are also not within 300m for the site boundary. No built heritage or new items could be located within the site boundary. No cultural landscapes or graves were found within the site. Thus, no significant heritage impacts area anticipated due to the proposed development.

5.9 Geotechnical Aspect

General

5.9.1 A geotechnical assessment was conducted to identify the geotechnical constrains of the proposed development.

5.9.2 The rockhead level across the site is generally between -20mPD and -32mPD (Deepening northward across the site). The historical groundwater data indicate the highest groundwater levels are around +2.39mPD or 1.95mbgl.

Proposed Site Formation Works

5.9.3 The existing drillholes record, geotechnical properties, existing slope and existing ground level were studied. The site and the surrounding area are relatively flat. There is no existing registered and unregistered slope in the site. The site also does not fall into the MTR Protection Zone. The geological/geotechnical problem envisaged for the proposed site formation and infrastructure works is considered surmountable.

Conclusion of Geotechnical Impact

5.9.4 Based on the study results of the geotechnical assessment, no significant geotechnical impacts are anticipated to the proposed development.

5.10 Air Ventilation Aspect

General

5.10.1 Preliminary air ventilation assessment has been undertaken to identify characteristics of the wind availability data of the site and assess the wind performance under the proposed development and commercial redevelopment at the adjoining “CDA(1)” site.

Existing Wind Environment

5.10.2 The site consists of an open-air car park currently zoned as G/IC(9) on the OZP. North-easterly annual wind will come from Ma Tau Pa Road whereas easterly annual wind will come from the industrial development at the east of Texaco Road and then reach the site. Summer wind consisting south-westerly and south south-westerly wind will come from Wing Shun Street and building separation between City Point residential development.

5.10.3 Under the annual wind condition, the north easterly and easterly annual wind will reach the site and the “CDA(1)” site from Luen Yan Street to Ma Tau Pa Road and through non-building area between the Aurora and Plaza 88 from Chung On Street.

5.10.4 Under the summer wind condition, the southerly and south westerly prevailing winds will mainly come Wing Shun Street. Summer prevailing winds will be partially blocked by the existing high-rise residential development, namely City Point. Nonetheless, a portion of summer prevailing winds are expected to reach the south western portion of the site via the building separation between residential tower blocks of City Point.

5.10.5 Ma Tau Pa Road acts as the main wind corridor to bring annual north-easterly and easterly prevailing wind to the site. The industrial building clusters (i.e. Texaco Road Industrial Centre and factory building group at the southeast of Ma Tau Pa Road) to the north-east and east of the site may act as a wind barrier and block a portion of annual wind towards the site. Wing Shun Street will act as the major wind corridor for summer winds.

Studied Scenarios

5.10.6 The Baseline Scheme, which represents the existing condition at the site, currently consists of an open-air car park. The existing condition of "CDA(1)" consists of factory buildings with building height ranging from 16m to 51m high and high site coverage. The site is bounded by Wing Shun Street to the North, Texaco Road and Texaco Road Industrial Centre to the East, Tsuen Wan Road and existing residential developments City Point to the West and South.

5.10.7 The Illustrative Scheme consists of two domestic blocks, namely Block A and Block B for the study of proposed development. Block A and B are housing towers with a building height of 150mPD at main roof level. Both blocks are sitting on a podium with a maximum building height of 17.2m (22.2mPD). **Figure 5.10.1** shows the layout plan of the Illustrative Scheme.

5.10.8 For the redevelopment at "CDA(1)" site, an indicative layout plan assumes that a single tower with building height of about 150mPD (32 storeys including a 3-storey podium), non-domestic plot ratio of 9.5 and non-domestic GFA of about 52,155m2 is adopted. The site coverage at different levels are about 80% (G/F car park), 54.7% (retail podium) and 38.5% (tower) respectively. **Figure 5.10.2** shows the indicative layout of redevelopment at "CDA(1)" site.

5.10.9 The various good design features incorporated in the Illustrative Scheme are listed below:

The site:

(1) Approximate 19m-wide building separation between Blocks A and B

(2) At least 13m-wide building tower setback from the north-western site boundary facing Wing Shun Street

All the good design features in the site are above podium at 22.2mPD.

The "CDA(1)" site:

(1) The site coverage at-grade is reduced compared to the existing building footprint.

(2) About 4.5m-wide tower setback from the northwestern site boundary along Ma Tau Pa Road above 9mPD

(3) About 35.5m-wide tower setback from the southwestern site boundary along Texaco Road above 19mPD

(4) About 19.5m-wide podium setback from the southwestern site boundary along Texaco Road above 9mPD

5.10.10 Since the RAMS wind data and Experimental site wind data are obtained at the location of the site, RAMS and experimental site wind data as shown in **Figure 5.10.3** would be adopted as the basis of study for the AVA-EE. The following table is a summary of the prevailing wind directions for the site.

Table 5.10.1 Prevailing Wind Directions for The Site

Prevailing Wind Direction	RAMS Wind Data	Experimental Site Wind Data	Shell Oil Depot Automatic Wind Station (HKO)
Annual	**NE, ENE, E**	**ENE, N, NNE, NE**	ESE
Summer	**E, SSW, SW**	**ENE, SW, S**	SE

N, NNE and NE Wind

5.10.11 North and north-easterly winds (N, NNE and NE) are major annual prevailing winds of the site as shown in **Figures 5.10.4 and 5.10.5**.

5.10.12 In the Baseline Scheme, an open-air carpark currently resides at the site and factory buildings with building height range from 16m to 51m high is situated at "CDA(1)" site hence north-easterly winds are expected to penetrate freely through the site from Ma Tau Pa road to ventilate the downward Tsuen Wan Park zoned "O" abutting Wing Shun Street.

5.10.13 In the Illustrative Scheme, firstly the incoming north-easterly winds will flow along the "CDA(1)" site and the site through Ma Tau Pa Road to the Tsuen Wan Park zoned "O" abutting Wing Shun Street. With the minimum 13m-wide building tower setback from the north-western site boundary of the site and about 4.5m-wide tower setback from northwestern site boundary along Ma Tau Pa Road above 9mPD for "CDA(1)" site, it can minimize the wind blockage to its downstream areas. Besides, about 19.5m-wide podium setback above 9mPD and about 35.5m-wide tower setback above 19mPD from the southwestern site boundary along Texaco Road would facilitate northeasterly wind flow from NBA between the Aurora and Plaza 88 at pedestrian level since the building footprint is reduced comparing with the baseline condition. It is anticipated portion of wind flow could further reach City Point from 19m-wide tower separation in the site.

5.10.14 While some adverse air ventilation impacts may inevitably be caused by the Illustrative Scheme when compared with the Baseline Scheme, good design features are incorporated in the Illustrative Scheme to facilitate air ventilation in the vicinity as mentioned above.

ENE and E Winds

5.10.15 Easterly winds (ENE and E) are identified as both annual and summer prevailing winds at the site as shown in **Figures 5.10.6 and 5.10.7**.

5.10.16 In the Baseline Scheme, majority of easterly incoming winds are obstructed by the industrial development and high rise residential buildings Chelsea Court. Portion of easterly wind is able to travel freely from Ma Tau Pa Road and reach the downwind regions including Tsuen Wan Park zoned "O" abutting Wing Shun Street.

5.10.17 In the Illustrative Scheme, given that majority of easterly winds are already obstructed by the industrial development and high rise residential buildings Chelsea Court, it is expected that the "CDA(1)" site and the site would not adversely affect the easterly winds coming from Ma Tau Pa Road to the

downstream areas. With (1) about 4.5m-wide tower setback from the northwestern site boundary of "CDA(1)" site along Ma Tau Pa Road above 9mPD and (2) 13m-wide tower setback at the site from Wing Shun Street, it would facilitate the E and ENE wind to flow through pedestrian areas along Ma Tau Pa Road and Tsuen Wan Park zoned "O" abutting Wing Shun Street.

S, SSW and SW Winds

5.10.18 South and south-westerly winds (S, SSW and SW) are major summer prevailing winds of the site as shown in **Figures 5.10.8 and 5.10.9**.

5.10.19 In the Baseline Scheme, south-westerly winds are able to reach the western portion of the site via Wing Shun Street and then travel along Ma Tau Pa Road to reach the northern part of the "CDA(1) Site. Another portion of mid-level south-westerly winds will be able to travel through the building separation (15m-wide) between Block 1 and Block 2 of City Point residential developments and reach the site and the downwind regions of Texaco Road industrial buildings group. For southerly wind, majority of incoming wind is shielded by Waterside Plaza, City Point and proposed 8 storey school development fronting Wing Shun Street.

5.10.20 In the Illustrative Scheme, the 13m-wide building tower setback from the north-western site boundary of the "GIC(9)" site allows south-westerly winds to travel further to Ma Tau Pa Road along the northwestern boundary of "CDA(1)" site. About 4.5m-wide tower setback from the northwestern site boundary along Ma Tau Pa Road above 9mPD would also facilitate better pedestrian air ventilation comparing with the baseline scheme of cluster of industrial buildings. In addition, about 19m-wide within the "GIC(9)" site would facilitate south westerly winds toward "CDA(1)".

Conclusion of Air Ventilation Assessment

5.10.21 In comparison with the existing condition, various good design features are introduced to facilitate wind penetration through the site and the "CDA(1)" site to minimize the air ventilation impact induced by the Illustrative Scheme to the downwind regions. Therefore, no significant adverse air ventilation impact to the site and surroundings are anticipated.

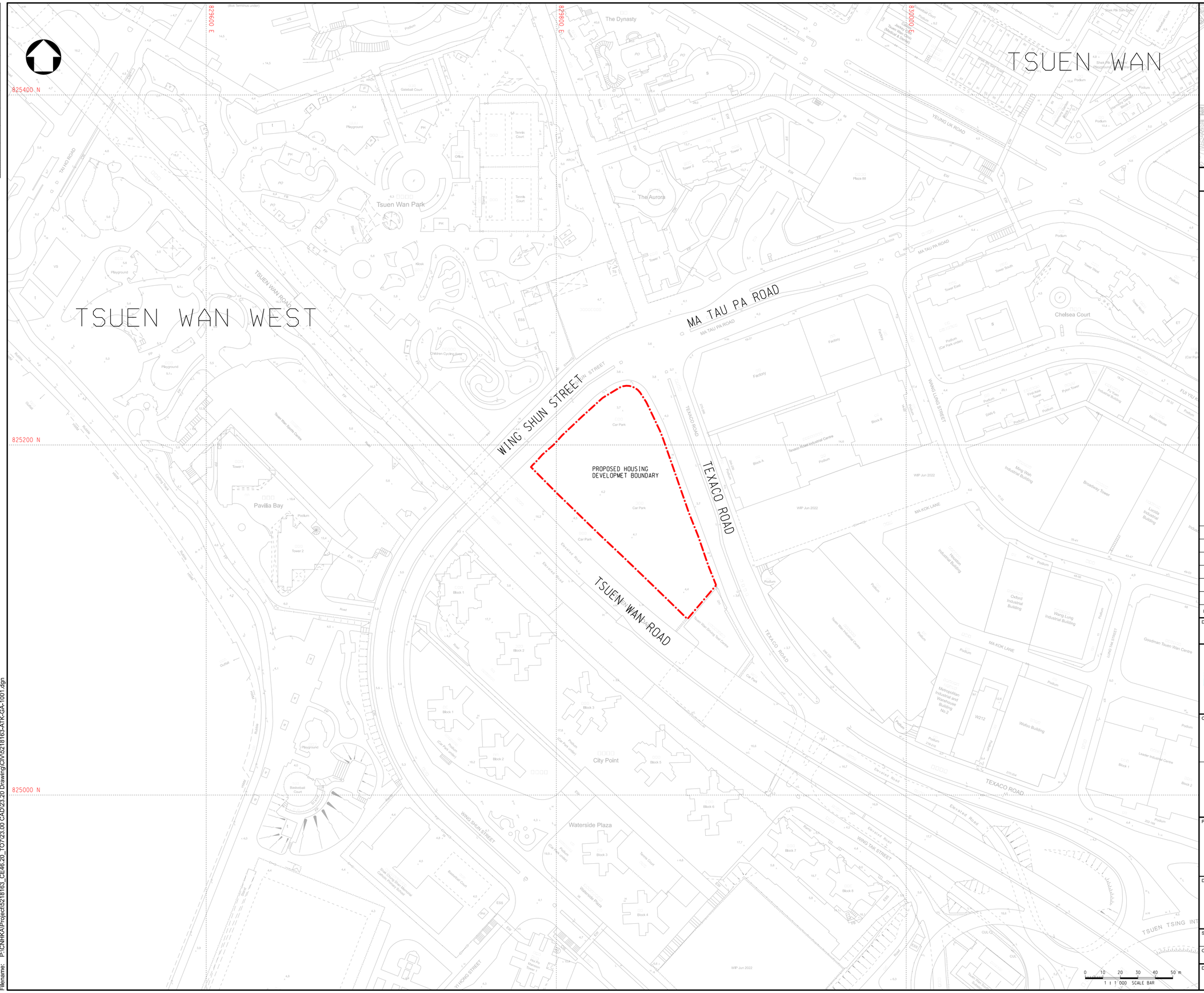
6. Conclusion

6.1.1 It is proposed to rezone the site from “Government, Institution or Community (9)” on Approved Tsuen Wan Outline Zoning Plan No. S/TW/37 to “Residential (Group A)22”.

6.1.2 A comprehensive series of technical assessments have been carried out across several key areas, including Traffic, Landscape and Visual, Environmental, Water Supply, Sewerage, Drainage, Underground Utilities, Cultural Heritage, Geotechnical, and Air Ventilation. These assessments concluded that the proposed development is technically feasible and no insurmountable impact would be resulted from the proposed development with the implementation of the recommended mitigation measures.

Not Used

Figures


TSUEN WAN WEST
TSUEN WAN
MA TAU PA ROAD
WING SHUN STREET
TEXACO ROAD
TSUEN WAN ROAD
YELUNG UK ROAD
TAI HO ROAD
WANG LUNG STREET
MA KOK LANE
WING TAK STREET
TSUEN TSING INT
PROPOSED HOUSING DEVELOPMET BOUNDARY
825400 N
825200 N
825000 N
826600 E
829800 E
830000 E
Tsuen Wan Park
Pavilia Bay
The Dynasty
The Aurora
Chelsea Court
City Point
Waterside Plaza
Tsuen Wan Industrial Centre
Tsuen Wan Bowling Rink Centre
Tsuen Wan Industrial Centre
Tsuen Wan Government Offices (Ming Pao Tower)
Tsuen Wan South Centre
Tsuen Wan Sports Ground
Tsuen Wan Public Library
Tsuen Wan Swimming Pool Complex
Tsuen Wan Town Hall
Tsuen Wan Police Married Quarters
Tsuen Wan Police Station
Tsuen Wan Police Station Annex
Tsuen Wan Police Station Quarters
Tsuen Wan Police Station Block 1
Tsuen Wan Police Station Block 2
Tsuen Wan Police Station Block 3
Tsuen Wan Police Station Block 4
Tsuen Wan Police Station Block 5
Tsuen Wan Police Station Block 6
Tsuen Wan Police Station Block



LEGEND:

THE SITE

Rev.	Date	Description	By	Chk'd	App'd
A	MAY 2023	FIRST ISSUED	EY	SW	LL

Drawing Status: FEASIBILITY STUDY

Suitability: -

AtkinsRéalis

Client: CEDD 土木工程拓展署 Civil Engineering and Development Department

西拓展處
WEST DEVELOPMENT OFFICE

Project Title: AGREEMENT NO. CE 46/2020 (CE) TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENTS IN ZONE 1 (2021 - 2024) - FEASIBILITY STUDY (TASK ORDER 7 - TEXACO ROAD)

Drawing Title: AERIAL PHOTO OF THE SITE

Scale	Designed	Drawn	Checked	Authorised
N.T.S	EY	YFC	SW	LL
Original Size	Date	Date	Date	Date
A1	MAY 2023	MAY 2023	MAY 2023	MAY 2023

Drawing Number: FIGURE 2.2

Revision: A

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Millimetres 100 10 0

825400 N
825200 N
825000 N
826600 E
828000 E
830000 E

TSUEN WAN WEST

TSUEN WAN

MA TAU PA ROAD

WING SHUN STREET

TSUEN WAN ROAD

TEXACO ROAD

YEUNG UK ROAD

TAI HO ROAD

24-HR WALKWAY CONNECTING THE FOOTBRIDGE E ON 1/F

FOOTBRIDGE E

BUILDING BLOCK A

BUILDING BLOCK B

10000

20000

10M BUFFER DISTANCE FOR TEXACO ROAD

SPACE BETWEEN BUILDING BLOCK = APPROX[. 19m

20M BUFFER DISTANCE FOR THE PROPOSED WIDENING OF TSUEN WAN ROAD (IMPLEMENTATION PROGRAMME OF THE WIDENING OF TSUEN WAN ROAD PROJECT AS SHOWN IN PLAN (INCLUDING THE ASSOCIATED NOISE MITIGATION MEASURE) IS STILL UNDER REVIEW.THE PLAN IS INDICATIVE ONLY.)

A B C

Tsuen Wan Park
The Dynasty
The Aurora
Chelsea Court
Pavilia Bay
City Point
Waterside Plaza

0 10 20 30 40 50 m
1 : 1 000 SCALE BAR

TSUEN WAN

TSUEN WAN ROAD
MA TAU PA ROAD
TEXACO ROAD
THE SITE
RIVIERA GARDEN
TSING TSUEN ROAD

KEY PLAN
N.T.S.

LEGEND:

- THE SITE
- BUILDING BLOCK
- PODIUM
- 24-HR WALKWAY
- WATER RESERVE ZONE
- FOOTBRIDGE E BY HYD
- DRAINAGE RESERVE ZONE

Rev.	Date	Description	By	Chk'd	App'd
B	MAY 2023	SECOND ISSUED	EY	SW	LL
A	FEB 2023	FIRST ISSUED	EY	SW	DL

Drawing Status: FEASIBILITY STUDY
Suitability: -

AtkinsRéalis

Client
土木工程拓展署
Civil Engineering and Development Department

西拓展處
WEST DEVELOPMENT OFFICE

Project Title
AGREEMENT NO. CE 46/2020 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENTS IN ZONE 1 (2021 - 2024) - FEASIBILITY STUDY (TASK ORDER 7 - TEXACO ROAD)

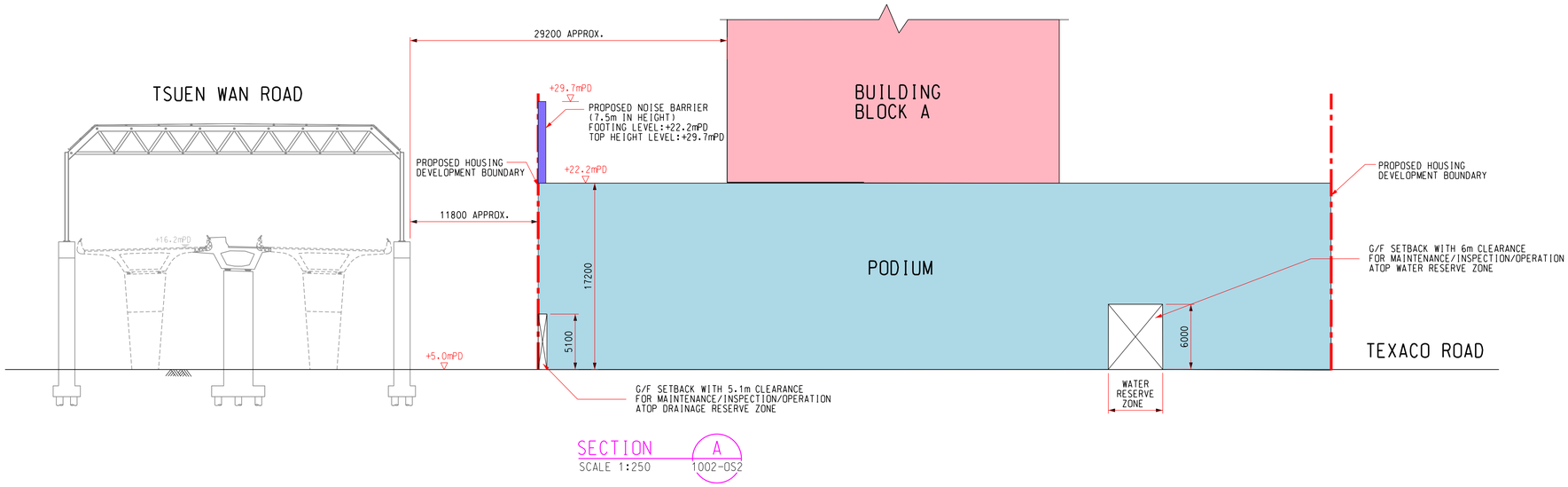
Drawing Title
PROPOSED LAYOUT PLAN OF THE SITE

Scale	Designed	Drawn	Checked	Authorised
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Original Size	Date	Date	Date	Date
A1	MAY 2023	MAY 2023	MAY 2023	MAY 2023

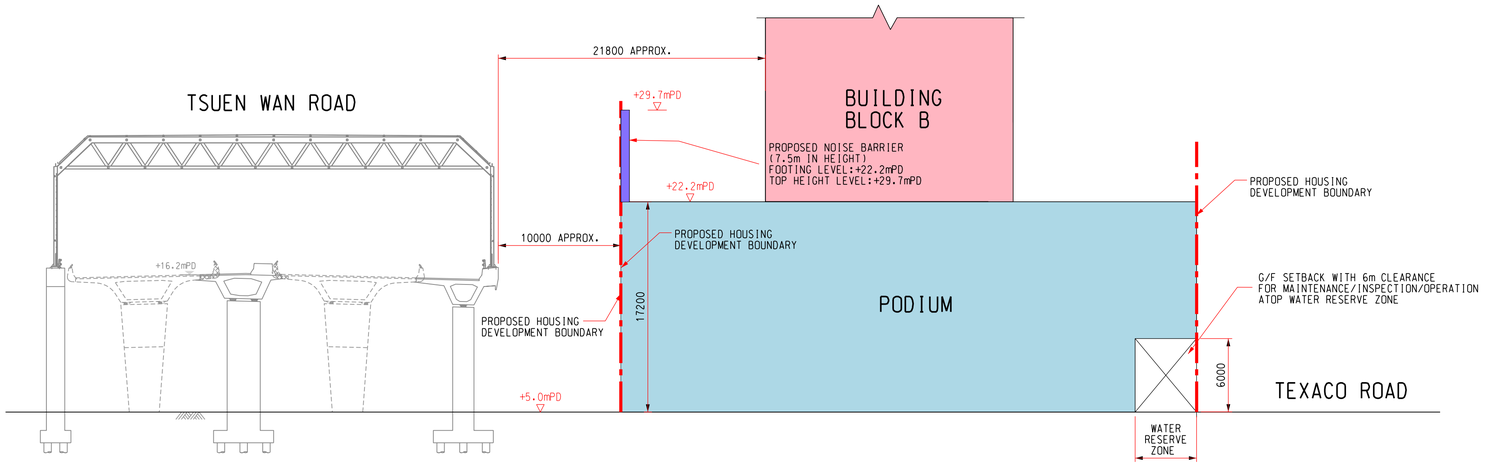
Drawing Number: FIGURE 2.3
Revision: B

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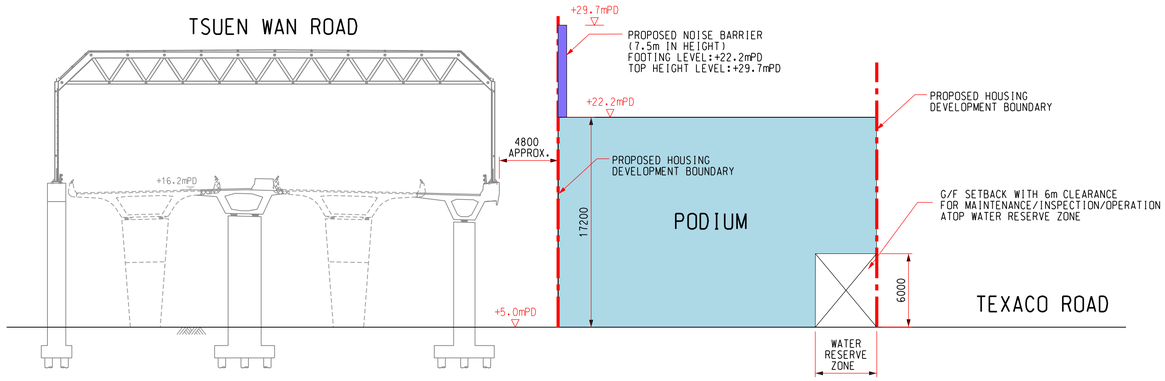
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SECTION A
SCALE 1:250 1002-OS2



SECTION B
SCALE 1:250 1002-OS2



SECTION C
SCALE 1:250 1002-OS2

REMARKS:
IMPLEMENTATION PROGRAMME OF THE WIDENING OF TSUEN WAN ROAD PROJECT AS SHOWN IN SECTION (INCLUDING THE ASSOCIATED NOISE MITIGATION MEASURE) IS STILL UNDER REVIEW. THE SECTION IS INDICATIVE ONLY.

Rev.	Date	Description	By	Chk'd	App'd
A	FEB 2023	FIRST ISSUED	YFC	SW	DL

Drawing Status: FEASIBILITY STUDY
Suitability: -

AtkinsRéalis

Client: CEDD 土木工程拓展署 Civil Engineering and Development Department

西拓展處
WEST DEVELOPMENT OFFICE

Project Title: AGREEMENT NO. CE 46/2020 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENTS IN ZONE 1 (2021 - 2024) - FEASIBILITY STUDY (TASK ORDER 7 - TEXACO ROAD)

Drawing Title: SECTION TO SHOW THE RELATIONSHIP OF PROPOSED HOUSING DEVELOPMENT AND TWR WIDENING

Scale	Designed	Drawn	Checked	Authorised
AS SHOWN	EY	KLC	SW	DL
Original Size	Date	Date	Date	Date
A1	FEB 2023	FEB 2023	FEB 2023	FEB 2023

Drawing Number: FIGURE 2.4
Revision: A

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User name: LOAN5405 Date:7/24/2024 Time: 3:46:06 PM
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Millimetres 0 10 100

825600 E

825200 N

825000 N

833000 E

TSUEN WAN PARK

MA TAU PA ROAD

WING SHUN STREET

TEXACO ROAD

TSUEN WAN ROAD

YEUNG UK ROAD

TAI HO ROAD

TSUEN WAN WEST STATION

TSUEN TSING INTERCHANGE

G/IC

G/IC(9)

OU

NBA

R(A)

C(4)

CDA(1)

R(A)17

R(A)18

The Dynasty

Tsuen Wan Park

Pavilia Bay

Tower 1

Tower 2

Tower Two Square Centre

Tsuen Wan Sports Centre

Car Park

Block 1

Block 2

Block 3

Block 4

Block 5

Block 6

Block 7

Block 8

Podium

Factory

Outlet

Road

Bus

Footbridge

Subway

Elevated Road

Ferry Pier

Shek Pai Wan Road

Shek Pai Wan Playground

Shek Pai Wan Sports Centre

Shek Pai Wan Swimming Pool

Shek Pai Wan Municipal Services Building

Shek Pai Wan Fire Station

Shek Pai Wan Government Offices

Shek Pai Wan Primary School

Shek Pai Wan Estate

Shek Pai Wan Road Garden

Shek Pai Wan Road Playground

Shek Pai Wan Road Sitting Out Area

Shek Pai Wan Road Public Toilet

Shek Pai Wan Road Refuse Collection Point

Shek Pai Wan Road Bus Terminus

Shek Pai Wan Road Footbridge

Shek Pai Wan Road Subway

Shek Pai Wan Road Car Park

Shek Pai Wan Road Podium

Shek Pai Wan Road Factory

Shek Pai Wan Road Office

Shek Pai Wan Road Shop

Shek Pai Wan Road Restaurant

Shek Pai Wan Road Hotel

Shek Pai Wan Road Bank

Shek Pai Wan Road Supermarket

Shek Pai Wan Road Pharmacy

Shek Pai Wan Road Clinic

Shek Pai Wan Road Dental Clinic

Shek Pai Wan Road Optician

Shek Pai Wan Road Jewellery Shop

Shek Pai Wan Road Watch Shop

Shek Pai Wan Road Electronics Shop

Shek Pai Wan Road Camera Shop

Shek Pai Wan Road Computer Shop

Shek Pai Wan Road Mobile Phone Shop

Shek Pai Wan Road Telecommunications Shop

Shek Pai Wan Road Internet Cafe

Shek Pai Wan Road Video Shop

Shek Pai Wan Road Music Shop

Shek Pai Wan Road Book Shop

Shek Pai Wan Road Stationery Shop

Shek Pai Wan Road Toy Shop

Shek Pai Wan Road Sports Shop

Shek Pai Wan Road Clothing Shop

Shek Pai Wan Road Shoe Shop

Shek Pai Wan Road Bag Shop

Shek Pai Wan Road Leather Goods Shop

Shek Pai Wan Road Fur Shop

Shek Pai Wan Road Hat Shop

Shek Pai Wan Road Umbrella Shop

Shek Pai Wan Road Walking Stick Shop

Shek Pai Wan Road Parasol Shop

Shek Pai Wan Road Fan Shop

Shek Pai Wan Road Flag Shop

Shek Pai Wan Road Banner Shop

Shek Pai Wan Road Poster Shop

Shek Pai Wan Road Sign Shop

Shek Pai Wan Road Neon Sign Shop

Shek Pai Wan Road Light Box Shop

Shek Pai Wan Road Illuminated Sign Shop

Shek Pai Wan Road Electronic Sign Shop

Shek Pai Wan Road Digital Sign Shop

Shek Pai Wan Road Video Wall Shop

Shek Pai Wan Road Projection Shop

Shek Pai Wan Road Hologram Shop

Shek Pai Wan Road Laser Show Shop

Shek Pai Wan Road Fireworks Shop

Shek Pai Wan Road Pyrotechnics Shop

Shek Pai Wan Road Explosives Shop

Shek Pai Wan Road Ammunition Shop

Shek Pai Wan Road Weapons Shop

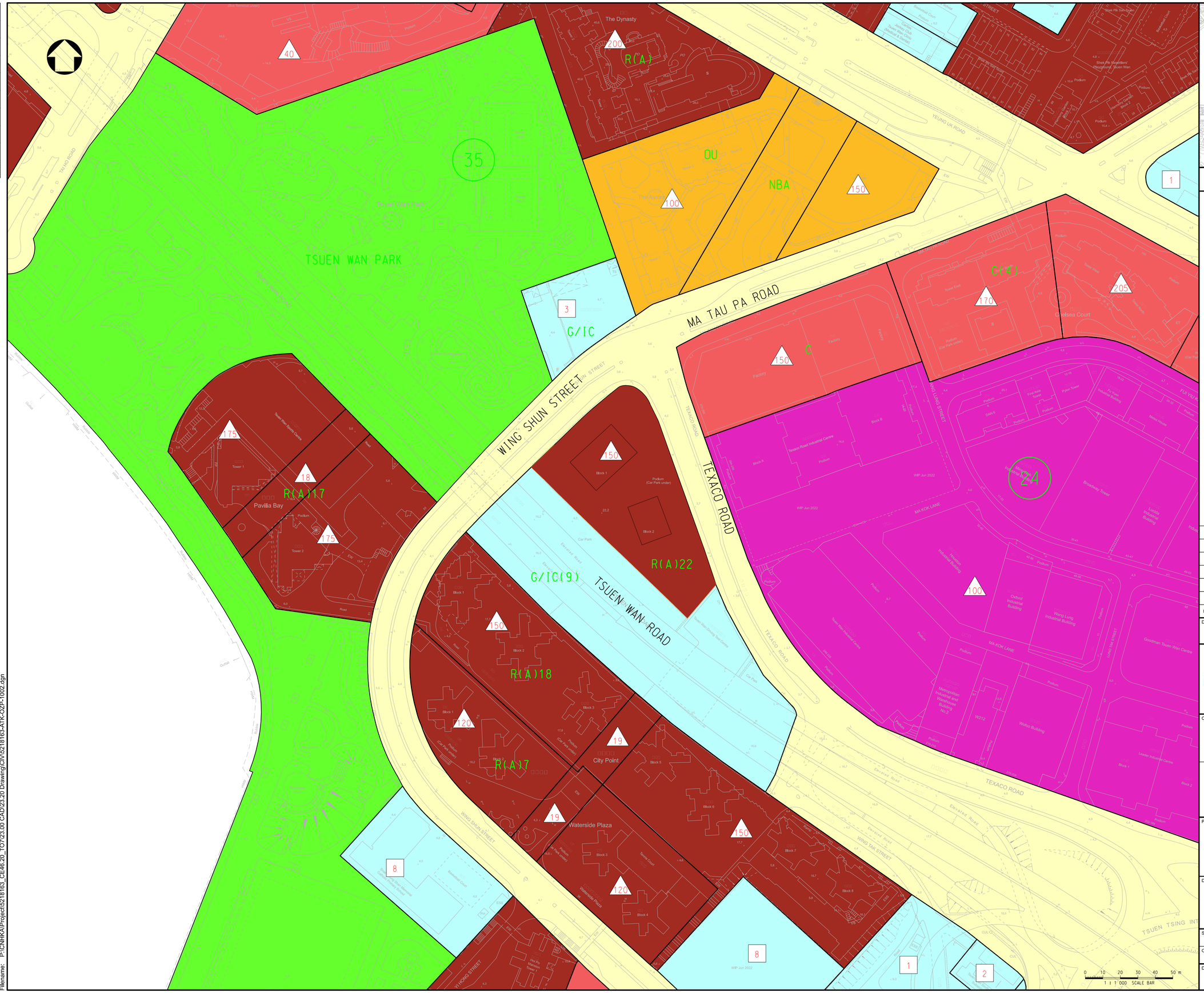
Shek Pai Wan Road Military Surplus Shop

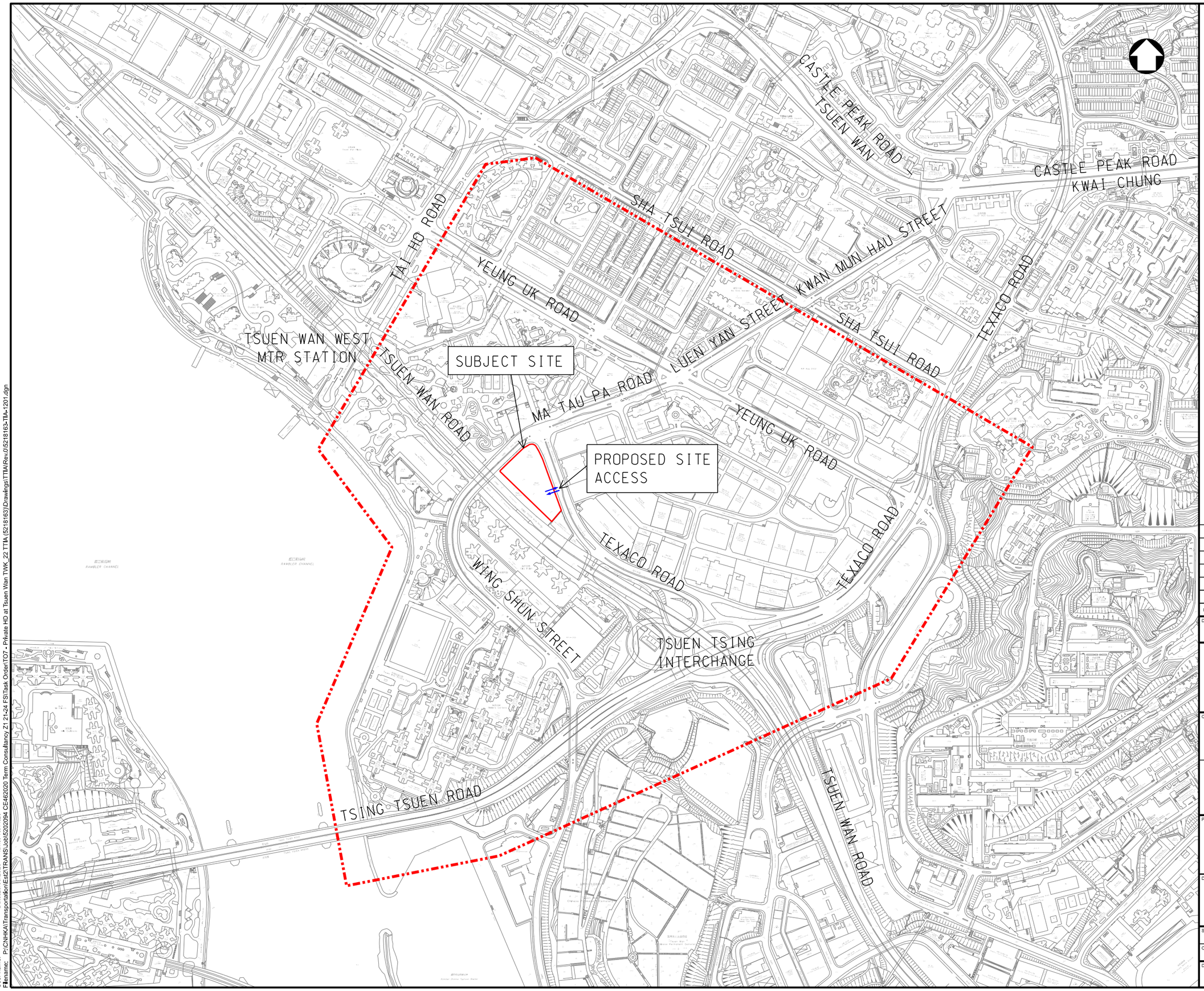
Shek Pai Wan Road Police Station

Shek Pai Wan Road Fire Station

Shek Pai Wan Road Ambulance Station

Shek Pai Wan Road Hospital


TSUEN WAN PARK
Tsuen Wan Park
35
40
200
R(A)
The Dynasty
OU
NBA
100
150
1
YEUNG UK ROAD
MA TAU PA ROAD
3
G/IC
C(4)
170
205
Corsica Court
C
150
WING SHUN STREET
TEXACO ROAD
24
100
175
18
R(A)17
Pavilla Bay
Tsuen Wan Sports Centre
Tower 1
Tower 2
Podium
175
150
Block 1
Block 2
Podium (Car Park under)
R(A)22
Car Park
G/IC(9)
TSUEN WAN ROAD
150
Block 2
R(A)18
120
Block 1
Block 3
Podium (Car Park under)
R(A)17
19
City Point
Block 5
19
Waterside Plaza
120
Block 3
Block 4
Tower Court
150
Block 6
Block 7
Block 8
8
8
1
2
TEXACO ROAD
WING TAI STREET
TSUEN TSING INTERCHANGE
Tsuen Wan Ferry Pier
Tsuen Wan Bus Terminus
Tsuen Wan Swimming Pool Complex
Tsuen Wan Government Offices
Tsuen Wan Law Courts Building
Tsuen Wan Police Station
Tsuen Wan Fire Station
Tsuen Wan Ambulance Depot
Tsuen Wan Public Library
Tsuen Wan Civic Centre
Tsuen Wan Town Hall
Tsuen Wan Government Offices
Tsuen Wan Multi-storey Car Park
Tsuen Wan Sheung Tsuen Centre
Tsuen Wan Shopping Centre
Tsuen Wan Plaza
Tsuen Wan Centre
Tsuen Wan Square Centre
Tsuen Wan Bus Terminus
Tsuen Wan Bus Terminus Building
Tsuen Wan Bus Terminus Podium
Tsuen Wan Bus Terminus Podium Garden
Shek Pai Wan Bus Terminus
Shek Pai Wan Sports Ground
Shek Pai Wan Playground
Shek Pai Wan Road
Shek Pai Wan Sports Centre
Shek Pai Wan Swimming Pool
Shek Pai Wan Public Toilet
Shek Pai Wan Estate
Shek Pai Wan Primary School
Shek Pai Wan Community Hall
Shek Pai Wan Community Centre
Shek Pai Wan Community Garden
Shek Pai Wan Community Garden Block 1
Shek Pai Wan Community Garden Block 2
Shek Pai Wan Community Garden Block 3
Shek Pai Wan Community Garden Block 4
Shek Pai Wan Community Garden Block 5
Shek Pai Wan Community Garden Block



Rev.	Date	Description	By	Chk'd	App'd
-	MAY 2023	FIRST ISSUE	PC	AS	PT

Drawing Status: FEASIBILITY STUDY

Suitability: -

AtkinsRéalis

Client: 土木工程拓展署 Civil Engineering and Development Department

西拓展處
WEST DEVELOPMENT OFFICE

Project Title: AGREEMENT NO. CE 46/2020 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENTS IN ZONE 1 (2021 - 2024) - FEASIBILITY STUDY (TASK ORDER 7 - TEXACO ROAD)

Drawing Title: AREA OF INFLUENCE AND LOCATION OF PROPOSED HOUSING SITE

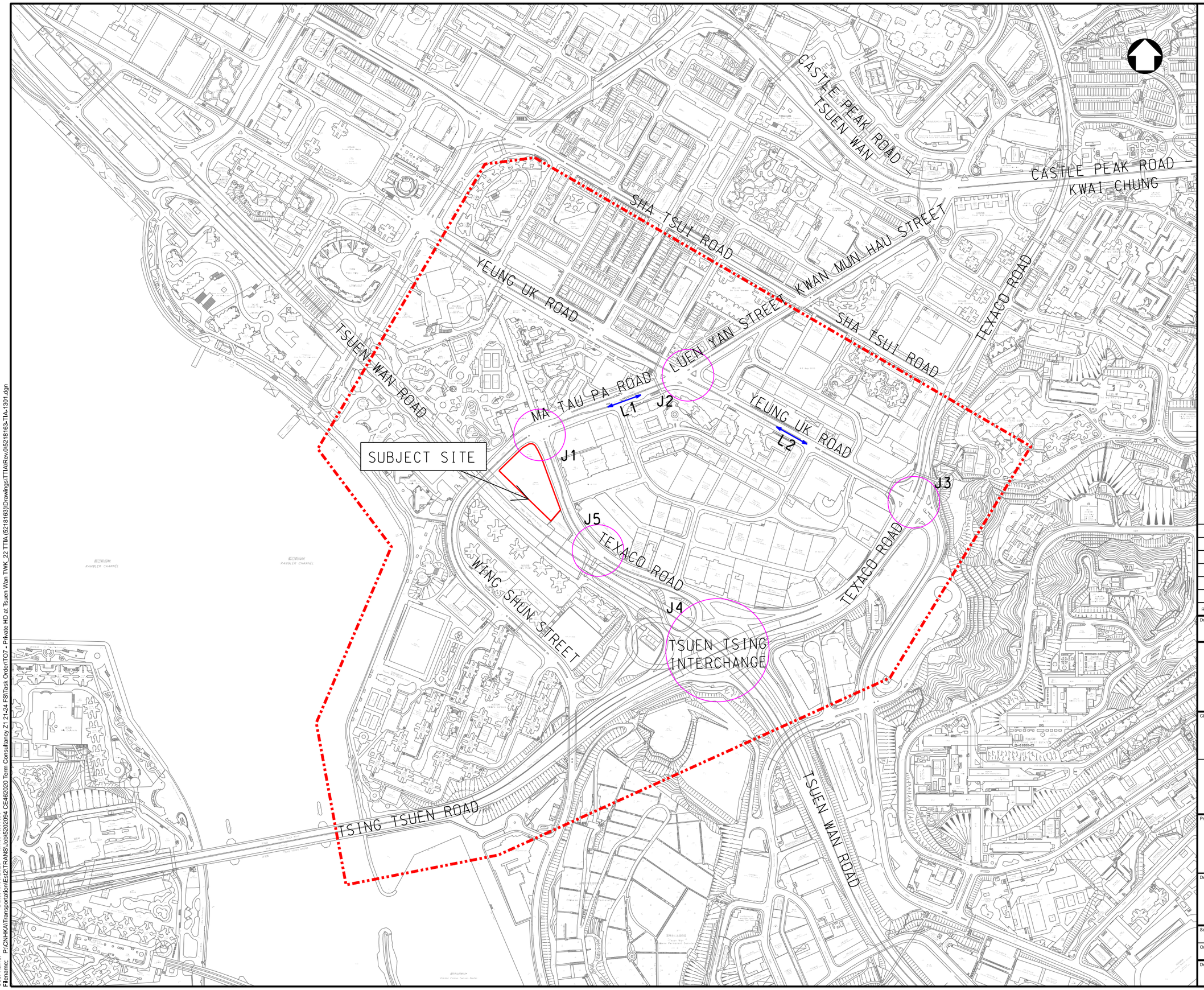
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Drawing Number: FIGURE 5.1.1

Revision: -

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User name: CHAN1088 Date:23/05/2023 Time: 18:14:20
Filename: P:\CNHKA\Transportation\Esd2\TRANS\Job\520209\4 CE46/2020 Term Consultancy Z1 21-24 FS\Task Order\TO7 - Private HD at Tsuen Wan TWK_22 TTIA (5218163)\Drawings\TTIA\Rev.0\5218163-TIA-1201.dgn



LEGEND:

- AREA OF INFLUENCE
- PROPOSED HOUSING SITE AREA
- J1 KEY JUNCTIONS
- L1 KEY ROAD LINKS

Rev.	Date	Description	By	Chk'd	App'd
-	MAY 2023	FIRST ISSUE	PC	AS	PT

Drawing Status: FEASIBILITY STUDY

Suitability: -

AtkinsRéalis

Client: CEDD 土木工程拓展署 Civil Engineering and Development Department

西拓展處
WEST DEVELOPMENT OFFICE

Project Title: AGREEMENT NO. CE 46/2020 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENTS IN ZONE 1 (2021 - 2024) - FEASIBILITY STUDY (TASK ORDER 7 - TEXACO ROAD)

Drawing Title: LOCATIONS OF KEY JUNCTIONS AND ROAD LINKS

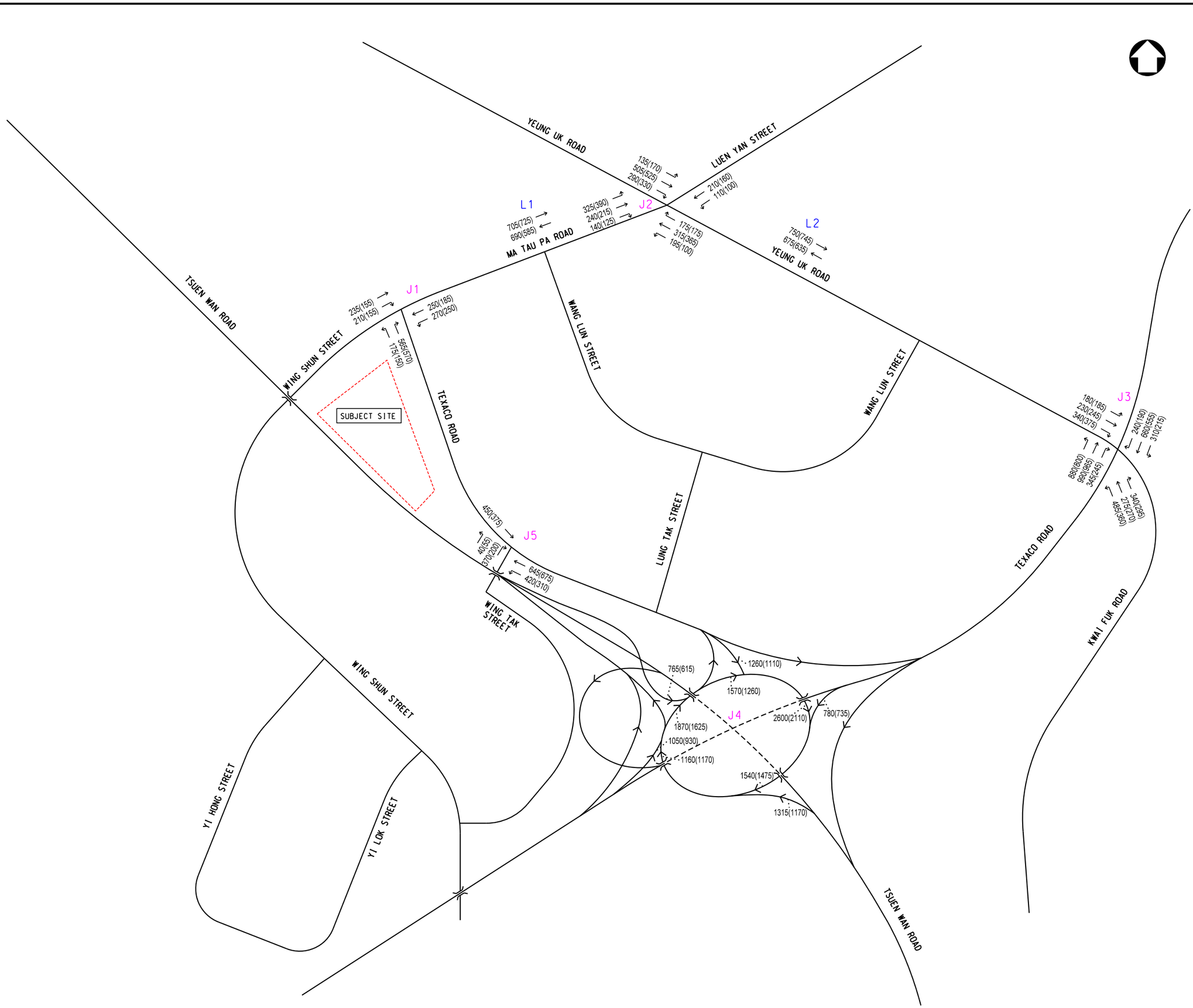
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N.T.S.	VAR	PC	AS	PT
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Drawing Number: FIGURE 5.1.2

Revision: -

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User name: CHAN1088 Date:19/05/2023 Time: 16:07:58
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LEGEND:

J1	JUNCTION INDEX
L1	ROAD LINK INDEX
100(100) →	AM(PM) PEAK VEHICULAR TRAFFIC FLOW (PCU/HR)

Rev.	Date	Description	By	Chk'd	App'd
-	MAY 2023	FIRST ISSUE	PC	AS	PT

Drawing Status: FEASIBILITY STUDY
Suitability: -

AtkinsRéalis

Client: 土木工程拓展署 Civil Engineering and Development Department

西拓展處
WEST DEVELOPMENT OFFICE

Project Title: AGREEMENT NO. CE 46/2020 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENTS IN ZONE 1 (2021 - 2024) - FEASIBILITY STUDY (TASK ORDER 7 - TEXACO ROAD)

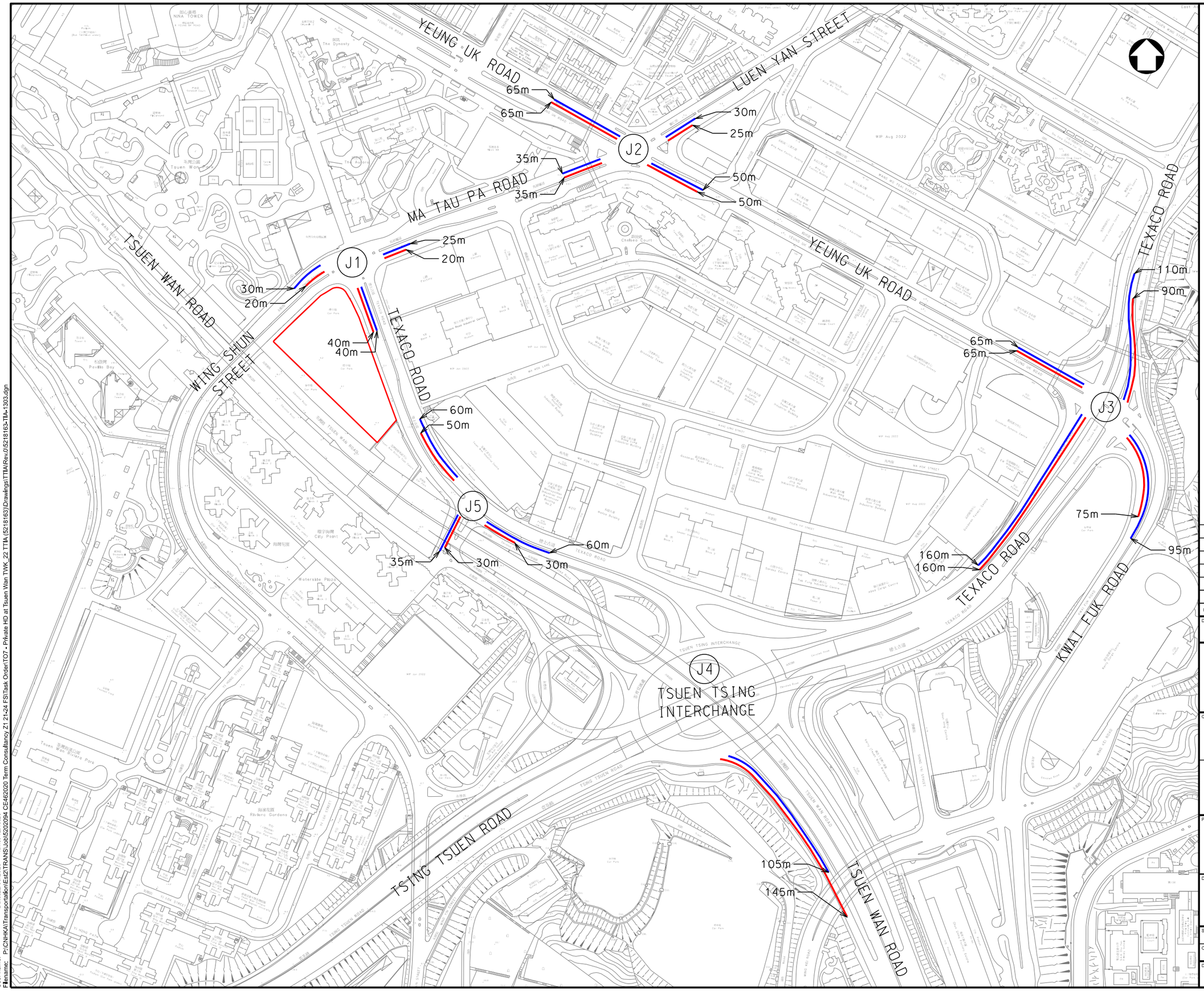
Drawing Title:
YEAR 2023
OBSERVED TRAFFIC FLOWS

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N.T.S.	VAR	PC	AS	PT
Original Size	Date	Date	Date	Date
A3	MAY 2023	MAY 2023	MAY 2023	MAY 2023

Drawing Number: FIGURE 5.1.3
Revision: -

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User name: CHAN1088 Date:23/05/2023 Time: 17:34:32
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LEGEND:

PROPOSED HOUSING SITE AREA

123m AM PEAK AVERAGE QUEUE LENGTH (m)

123m PM PEAK AVERAGE QUEUE LENGTH (m)

Rev.	Date	Description	By	Chk'd	App'd
-	MAY 2023	FIRST ISSUE	PC	AS	PT

Drawing Status: FEASIBILITY STUDY

Suitability: -

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Client: CEDD 土木工程拓展署 Civil Engineering and Development Department

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WEST DEVELOPMENT OFFICE

Project Title: AGREEMENT NO. CE 46/2020 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENTS IN ZONE 1 (2021 - 2024) - FEASIBILITY STUDY (TASK ORDER 7 - TEXACO ROAD)

Drawing Title: OBSERVED AVERAGE QUEUE LENGTH

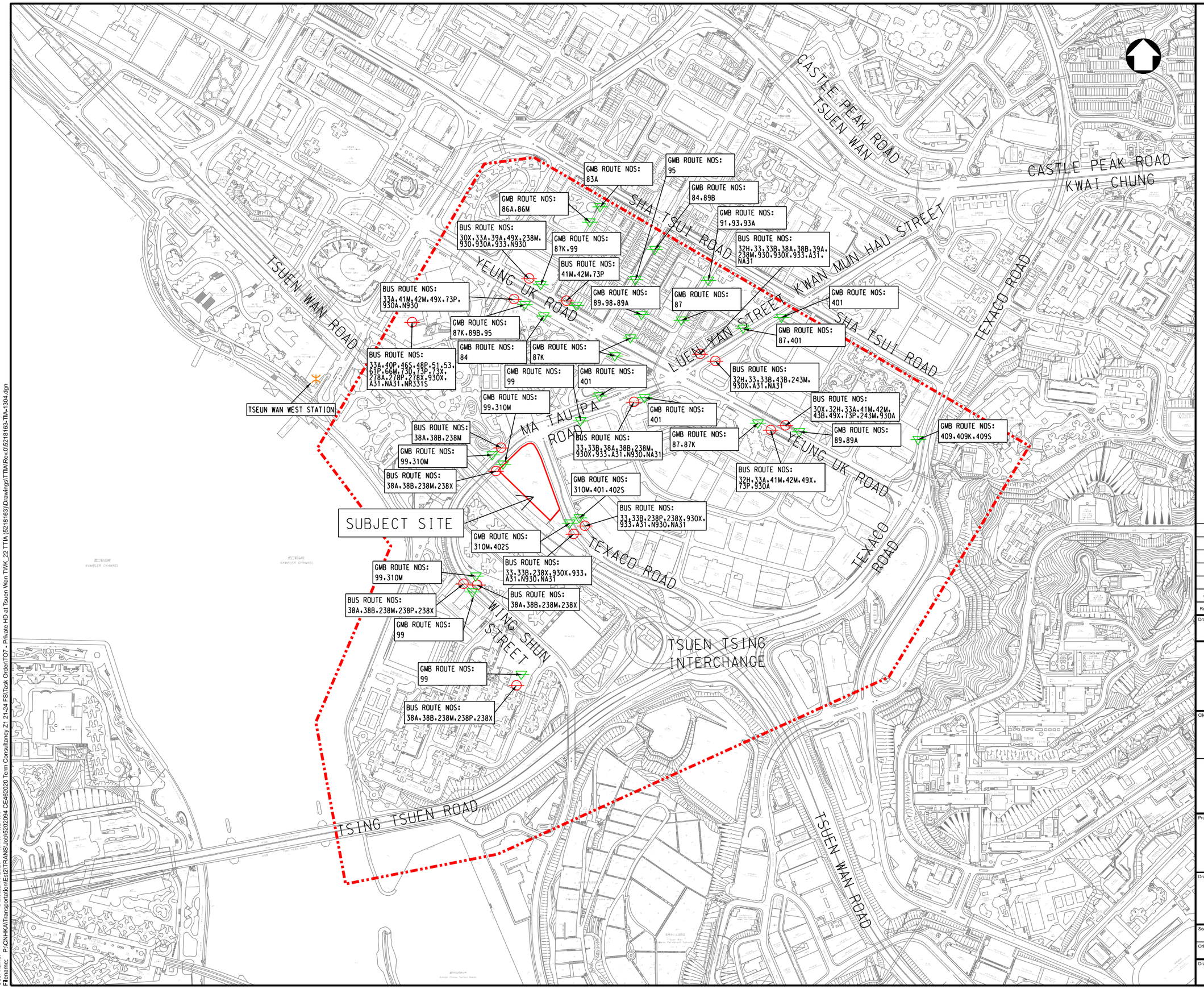
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N.T.S.	VAR	PC	AS	PT
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Drawing Number: FIGURE 5.1.4

Revision: -

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User name: CHAN1088 Date:22/05/2023 Time: 12:19:26
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Rev.	Date	Description	By	Chk'd	App'd
-	MAY 2023	FIRST ISSUE	PC	AS	PT

Drawing Status: FEASIBILITY STUDY

Suitability: -

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Client: 土木工程拓展署 Civil Engineering and Development Department

西拓展處
WEST DEVELOPMENT OFFICE

Project Title: AGREEMENT NO. CE 46/2020 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENTS IN ZONE 1 (2021 - 2024) - FEASIBILITY STUDY (TASK ORDER 7 - TEXACO ROAD)

Drawing Title: EXISTING NEARBY PUBLIC TRANSPORT FACILITIES

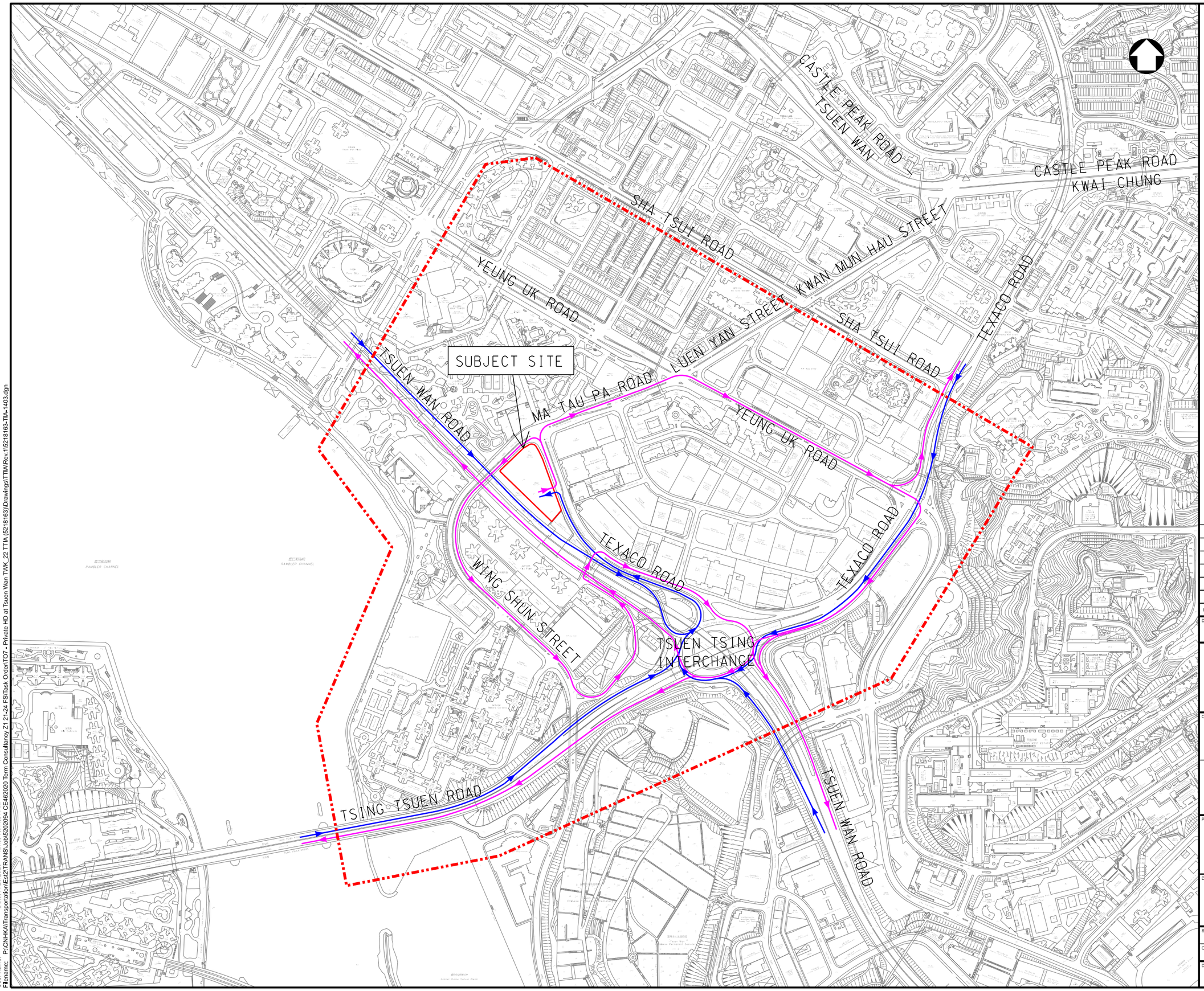
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N.T.S.	VAR	PC	AS	PT
Original Size	Date	Date	Date	Date
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Drawing Number: FIGURE 5.1.5

Revision: -

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User name: CHAN1088 Date:22/05/2023 Time:16:21:56
File name: P:\CNHKA\Transportation\Est2\TRANS\Job\520204 CE46/2020 Term Consultancy Z1 21-24 FS\Task Order\TO7 - Private HD at Tsuen Wan TWK_22 TTIA (5218163)\Drawings\TTIA\Rev.0\5218163-TIA-1304.dgn



Rev.	Date	Description	By	Chk'd	App'd
A	NOV 2023	TD COMMENT INCORPORATED	PC	AS	PT
-	MAY 2023	FIRST ISSUE	PC	AS	PT

Drawing Status: FEASIBILITY STUDY

Suitability: -

AtkinsRéalis

Client: 土木工程拓展署 Civil Engineering and Development Department

西拓展處
WEST DEVELOPMENT OFFICE

Project Title: AGREEMENT NO. CE 46/2020 (CE) TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENTS IN ZONE 1 (2021 - 2024) - FEASIBILITY STUDY (TASK ORDER 7 - TEXACO ROAD)

Drawing Title: AREA OF INFLUENCE AND LOCATION OF DEVELOPMENT SITE

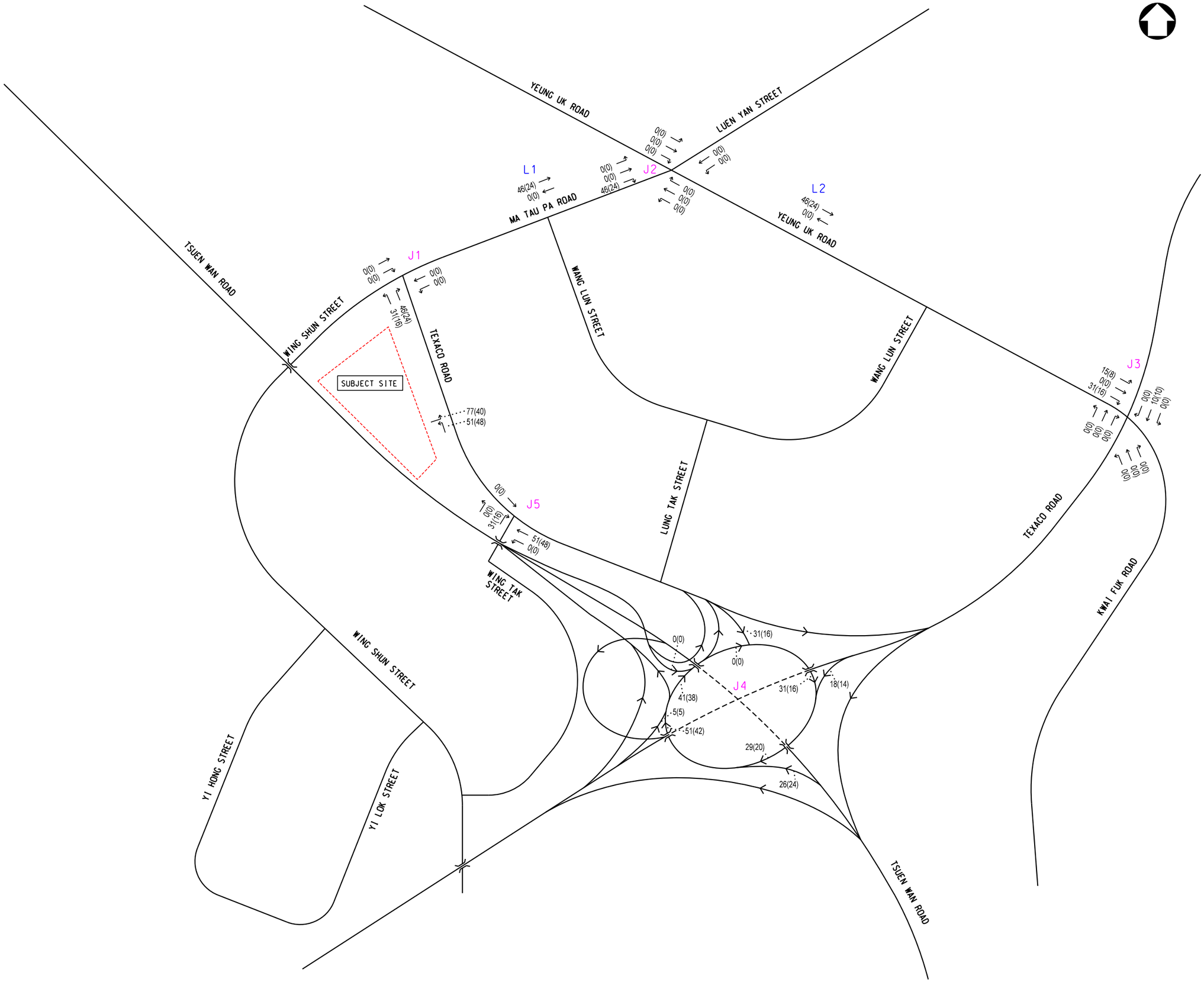
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N.T.S.	VAR	PC	AS	PT
Original Size	Date	Date	Date	Date
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Drawing Number: FIGURE 5.1.6

Revision: A

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User name: CHAN1088 Date:11/28/2023 Time: 10:14:51 AM
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LEGEND:

J1 JUNCTION INDEX

L1 ROAD LINK INDEX

100(100) AM(PM) PEAK VEHICULAR TRAFFIC FLOW (PCU/HR)

Rev.	Date	Description	By	Chk'd	App'd
-	MAY 2023	FIRST ISSUE	PC	AS	PT

Drawing Status: FEASIBILITY STUDY

Suitability: -

AtkinsRéalis

Client: 土木工程拓展署 Civil Engineering and Development Department

西拓展處
WEST DEVELOPMENT OFFICE

Project Title: AGREEMENT NO. CE 46/2020 (CE) TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENTS IN ZONE 1 (2021 - 2024) - FEASIBILITY STUDY (TASK ORDER 7 - TEXACO ROAD)

Drawing Title: DISTRIBUTION OF DEVELOPMENT TRAFFIC

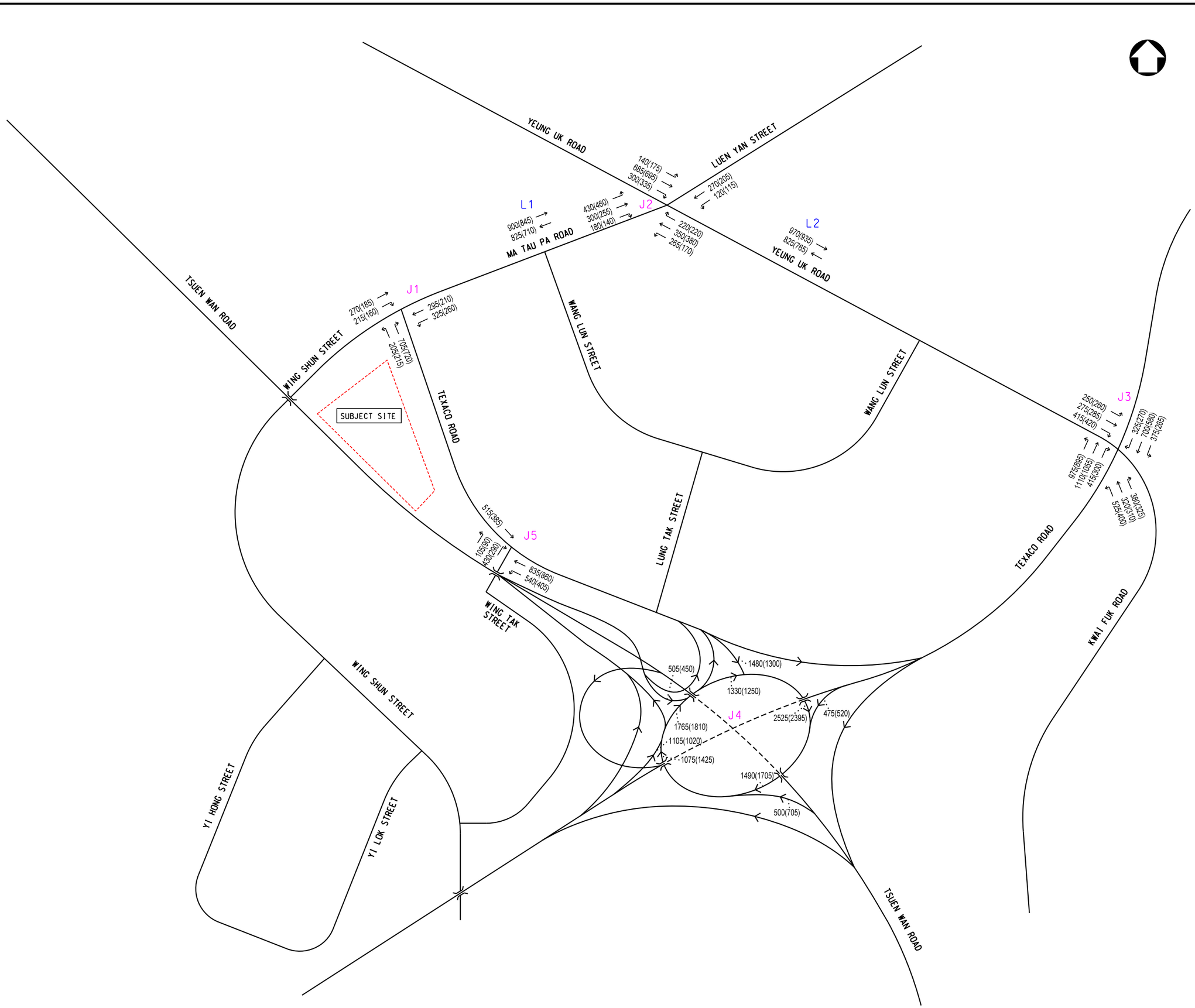
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Drawing Number: FIGURE 5.1.7

Revision: -

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User name: CHAN1088 Date:23/05/2023 Time: 17:49:24
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LEGEND:

J1	JUNCTION INDEX
L1	ROAD LINK INDEX
100(100) →	AM(PM) PEAK VEHICULAR TRAFFIC FLOW (PCU/HR)

Rev.	Date	Description	By	Chk'd	App'd
-	MAY 2023	FIRST ISSUE	PC	AS	PT

Drawing Status: FEASIBILITY STUDY
Suitability: -

AtkinsRéalis

Client: 土木工程拓展署 Civil Engineering and Development Department

西拓展處
WEST DEVELOPMENT OFFICE

Project Title: AGREEMENT NO. CE 46/2020 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENTS IN ZONE 1 (2021 - 2024) - FEASIBILITY STUDY (TASK ORDER 7 - TEXACO ROAD)

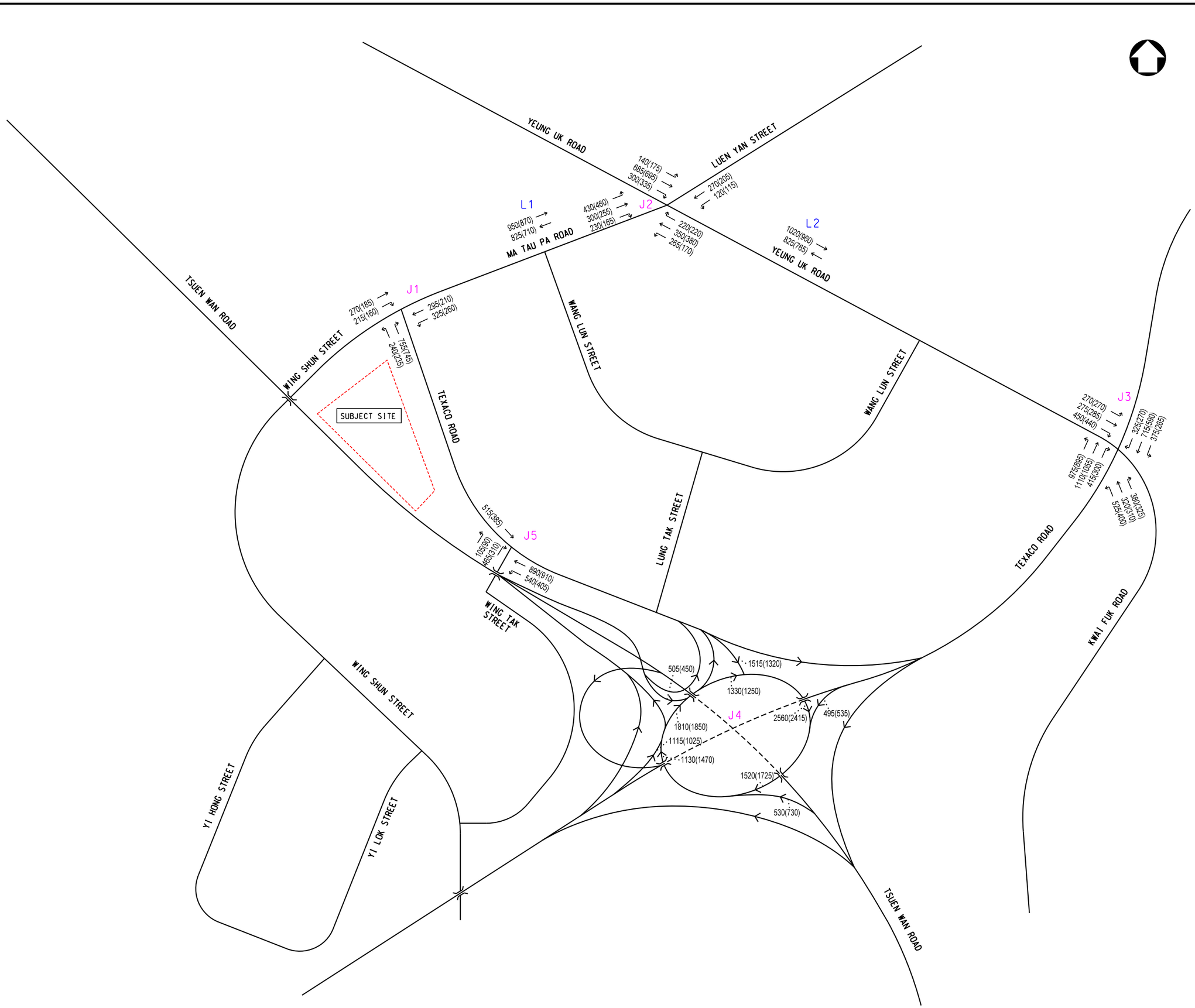
Drawing Title:
YEAR 2034
REFERENCE TRAFFIC FLOWS

Scale	Designed	Drawn	Checked	Authorised
N.T.S.	VAR	PC	AS	PT
Original Size	Date	Date	Date	Date
A3	MAY 2023	MAY 2023	MAY 2023	MAY 2023

Drawing Number: FIGURE 5.1.8
Revision: -

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User name: CHAN1088 Date:23/05/2023 Time: 17:45:59
Filename: P:\CN\HKA\Transportation\Eid\2\TRANS\Job\5202094 CE46/2020 Term Consultancy Z1 21-24 FS\Task Order\TO7 - Private HD at Tsuen Wan TWK_22 TTIA (5218163)\Drawings\TTIA\Rev.0\5218163-TIA-1405.dgn



LEGEND:

J1 JUNCTION INDEX

L1 ROAD LINK INDEX

100(100) → AM(PM) PEAK VEHICULAR TRAFFIC FLOW (PCU/HR)

Rev.	Date	Description	By	Chk'd	App'd
-	MAY 2023	FIRST ISSUE	PC	AS	PT

Drawing Status: FEASIBILITY STUDY

Suitability: -

AtkinsRéalis

Client: CEDD 土木工程拓展署 Civil Engineering and Development Department

西拓展處
WEST DEVELOPMENT OFFICE

Project Title: AGREEMENT NO. CE 46/2020 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENTS IN ZONE 1 (2021 - 2024) - FEASIBILITY STUDY (TASK ORDER 7 - TEXACO ROAD)

Drawing Title:

YEAR 2034
DESIGN TRAFFIC FLOWS

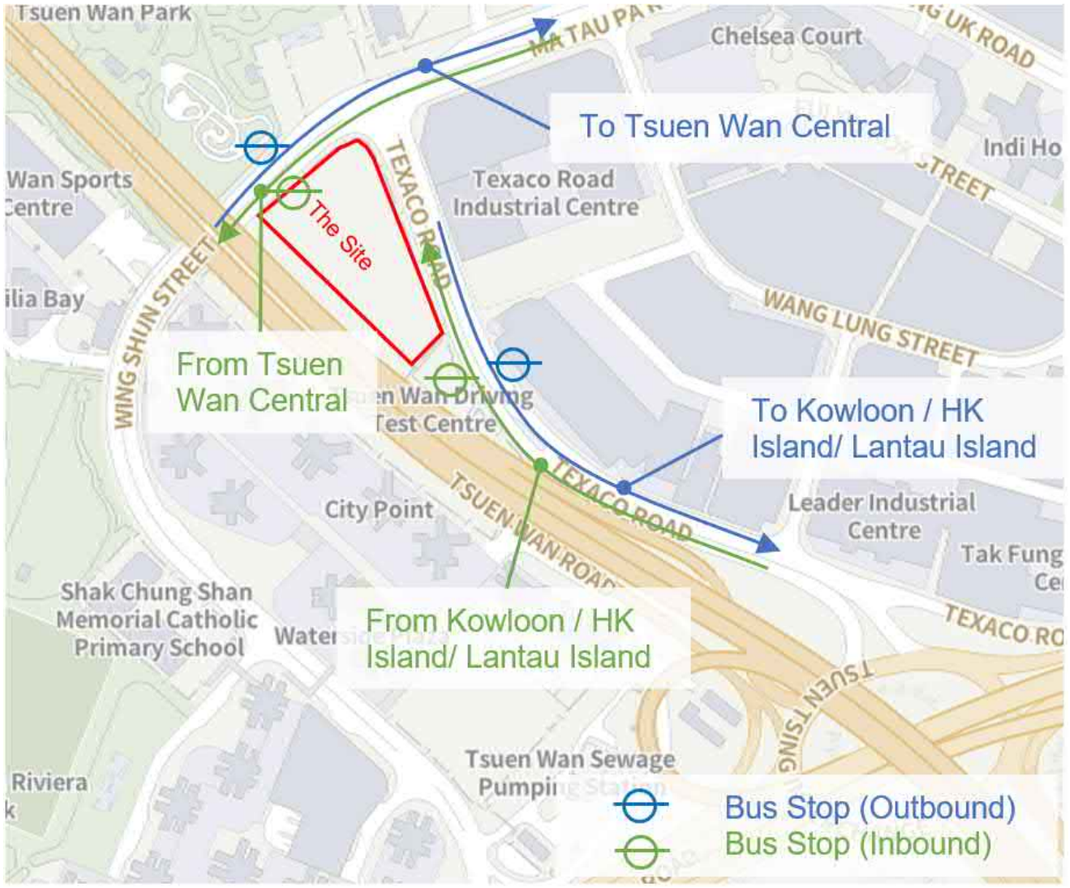
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Drawing Number: FIGURE 5.1.9

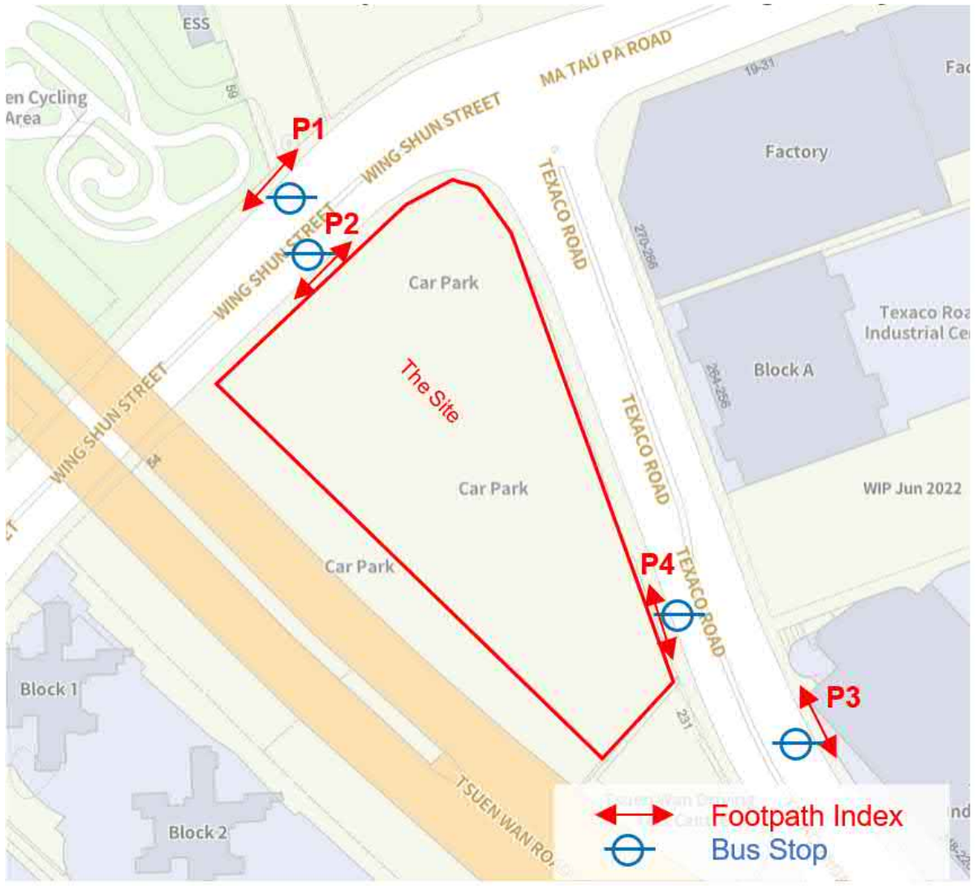
Revision: -

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User name: CHAN1088 Date:23/05/2023 Time: 17:37:10
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KEY PT SERVICES PROVISION



FOOTPATH LOCATION FOR COUNTING SURVEY

Rev.	Date	Description	By	Chk'd	App'd
-	MAY 2023	FIRST ISSUE	PC	AS	PT

Drawing Status: FEASIBILITY STUDY

Suitability: -

AtkinsRéalis

Client: CEDD 土木工程拓展署 Civil Engineering and Development Department

西拓展處
WEST DEVELOPMENT OFFICE

Project Title: AGREEMENT NO. CE 46/2020 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENTS IN ZONE 1 (2021 - 2024) - FEASIBILITY STUDY (TASK ORDER 7 - TEXACO ROAD)

Drawing Title: KEY PT SERVICES PROVISION AND FOOTPATH LOCATION FOR COUNTING SURVEY

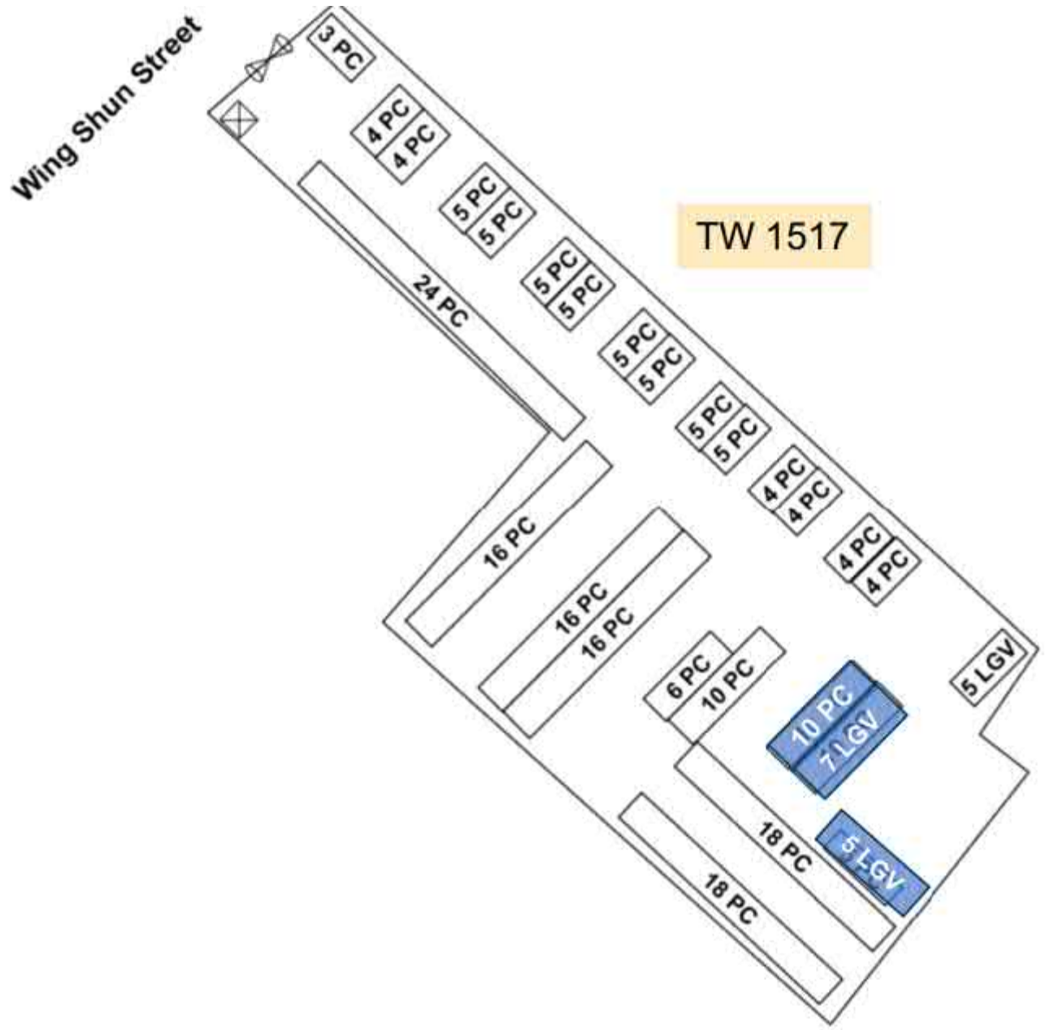
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Original Size: A3	Date: MAY 2023	Date: MAY 2023	Date: MAY 2023	Date: MAY 2023

Drawing Number: FIGURE 5.1.10

Revision: -

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User name: CHAN1088 Date:23/05/2023 Time: 17:37:10
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Rev.	Date	Description	By	Chk'd	App'd
-	MAY 2023	FIRST ISSUE	PC	AS	PT

Drawing Status: FEASIBILITY STUDY

Suitability: -

AtkinsRéalis

Client: CEDD 土木工程拓展署 Civil Engineering and Development Department

西拓展處
WEST DEVELOPMENT OFFICE

Project Title: AGREEMENT NO. CE 46/2020 (CE) TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENTS IN ZONE 1 (2021 - 2024) - FEASIBILITY STUDY (TASK ORDER 7 - TEXACO ROAD)

Drawing Title: PROPOSED LAYOUT PLAN FOR TW 1517 DURING PERMANENT STAGE

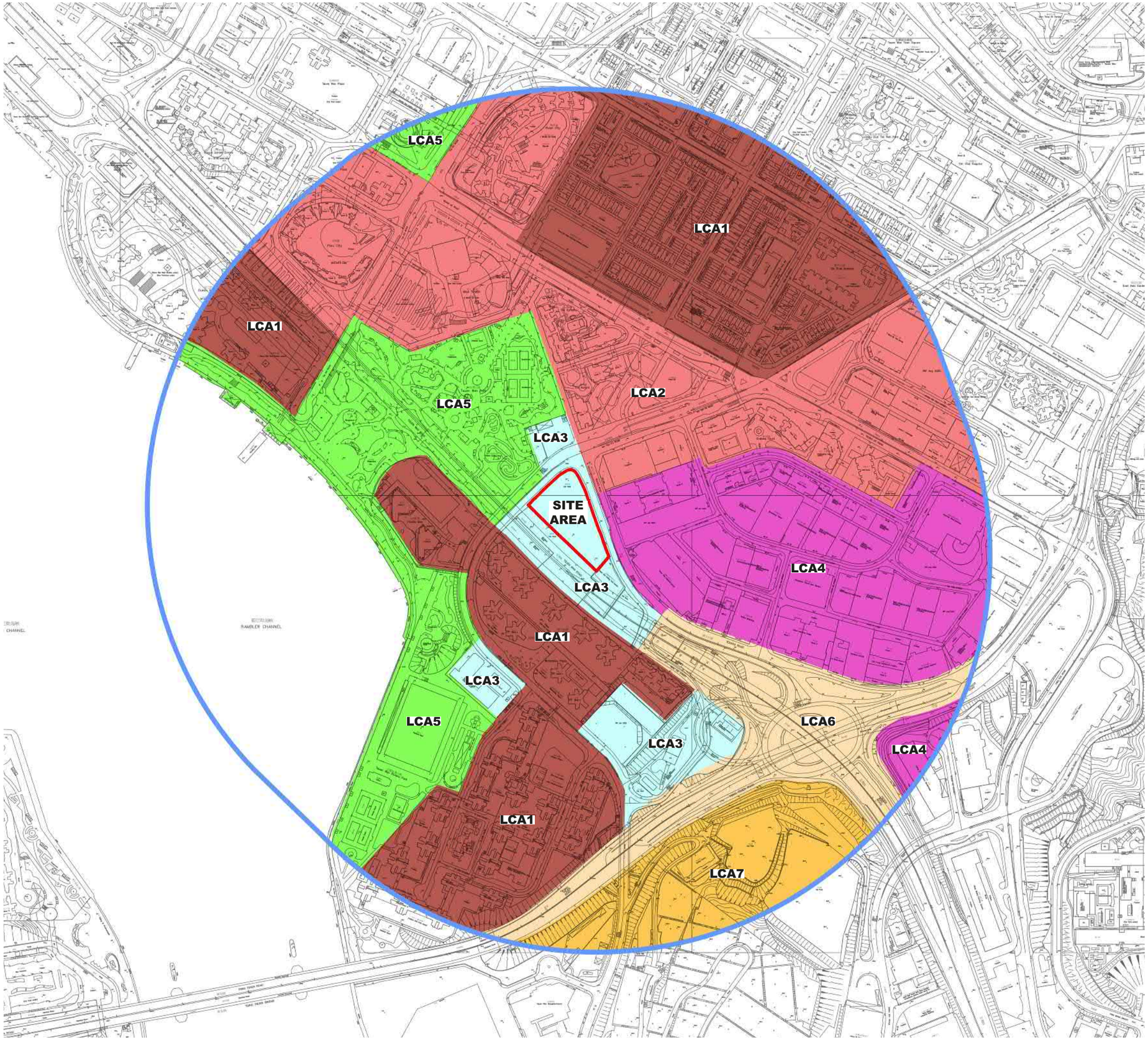
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Original Size	Date	Date	Date	Date
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Drawing Number: FIGURE 5.1.11

Revision: -

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LEGEND

LCA1	Residential Urban Landscape
LCA2	Mixed Modern Comprehensive Urban Development Landscape
LCA3	Institutional Landscape
LCA4	Industrial Urban Landscape
LCA5	Park Urban Landscape & Civic Urban Waterfront Landscape
LCA6	Transportation Corridor Landscape
LCA7	Cemetery Landscape
	Site Area
	500m Landscape Study Area

FIGURE 5.2.1

LANDSCAPE CHARACTER AREAS

0 50 100 250 M

1:5000 (A3)



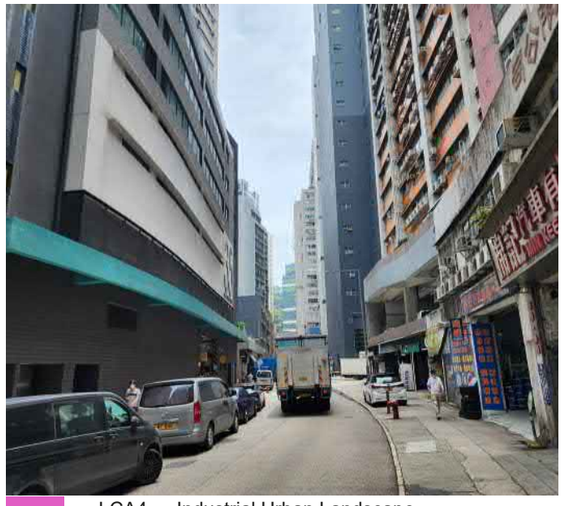
LCA1 Residential Urban Landscape



LCA2 Mixed Modern Comprehensive Urban Development Landscape



LCA3 Institutional Landscape



LCA4 Industrial Urban Landscape



LCA5 Park Urban Landscape & Civic Urban Waterfront Landscape



LCA6 Transportation Corridor Landscape



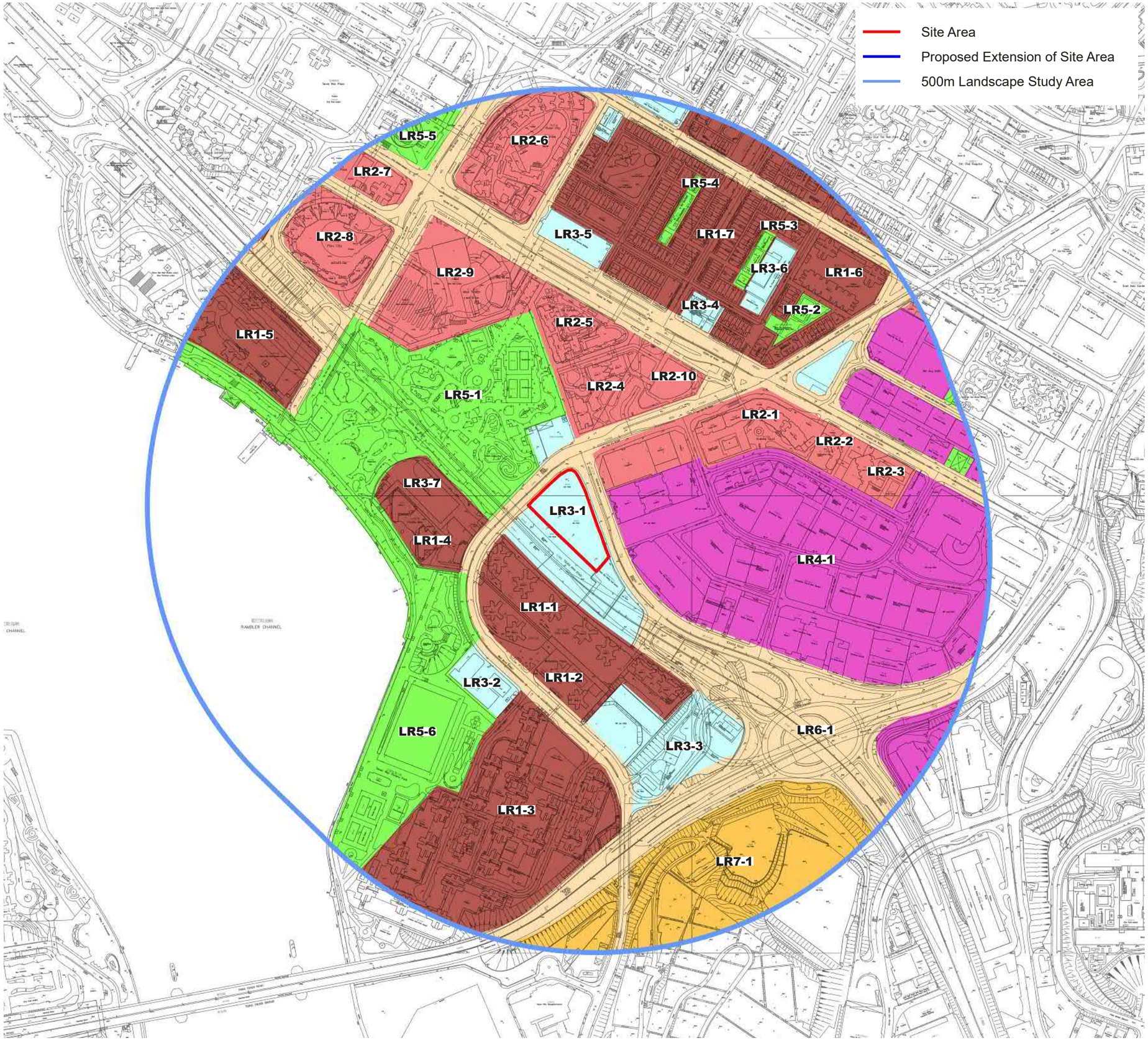
LCA7 Cemetery Landscape

LEGEND

	LCA1	Residential Urban Landscape
	LCA2	Mixed Modern Comprehensive Urban Development Landscape
	LCA3	Institutional Landscape
	LCA4	Industrial Urban Landscape
	LCA5	Park Urban Landscape & Civic Urban Waterfront Landscape
	LCA6	Transportation Corridor Landscape
	LCA7	Cemetery Landscape

FIGURE 5.2.2

PHOTOS OF LANDSCAPE CHARACTER AREAS



LEGEND

- LR1 Residential Urban Landscape
  - LR1-1 City Point
  - LR1-2 Waterside Plaza
  - LR1-3 Riviera Gardens
  - LR1-4 The Pavilia Bay
  - LR1-5 Ocean Pride
  - LR1-6 Bo Shek Mansion
  - LR1-7 Residential area between Yeugn Uk Road and Sha Tsui Road
- LR2 Mixed Modern Comprehensive Urban Development Landscape
  - LR2-1 Chelsea Court
  - LR2-2 H Cube
  - LR2-3 Indi Home
  - LR2-4 The Aurora
  - LR2-5 The Dynasty (City Walk 2)
  - LR2-6 Vision City (City Walk 1)
  - LR2-7 Skyline Plaza
  - LR2-8 Parc City
  - LR2-9 Nina Tower
  - LR2-10 Plaza 88
- LR3 Institutional Landscape
  - LR3-1 Existing vegetation within Site Area
  - LR3-2 Shak Chung Shan Memorial Catholic Primary School
  - LR3-3 DSD Tsuen Wan Sewage Pumping Station
  - LR3-4 Caritas Jockey Club Institute of Community Education
  - LR3-5 Yeung Uk Road Municipal Services Building
  - LR3-6 St Francis Xavier's School
  - LR3-7 Tsuen Wan Sports Centre
- LR4 Industrial Urban Landscape
  - LR4-1 Tsuen Wan Industrial Area
- LR5 Open Space
  - LR5-1 Tsuen Wan Park
  - LR5-2 Shek Pik Resettler's Garden
  - LR5-3 Sam Pei Square Playground
  - LR5-4 Yi Pei Square Playground
  - LR5-5 Tsuen Wan Town Hall Square
  - LR5-6 Tsuen Wan Riviera Park
- LR6 Roads
  - LR6-1 Street trees and other roadside amenities
- LR7 Cemetery
  - LR7-1 Tsuen Wan Chinese Permanent Cemetery

FIGURE 5.2.3

LANDSCAPE RESOURCES

0 50 100 250 M

1:5000 (A3)



LR1-1 City Point



LR1-2 Waterside Plaza



LR1-3 Riviera Gardens



LR1-4 The Pavilia Bay



LR1-5 Ocean Pride



LR1-6 Bo Shek Mansion



LR1-7 Residential area between Yeung Uk Road and Sha Tsui Road



LR2-1 Chelsea Court



LR2-2 H Cube

LEGEND

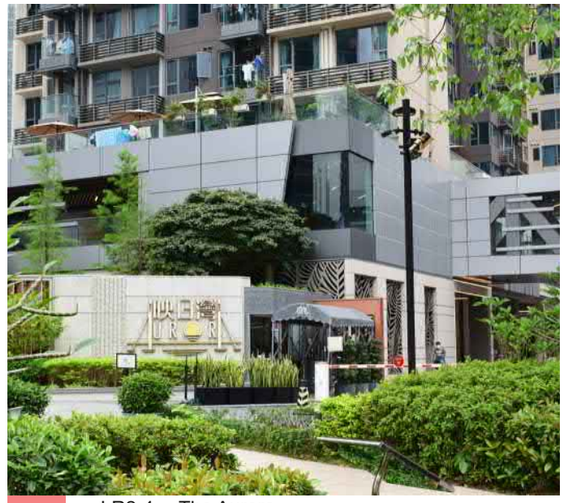
- LR1 Residential Urban Landscape
  - LR1-1 City Point
  - LR1-2 Waterside Plaza
  - LR1-3 Riviera Gardens
  - LR1-4 The Pavilia Bay
  - LR1-5 Ocean Pride
  - LR1-6 Bo Shek Mansion
  - LR1-7 Residential area between Yeung Uk Road and Sha Tsui Road
- LR2 Mixed Modern Comprehensive Urban Development Landscape
  - LR2-1 Chelsea Court
  - LR2-2 H Cube
  - LR2-3 Indi Home
  - LR2-4 The Aurora
  - LR2-5 The Dynasty (City Walk 2)
  - LR2-6 Vision City (City Walk 1)
  - LR2-7 Skyline Plaza
  - LR2-8 Parc City
  - LR2-9 Nina Tower
  - LR2-10 Plaza 88
- LR3 Institutional Landscape
  - LR3-1 Existing vegetation within Site Area
  - LR3-2 Shak Chung Shan Memorial Catholic Primary School
  - LR3-3 DSD Tsuen Wan Sewage Pumping Station
  - LR3-4 Caritas Jockey Club Institute of Community Education
  - LR3-5 Yeung Uk Road Municipal Services Building
  - LR3-6 St Francis Xavier's School
  - LR3-7 Tsuen Wan Sports Centre
- LR4 Industrial Urban Landscape
  - LR4-1 Tsuen Wan Industrial Area
- LR5 Open Space
  - LR5-1 Tsuen Wan Park
  - LR5-2 Shek Pik Resettler's Garden
  - LR5-3 Sam Pei Square Playground
  - LR5-4 Yi Pei Square Playground
  - LR5-5 Tsuen Wan Town Hall Square
  - LR5-6 Tsuen Wan Riviera Park
- LR6 Roads
  - LR6-1 Street trees and other roadside amenities
- LR7 Cemetery
  - LR7-1 Tsuen Wan Chinese Permanent Cemetery

FIGURE 5.2.4

PHOTOS OF LANDSCAPE RESOURCES
(1 OF 4)



LR2-3 Indi Home



LR2-4 The Aurora



LR2-5 The Dynasty (City Walk 2)



LR2-6 Vision City (City Walk 1)



LR2-7 Skyline Plaza



LR2-8 Parc City



LR2-9 Nina Tower



LR2-10 Plaza 88



LR3-1 Existing vegetation within Site Area

LEGEND

- LR1 Residential Urban Landscape
  - LR1-1 City Point
  - LR1-2 Waterside Plaza
  - LR1-3 Riviera Gardens
  - LR1-4 The Pavilia Bay
  - LR1-5 Ocean Pride
  - LR1-6 Bo Shek Mansion
  - LR1-7 Residential area between Yeugn Uk Road and Sha Tsui Road
- LR2 Mixed Modern Comprehensive Urban Development Landscape
  - LR2-1 Chelsea Court
  - LR2-2 H Cube
  - LR2-3 Indi Home
  - LR2-4 The Aurora
  - LR2-5 The Dynasty (City Walk 2)
  - LR2-6 Vision City (City Walk 1)
  - LR2-7 Skyline Plaza
  - LR2-8 Parc City
  - LR2-9 Nina Tower
  - LR2-10 Plaza 88
- LR3 Institutional Landscape
  - LR3-1 Existing vegetation within Site Area
  - LR3-2 Shak Chung Shan Memorial Catholic Primary School
  - LR3-3 DSD Tsuen Wan Sewage Pumping Station
  - LR3-4 Caritas Jockey Club Institute of Community Education
  - LR3-5 Yeung Uk Road Municipal Services Building
  - LR3-6 St Francis Xavier's School
  - LR3-7 Tsuen Wan Sports Centre
- LR4 Industrial Urban Landscape
  - LR4-1 Tsuen Wan Industrial Area
- LR5 Open Space
  - LR5-1 Tsuen Wan Park
  - LR5-2 Shek Pik Resettler's Garden
  - LR5-3 Sam Pei Square Playground
  - LR5-4 Yi Pei Square Playground
  - LR5-5 Tsuen Wan Town Hall Square
  - LR5-6 Tsuen Wan Riviera Park
- LR6 Roads
  - LR6-1 Street trees and other roadside amenities
- LR7 Cemetery
  - LR7-1 Tsuen Wan Chinese Permanent Cemetery

FIGURE 5.2.5

PHOTOS OF LANDSCAPE RESOURCES
(2 OF 4)



LR3-2 Shak Chung Shan Memorial Catholic Primary School



LR3-3 DSD Tsuen Wan Sewage Pumping Station



LR3-4 Caritas Jockey Club Institute of Community Education



LR3-5 Yeung Uk Road Municipal Services Building



LR3-6 St Francis Xavier's School



LR3-7 Tsuen Wan Sports Centre



LR4-1 Tsuen Wan Industrial Area



LR5-1 Tsuen Wan Park



LR5-2 Shek Pik Resettler's Garden

LEGEND

- LR1 Residential Urban Landscape
  - LR1-1 City Point
  - LR1-2 Waterside Plaza
  - LR1-3 Riviera Gardens
  - LR1-4 The Pavilia Bay
  - LR1-5 Ocean Pride
  - LR1-6 Bo Shek Mansion
  - LR1-7 Residential area between Yeugn Uk Road and Sha Tsui Road
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  - LR2-5 The Dynasty (City Walk 2)
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  - LR2-8 Parc City
  - LR2-9 Nina Tower
  - LR2-10 Plaza 88
- LR3 Institutional Landscape
  - LR3-1 Existing vegetation within Site Area
  - LR3-2 Shak Chung Shan Memorial Catholic Primary School
  - LR3-3 DSD Tsuen Wan Sewage Pumping Station
  - LR3-4 Caritas Jockey Club Institute of Community Education
  - LR3-5 Yeung Uk Road Municipal Services Building
  - LR3-6 St Francis Xavier's School
  - LR3-7 Tsuen Wan Sports Centre
- LR4 Industrial Urban Landscape
  - LR4-1 Tsuen Wan Industrial Area
- LR5 Open Space
  - LR5-1 Tsuen Wan Park
  - LR5-2 Shek Pik Resettler's Garden
  - LR5-3 Sam Pei Square Playground
  - LR5-4 Yi Pei Square Playground
  - LR5-5 Tsuen Wan Town Hall Square
  - LR5-6 Tsuen Wan Riviera Park
- LR6 Roads
  - LR6-1 Street trees and other roadside amenities
- LR7 Cemetery
  - LR7-1 Tsuen Wan Chinese Permanent Cemetery

FIGURE 5.2.6

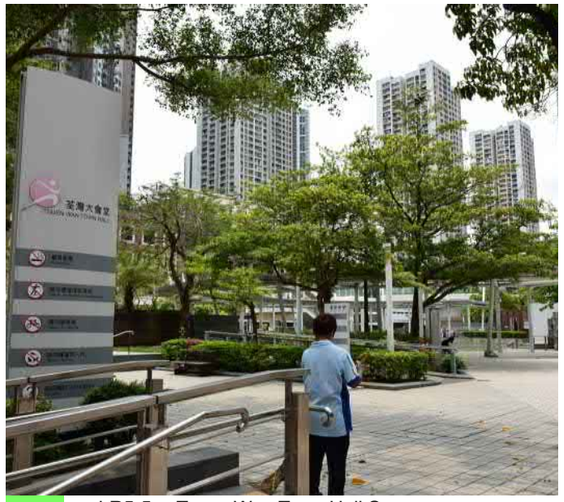
PHOTOS OF LANDSCAPE RESOURCES
(3 OF 4)



LR5-3 Sam Pei Square Playground



LR5-4 Yi Pei Square Playground



LR5-5 Tsuen Wan Town Hall Square



LR5-6 Tsuen Wan Rivera Park



LR6-1 Street trees and other roadside amenities



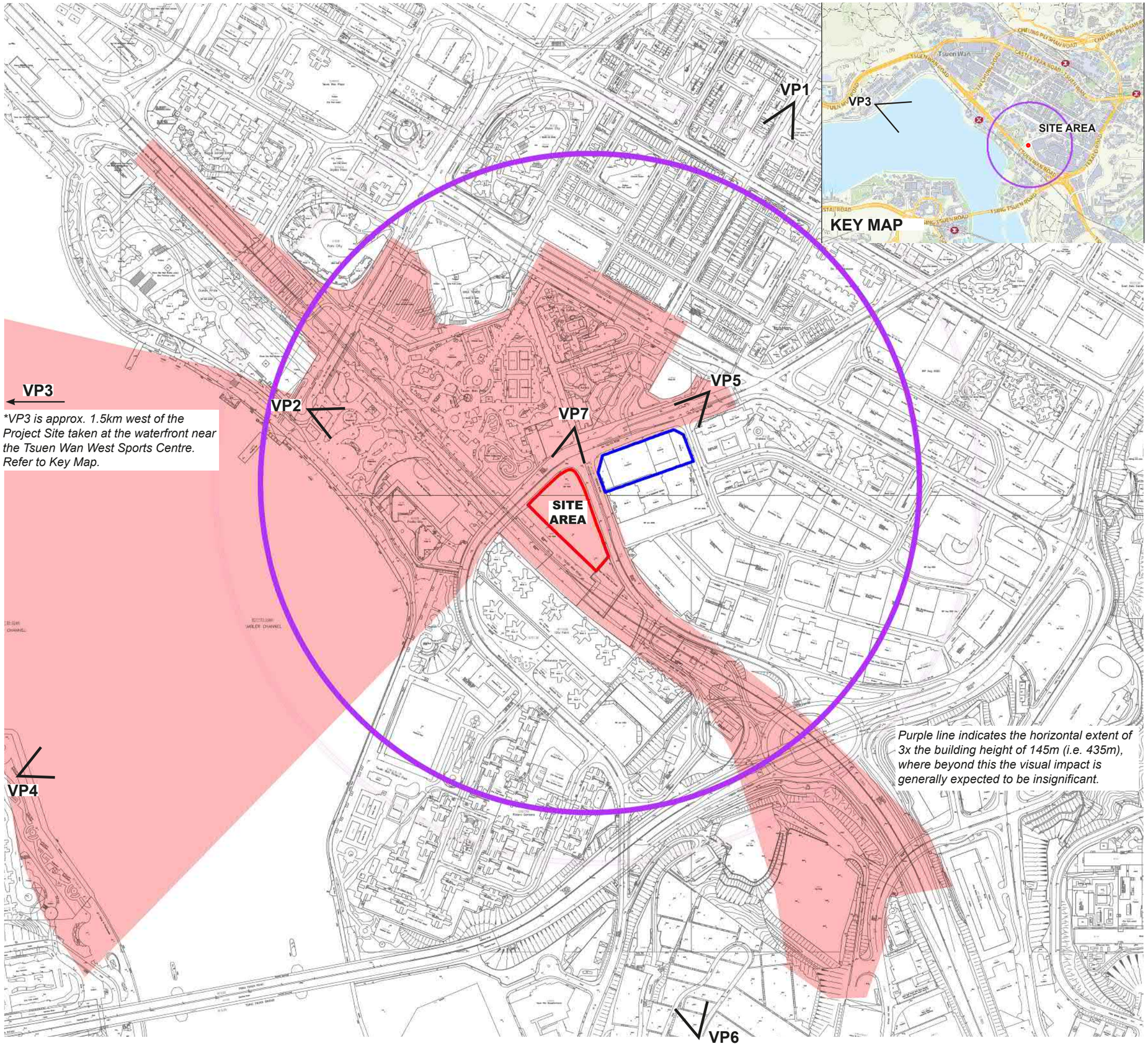
LR7-1 Tsuen Wan Chinese Permanent Cemetery

LEGEND

- LR1 Residential Urban Landscape
  - LR1-1 City Point
  - LR1-2 Waterside Plaza
  - LR1-3 Riviera Gardens
  - LR1-4 The Pavilia Bay
  - LR1-5 Ocean Pride
  - LR1-6 Bo Shek Mansion
  - LR1-7 Residential area between Yeugn Uk Road and Sha Tsui Road
- LR2 Mixed Modern Comprehensive Urban Development Landscape
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  - LR2-7 Skyline Plaza
  - LR2-8 Parc City
  - LR2-9 Nina Tower
  - LR2-10 Plaza 88
- LR3 Institutional Landscape
  - LR3-1 Existing vegetation within Site Area
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- LR4 Industrial Urban Landscape
  - LR4-1 Tsuen Wan Industrial Area
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  - LR5-4 Yi Pei Square Playground
  - LR5-5 Tsuen Wan Town Hall Square
  - LR5-6 Tsuen Wan Riviera Park
- LR6 Roads
  - LR6-1 Street trees and other roadside amenities
- LR7 Cemetery
  - LR7-1 Tsuen Wan Chinese Permanent Cemetery

FIGURE 5.2.7

PHOTOS OF LANDSCAPE RESOURCES
(4 OF 4)



LEGEND

- Site Area
- Proposed Commercial Redevelopment
- Extent of 3x Building Height
- Visual Envelope

FIGURE 5.2.8

VISUAL ENVELOPE AND
KEY PUBLIC VIEWPOINTS

0 50 100 250 M

1:5000 (A3)



VP1 - From Chung On Street (600m)



VP2 - From Tai Ho Road (outside MTR ventilation shaft) (345m)



VP3 - From Footbridge at Tsuen Wan Area 2 Landing No. 2 (1.5km)



VP4 - From Tsing Yi Promenade (790m)



VP5 - From Footbridge Connecting Plaza 88 and Chelsea Court (240m)



VP6 - From Tsuen Wan Chinese Permanent Cemetery (650m)



VP7 - From Walkway between Aurora and Tsuen Wan Park (45m)

LEGEND

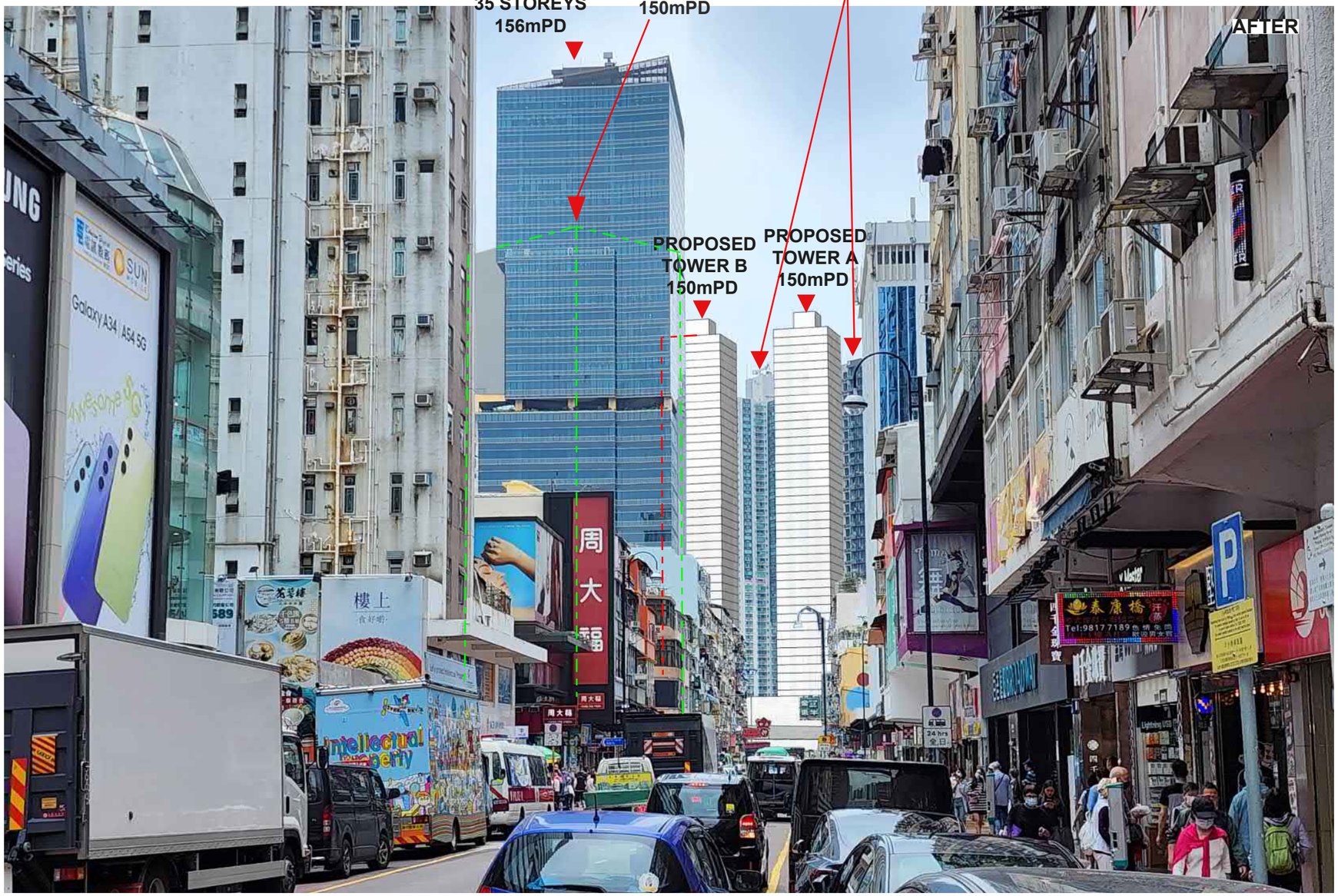
FIGURE 5.2.9

VISUAL ENVELOPE AND
KEY PUBLIC VIEWPOINTS





KEY MAP



LEGEND

FIGURE 5.2.10

PHOTOMONTAGES (1 OF 7)

VP1 - From Chung On Street (600m)





KEY MAP



LEGEND

FIGURE 5.2.11

PHOTOMONTAGES (2 OF 7)

VP2 - From Tai Ho Road (outside MTR ventilation shaft (345m)

BEFORE





KEY MAP

AFTER



LEGEND

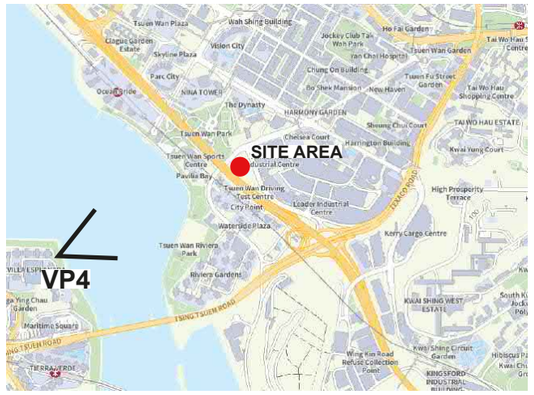
FIGURE 5.2.12

PHOTOMONTAGES (3 OF 7)

VP3 - From footbridge at Tsuen Wan Area 2 Landing No. 2 (1.5km)

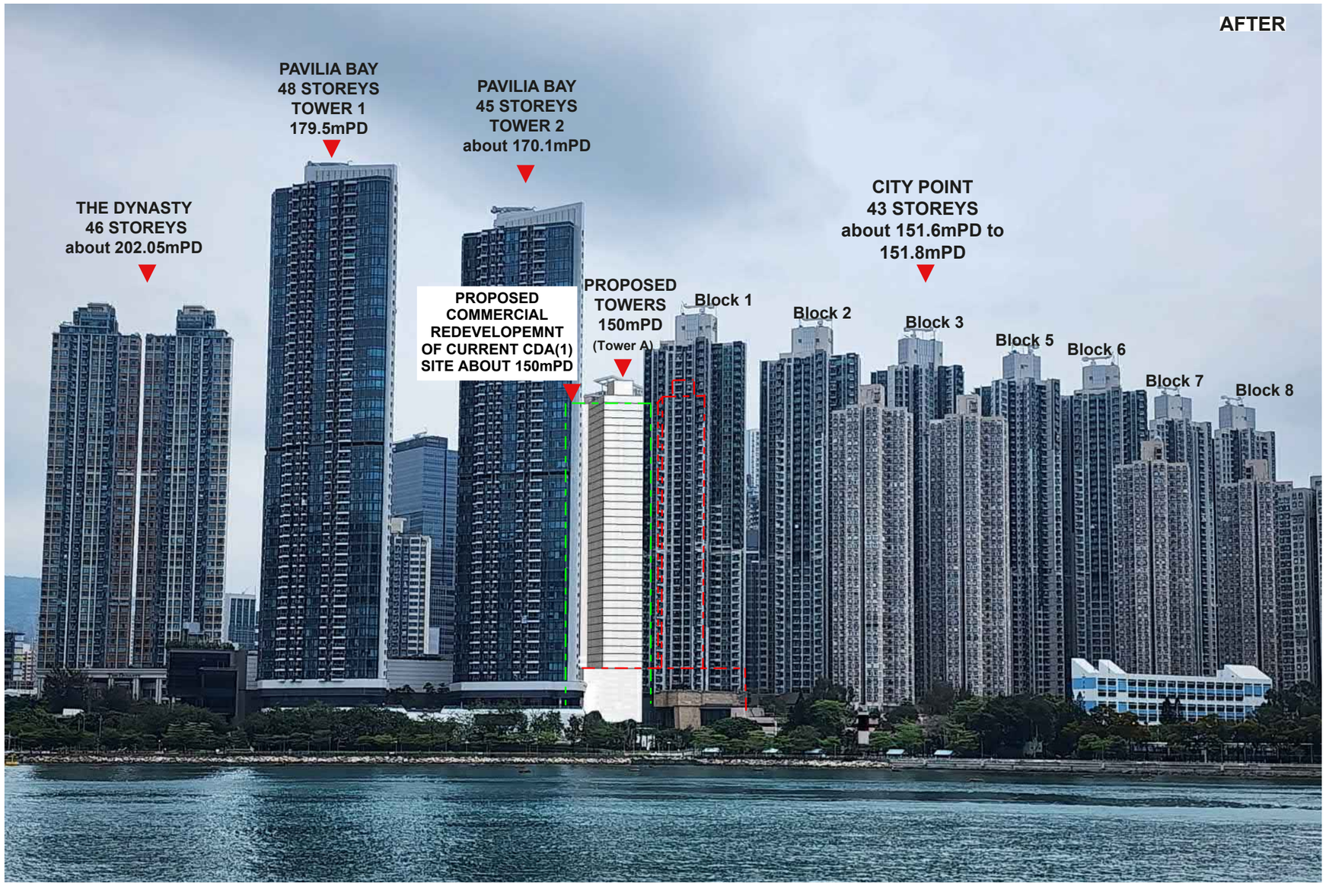
BEFORE





KEY MAP

AFTER



LEGEND

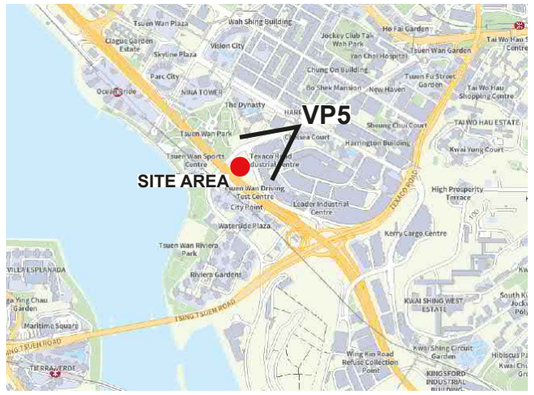
FIGURE 5.2.13

PHOTOMONTAGES (4 OF 7)

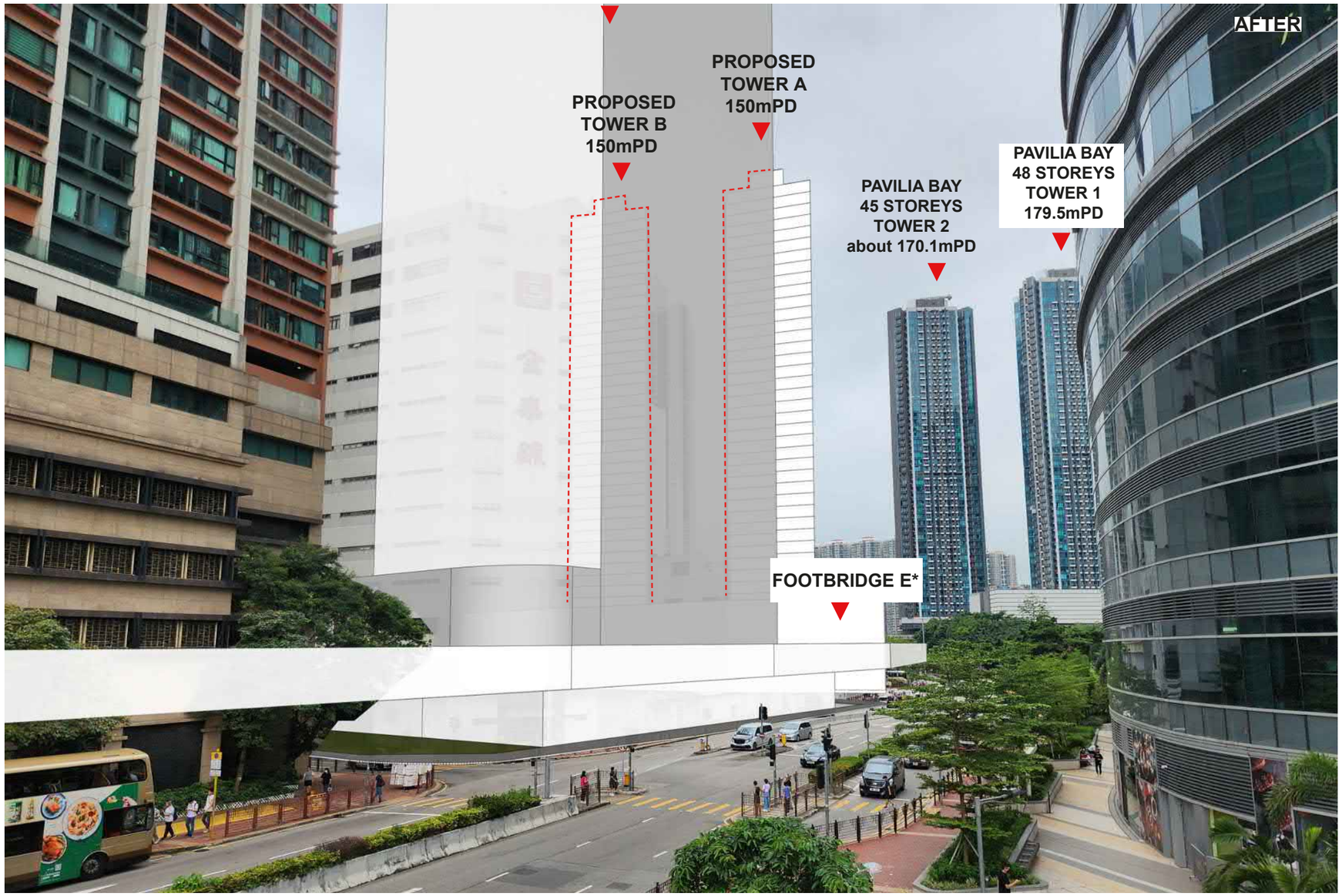
VP4 - From Tsing Yi Promenade (790m)



PROPOSED COMMERCIAL REDEVELOPMENT OF CURRENT CDA(1) SITE ABOUT 150mPD



KEY MAP



LEGEND

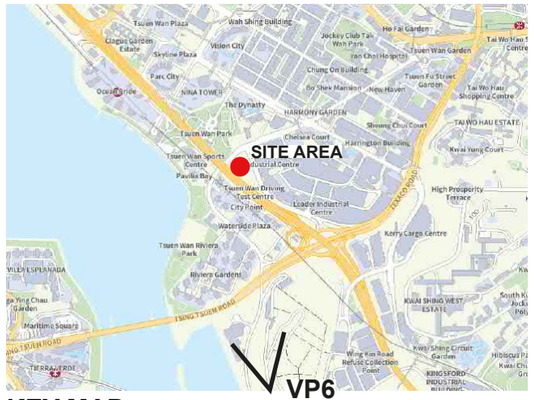
**The design of connection between the proposed development and footbridge E by HyD is still subject to the design of footbridge E by HyD and future developer.*

FIGURE 5.2.14

PHOTOMONTAGES (5 OF 7)

VP5 - From footbridge connecting Plaza 88 and Chelsea Court (240m)





KEY MAP



LEGEND

FIGURE 5.2.15

PHOTOMONTAGES (6 OF 7)

VP6 - From Tsuen Wan Chinese Permanent Cemetery (650m)





KEY MAP

PROPOSED TOWER B 150mPD

PROPOSED TOWER A 150mPD

CITY POINT BLOCK 1 43 STOREYS at about 151.7mPD

AFTER

CITY POINT BLOCK 6 43 STOREYS at about 151.6mPD

CITY POINT BLOCKS 7 & 8 40 STOREYS about 144.9mPD to 145.6mPD

PROPOSED FOOTBRIDGE E

24-HR INTERNAL WALKWAY

12.2mPD*

PROPOSED FOOTBRIDGE E

LEGEND

**The design of connection between the proposed development and footbridge E by HyD is still subject to the design of footbridge E by HyD and future developer.*

FIGURE 5.2.16

PHOTOMONTAGES (7 OF 7)

VP7 - From Walkway between Aurora and Tsuen Wan Park (45m)



Proposed Native Compensatory Tree Planting

Proposed Native Tree Species	Size	Quantity
Podocarpus marcophyllus	Light Standard	11
Ilex rotunda	Heavy Standard	10
Viburnum odoratissimum Ker Gawl.	Heavy Standard	10

Note: Implementation of proposed compensation planting is subjected to the future design of the development.

Proposed Open Space	Around 5,460 m²
Proposed Greenery Coverage	Minimum 1,317m² (20% of Site Area)

Project Title

LANDSCAPE AND VISUAL IMPACT ASSESSMENT - TEXACO ROAD, TSUEN WAN

MITIGATION MEASURES PLAN

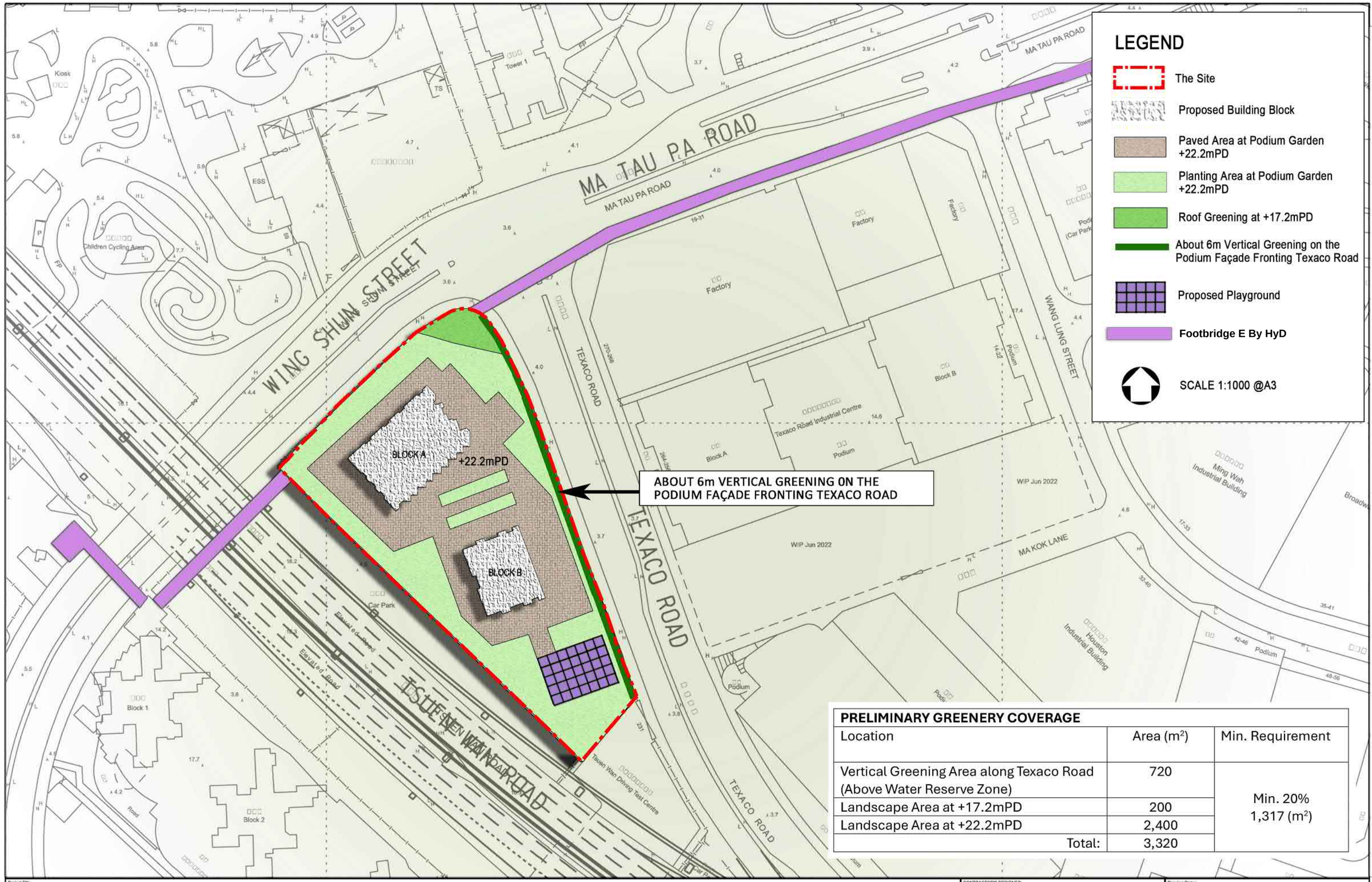
CONTRACTOR'S DESIGNER: AtkinsRéalis

Client: CEDD 土木工程拓展署 Civil Engineering and Development Department

Drawing Status

Drawing Number: FIGURE 5.2.17

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PRELIMINARY GREENERY COVERAGE		
Location	Area (m^2)	Min. Requirement
Vertical Greening Area along Texaco Road (Above Water Reserve Zone)	720	Min. 20% 1,317 (m^2)
Landscape Area at +17.2mPD	200	
Landscape Area at +22.2mPD	2,400	
Total:	3,320	

Project Title

LANDSCAPE AND VISUAL IMPACT ASSESSMENT - TEXACO ROAD, TSUEN WAN

GREENERY COVERAGE PLAN

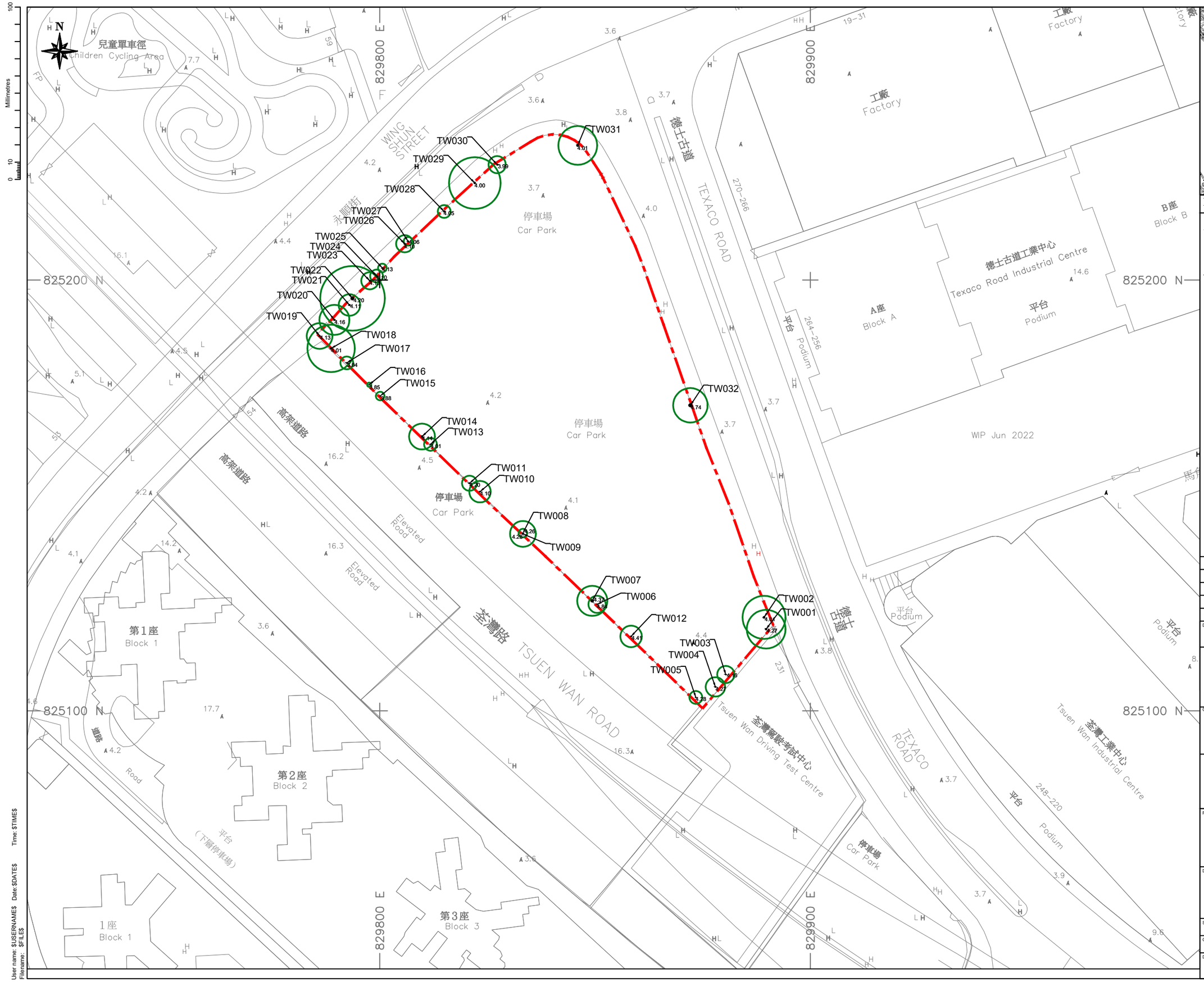
CONTRACTOR'S DESIGNER: AtkinsRéalis

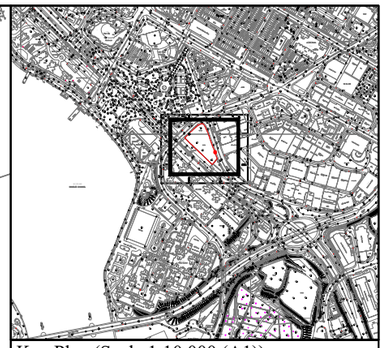
Drawing Status:

Client: CEDD 土木工程拓展署 Civil Engineering and Development Department

Drawing Number: FIGURE 5.2.18

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Key Plan (Scale 1:10,000 (A1))

NOTES

1. Coordinates are relative to Hong Kong Metric Grid (1980).
2. All Levels are in metres relative to Principal Datum (P.D.).
3. Dimensions are in metres unless otherwise stated.

LEGEND:

THE SITE

TW001 EXISTING TREE

Rev.	Date	Description	By	Chk'd	App'd
A	04/24	GEN REV	HT	AW	
-	05/22	FIRST ISSUE	HT	AW	

Drawing Status: FEASIBILITY STUDY

Suitability: -

AtkinsRéalis

Client: 土木工程拓展署 Civil Engineering and Development Department

土木工程處
房屋工程1組
Civil Engineering Office
Housing Projects 1 Unit

Project Title: CE 46/2020 (CE) TERM CONSULTANCY FOR SITEFORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENT IN ZONE 1 (2021-2024)- FEASIBILITY STUDY

Drawing Title: TREE SURVEY PLAN

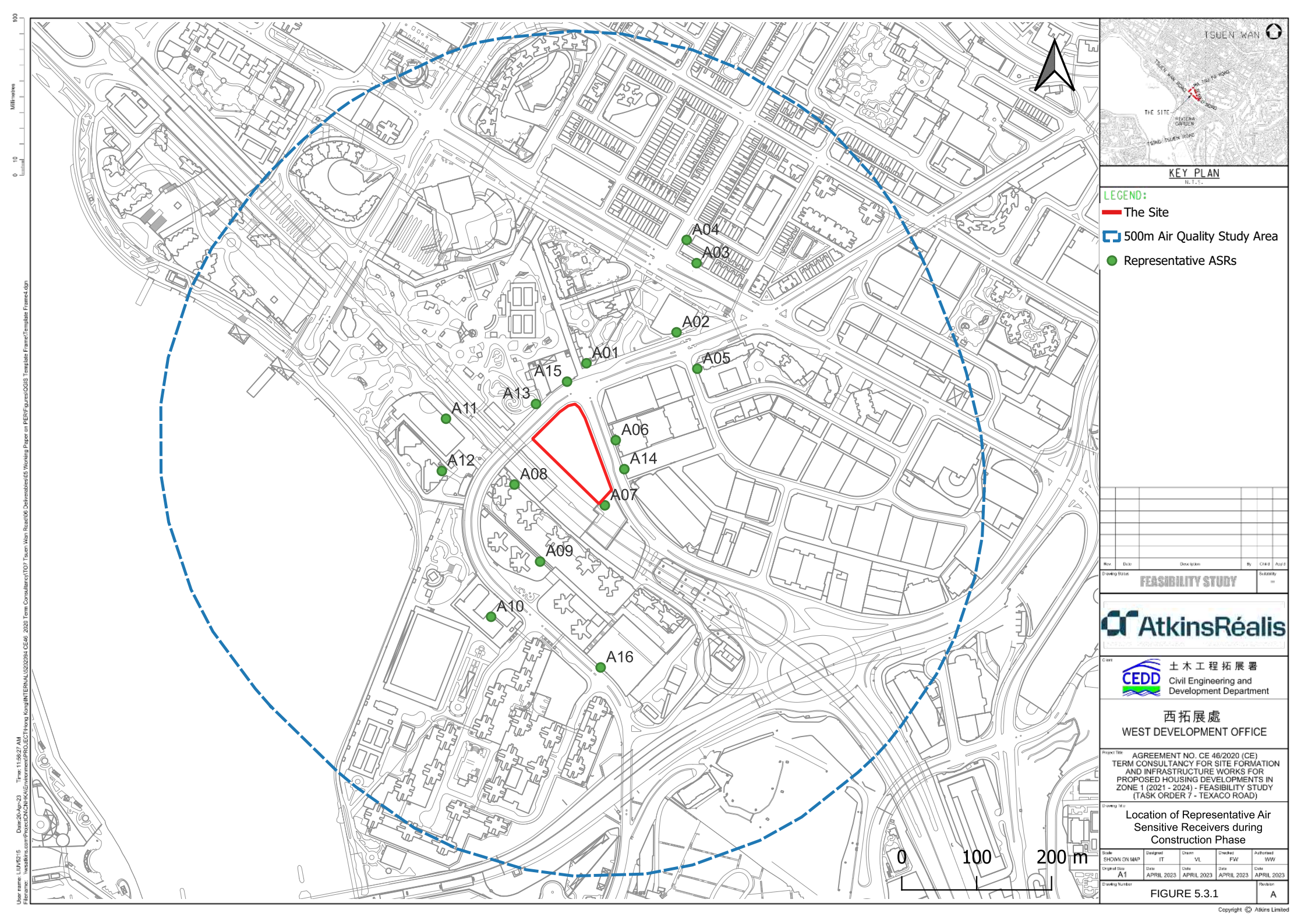
Scale	Designed	Drawn	Checked	Authorised
1:400 (A1)		HT	AW	
Original Size	Date	Date	Date	Date
A1		04/2023	04/2023	

Drawing Number: FIGURE 5.2.19

Revision: A

User name: $USERNAME$ Date:$DATE$ Time: $TIME$
Filename: $FILE$

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KEY PLAN
N.T.S.

LEGEND:
- The Site
- 500m Air Quality Study Area
- Representative ASRs

Rev.	Date	Description	By	Chkd	Appd

Drawing Status: FEASIBILITY STUDY

Suitability: -

AtkinsRéalis

Client: CEDD 土木工程拓展署 Civil Engineering and Development Department

西拓展處
WEST DEVELOPMENT OFFICE

Project Title: AGREEMENT NO. CE 46/2020 (CE) TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENTS IN ZONE 1 (2021 - 2024) - FEASIBILITY STUDY (TASK ORDER 7 - TEXACO ROAD)

Drawing Title: Location of Representative Air Sensitive Receivers during Construction Phase

Scale	Designed	Drawn	Checked	Authorised
SHOWN ON MAP	IT	VL	FW	WW
Original Size	Date	Date	Date	Date
A1	APRIL 2023	APRIL 2023	APRIL 2023	APRIL 2023

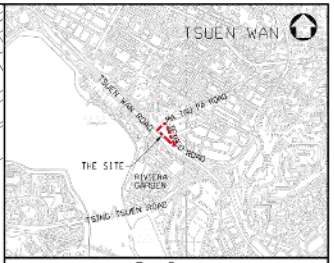
Drawing Number: FIGURE 5.3.1

Revision: A

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User name: LUIV521S Date:20-Apr-23 Time: 11:56:27 AM
Filename: \\eastfiles.com\Project\CN\CNHK\Environment\PRO.JECT\Hong Kong\INTERN\ALS\320284 CE46 2020 Term Consultancy\TO7 Tsuen Wan Road\06 Deliverables\05 Working Paper on PER\Figures\QGIS Template Frame\Template Frame4.dgn





KEY PLAN
N.T.S.

LEGEND:

- The Site
- Preliminary Building Block Layout
- 200m Study Area
- Tsuen Wan Road Widening Alignment under Agreement No. CE61/2018 (HY)
- 20m HKPSG Buffer Distance
- 10m HKPSG Buffer Distance
- 5m HKPSG Buffer Distance

Rev	Date	Description	By	Chkd	Appd

Drawing Status: FEASIBILITY STUDY

Suitability: -

AtkinsRéalis

Client: CEDD 土木工程拓展署 Civil Engineering and Development Department

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WEST DEVELOPMENT OFFICE

Project Title: AGREEMENT NO. CE 46/2020 (CE) TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENTS IN ZONE 1 (2021 - 2024) - FEASIBILITY STUDY (TASK ORDER 7 - TEXACO ROAD)

Drawing Title: Buffer Distance between Proposed Development and Nearby Road Network

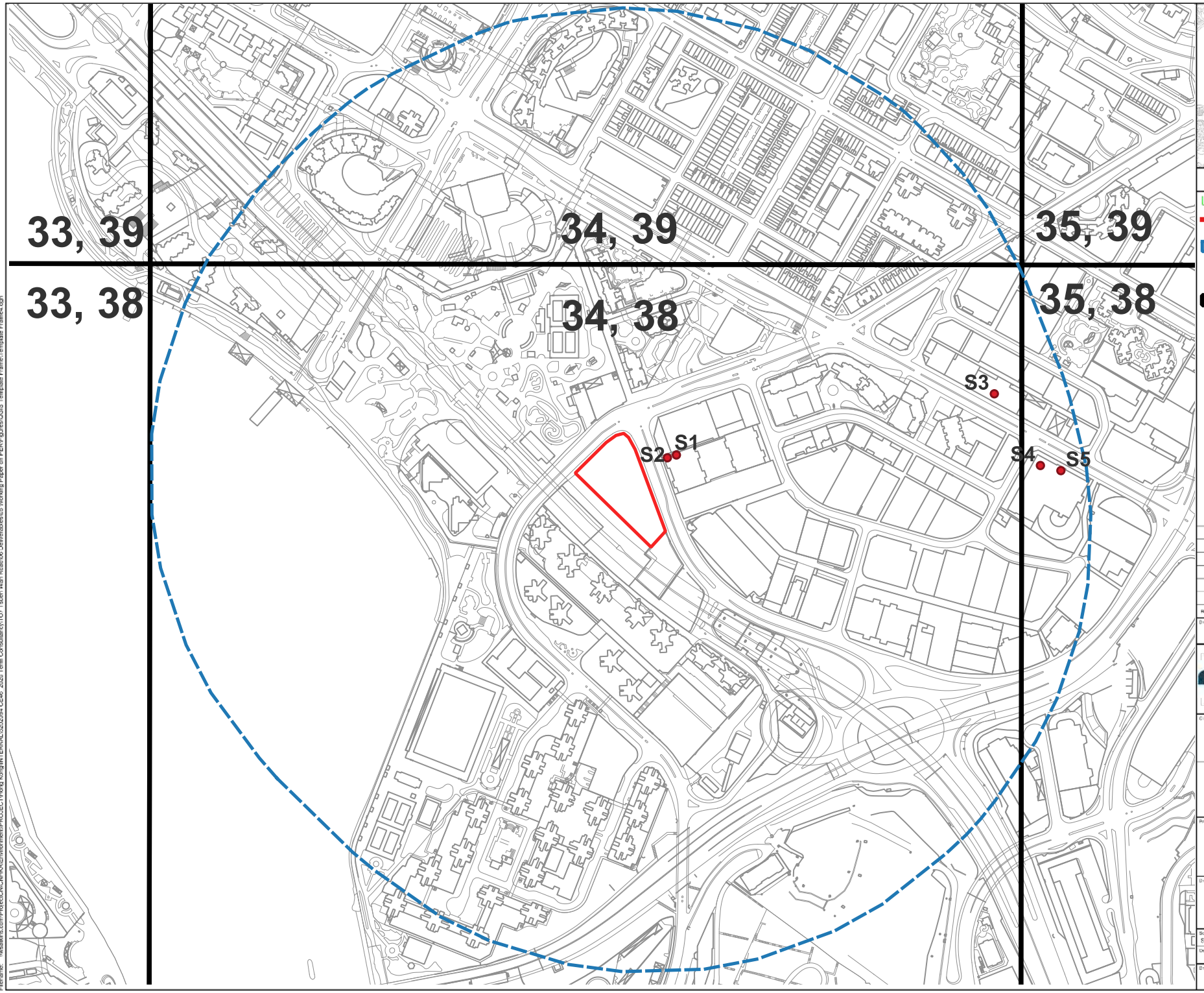
Scale	Designed	Drawn	Checked	Authorised
SHOWN ON MAP	IT	VL	FW	WW
Original Size	Date	Date	Date	Date
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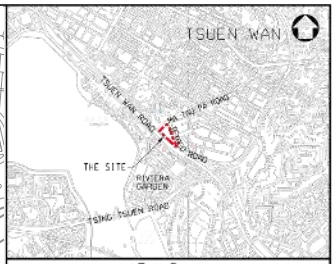
Drawing Number: FIGURE 5.3.2

Revision: B

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File name: \\eastlink.com\Project\CN\CNHK4\Environment\PROJECT\Hong Kong\INTERNAL\0220294 CE46 2020 Term Consultancy\TO7 Tsuen Wan Road\06 Deliverables\05 Working Paper on PER\Figures\DGN$ Templats Frame\Template Frame4.dgn





KEY PLAN
N.T.S.

LEGEND:

- The Site
- 500m Air Quality Study Area
- Location of Chimney Emissions
- PATH grid (X,Y)

Rev	Date	Description	By	Chkd	Appd

Drawing Status: FEASIBILITY STUDY

Suitability: -

AtkinsRéalis

Client: CEDD 土木工程拓展署 Civil Engineering and Development Department

西拓展處
WEST DEVELOPMENT OFFICE

Project Title: AGREEMENT NO. CE 46/2020 (CE) TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENTS IN ZONE 1 (2021 - 2024) - FEASIBILITY STUDY (TASK ORDER 7 - TEXACO ROAD)

Drawing Title: Location of Identified Chimneys within 500m Study Area

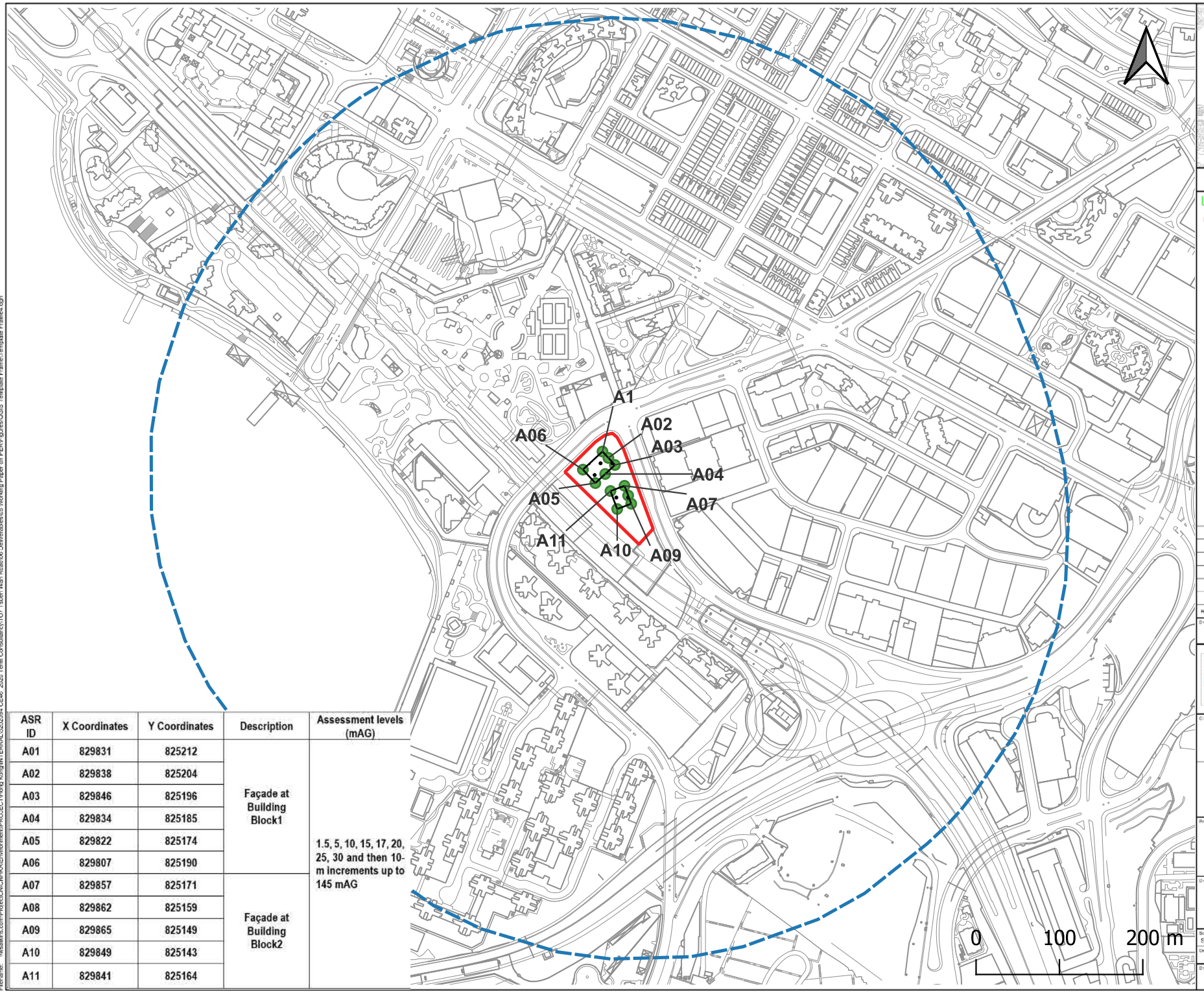
Scale	Designed	Drawn	Checked	Authorised
SHOWN ON MAP	IT	VL	FW	WW
Original Size	Date	Date	Date	Date
A1	APRIL 2023	APRIL 2023	APRIL 2023	APRIL 2023

Drawing Number: FIGURE 5.3.3

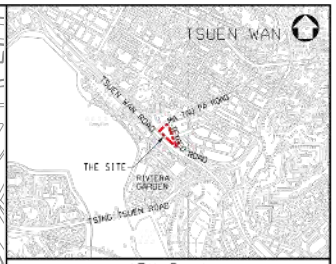
Revision: C

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ASR ID	X Coordinates	Y Coordinates	Description	Assessment levels (mAG)
A01	829831	825212	Façade at Building Block1	1.5, 5, 10, 15, 17, 20, 25, 30 and then 10-m increments up to 145 mAG
A02	829838	825204		
A03	829846	825196		
A04	829834	825185		
A05	829822	825174		
A06	829807	825190		
A07	829857	825171	Façade at Building Block2	
A08	829862	825159		
A09	829865	825149		
A10	829849	825143		
A11	829841	825164		



KEY PLAN
N.T.S.

LEGEND:
- The Site
- 500m Air Quality Study Area
- Preliminary Block Layout
- Representative ASRs

Rev	Date	Description	By	Chkd	Appd

Drawing Status: FEASIBILITY STUDY
Suitability: -

AtkinsRéalis

Client: CEDD 土木工程拓展署 Civil Engineering and Development Department

西拓展處
WEST DEVELOPMENT OFFICE

Project Title: AGREEMENT NO. CE 46/2020 (CE) TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENTS IN ZONE 1 (2021 - 2024) - FEASIBILITY STUDY (TASK ORDER 7 - TEXACO ROAD)

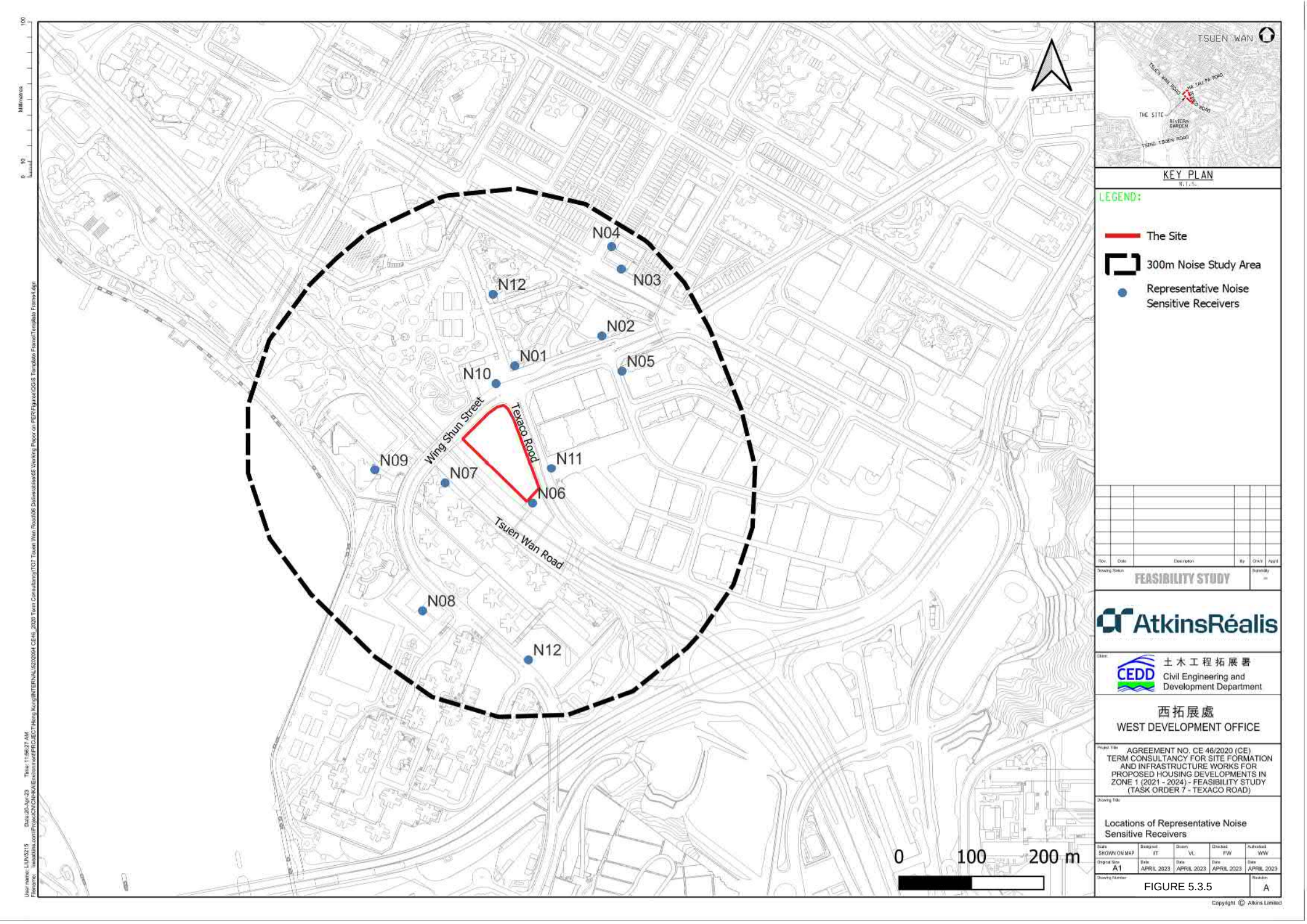
Drawing Title: Location of Representative Air Sensitive Receivers during Operational Phase

Scale	Designed	Drawn	Checked	Authorised
SHOWN ON MAP	IT	VL	FW	WW
Original Size	Date	Date	Date	Date
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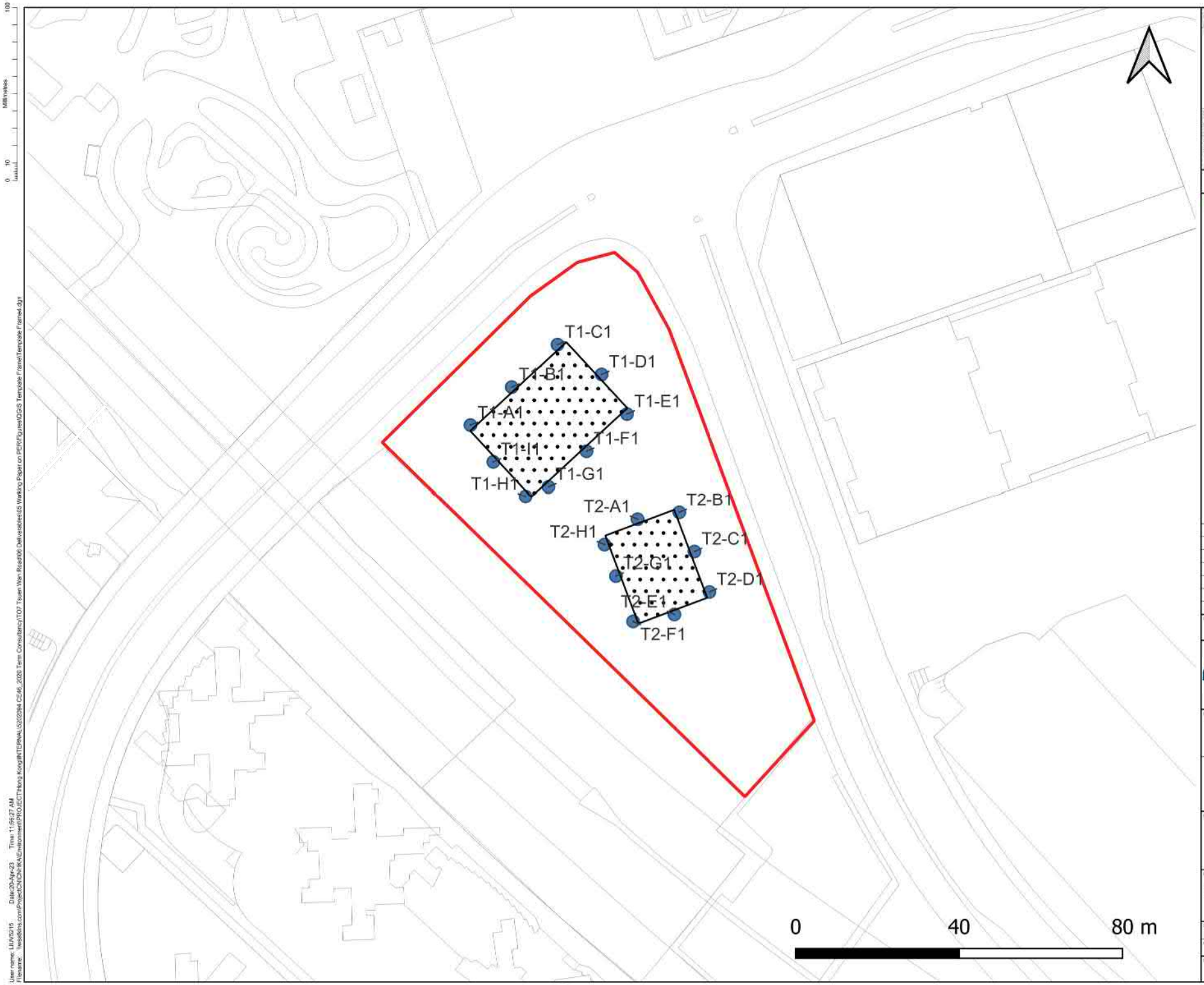
Drawing Number: FIGURE 5.3.4
Revision: A

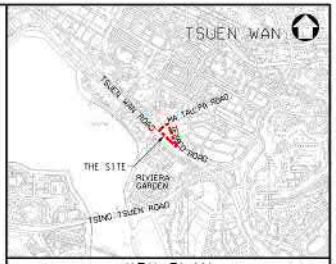
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KEY PLAN
N.T.S.

LEGEND:

- The Site
- Preliminary Building Block Layout
- Representaive Noise Sensitive Receivers

Rev.	Date	Description	By	Chk'd	Appr'd

Drawing Status: FEASIBILITY STUDY

Suitability: -

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Client: CEDD 土木工程拓展署 Civil Engineering and Development Department

西拓展處
WEST DEVELOPMENT OFFICE

Project Title: AGREEMENT NO. CE 46/2020 (CE) TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENTS IN ZONE 1 (2021 - 2024) - FEASIBILITY STUDY (TASK ORDER 7 - TEXACO ROAD)

Drawing Title: Noise Sensitive Receivers for Road Traffic Noise Impact Assessment

Scale	Designed	Drawn	Checked	Authorised
SHOWN ON MAP	IT	VL	FW	WW
Original Size	Date	Date	Date	Date
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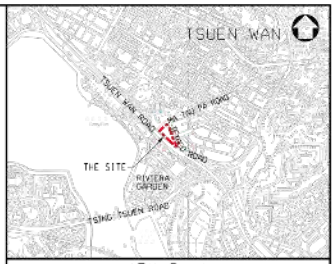
Drawing Number: FIGURE 5.3.6

Revision: A

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KEY PLAN
N.T.S.

- The Site
- 300m Noise Study Area
- Preliminary Building Block Layout
- Representative Noise Sensitive Receivers
- Potential Fixed Plant Noise Sources

Rev	Date	Description	By	Chkd	Appd

Drawing Status: FEASIBILITY STUDY

AtkinsRéalis

Client: CEDD 土木工程拓展署 Civil Engineering and Development Department

西拓展處
WEST DEVELOPMENT OFFICE

Project Title: AGREEMENT NO. CE 46/2020 (CE) TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENTS IN ZONE 1 (2021 - 2024) - FEASIBILITY STUDY (TASK ORDER 7 - TEXACO ROAD)

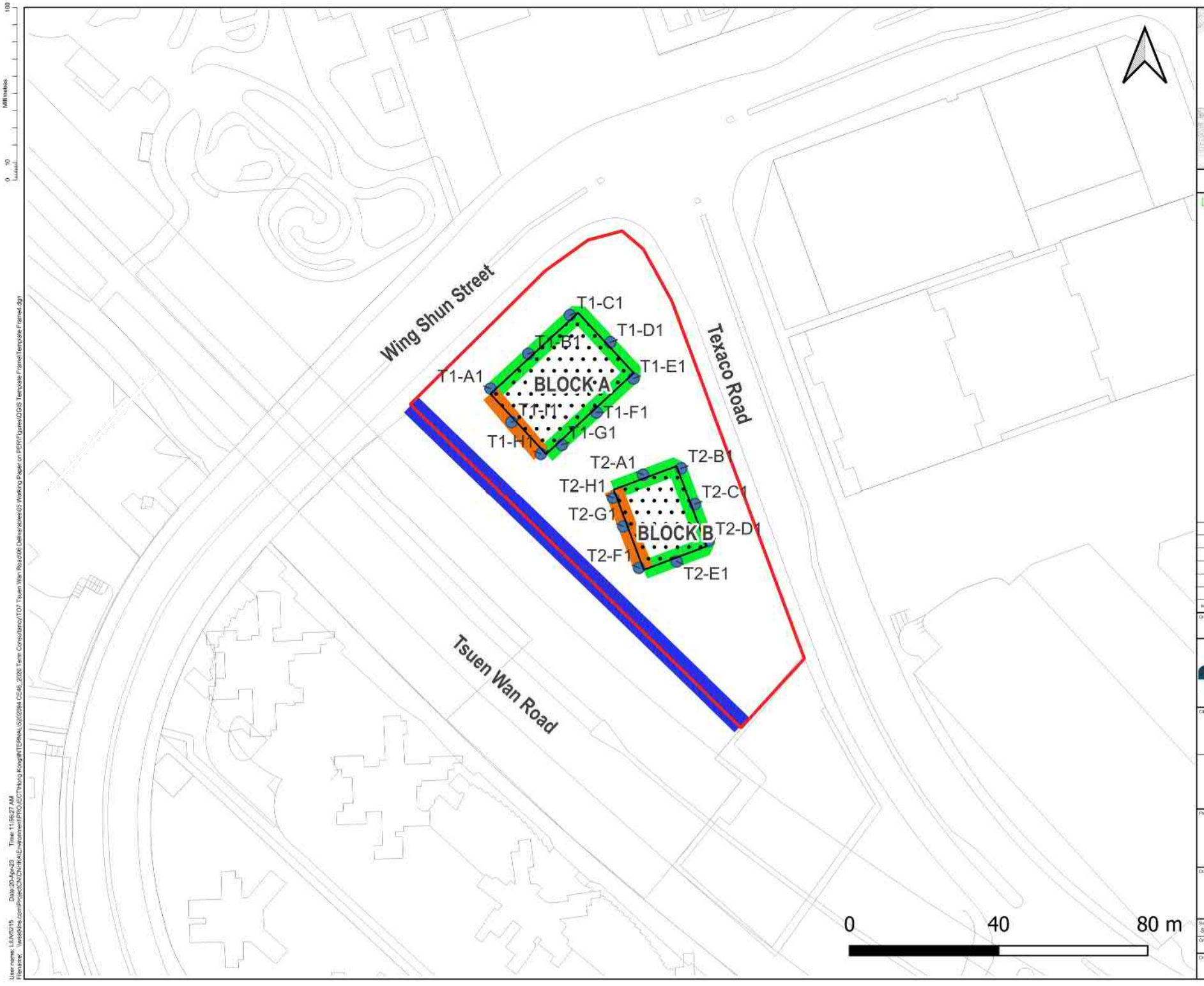
Drawing Title: Locations of Potential Fixed Plant Noise Sources and Representative Noise Sensitive Receivers

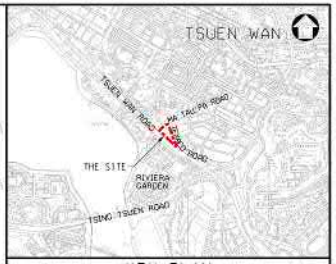
Scale	Designed	Drawn	Checked	Authorised
SHOWN ON A4	IT	VL	FW	WW
Original Size: A1	Date: APRIL 2023	Date: APRIL 2023	Date: APRIL 2023	Date: APRIL 2023

Drawing Number: FIGURE 5.3.7
Revision: A

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KEY PLAN
N.T.S.

LEGEND:

- The Site
- Preliminary Building Block Layout
- Representaive Noise Sensitive Receivers
- Provision of Acoustic Window (Baffle Type)
- Provision of Acoustic Window (Baffle Type) / Enhanced Acoustic Balcony
- Proposed 7.5m Vertical Noise Barrier

Rev.	Date	Description	By	Chk'd	Appr'd

Drawing Status: FEASIBILITY STUDY

Suitability: -

AtkinsRéalis

Client: CEDD 土木工程拓展署 Civil Engineering and Development Department

西拓展處
WEST DEVELOPMENT OFFICE

Project Title: AGREEMENT NO. CE 46/2020 (CE) TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENTS IN ZONE 1 (2021 - 2024) - FEASIBILITY STUDY (TASK ORDER 7 - TEXACO ROAD)

Drawing Title: Location Plan for the Recommended At-Receiver Road Traffic Noise Mitigation Measures

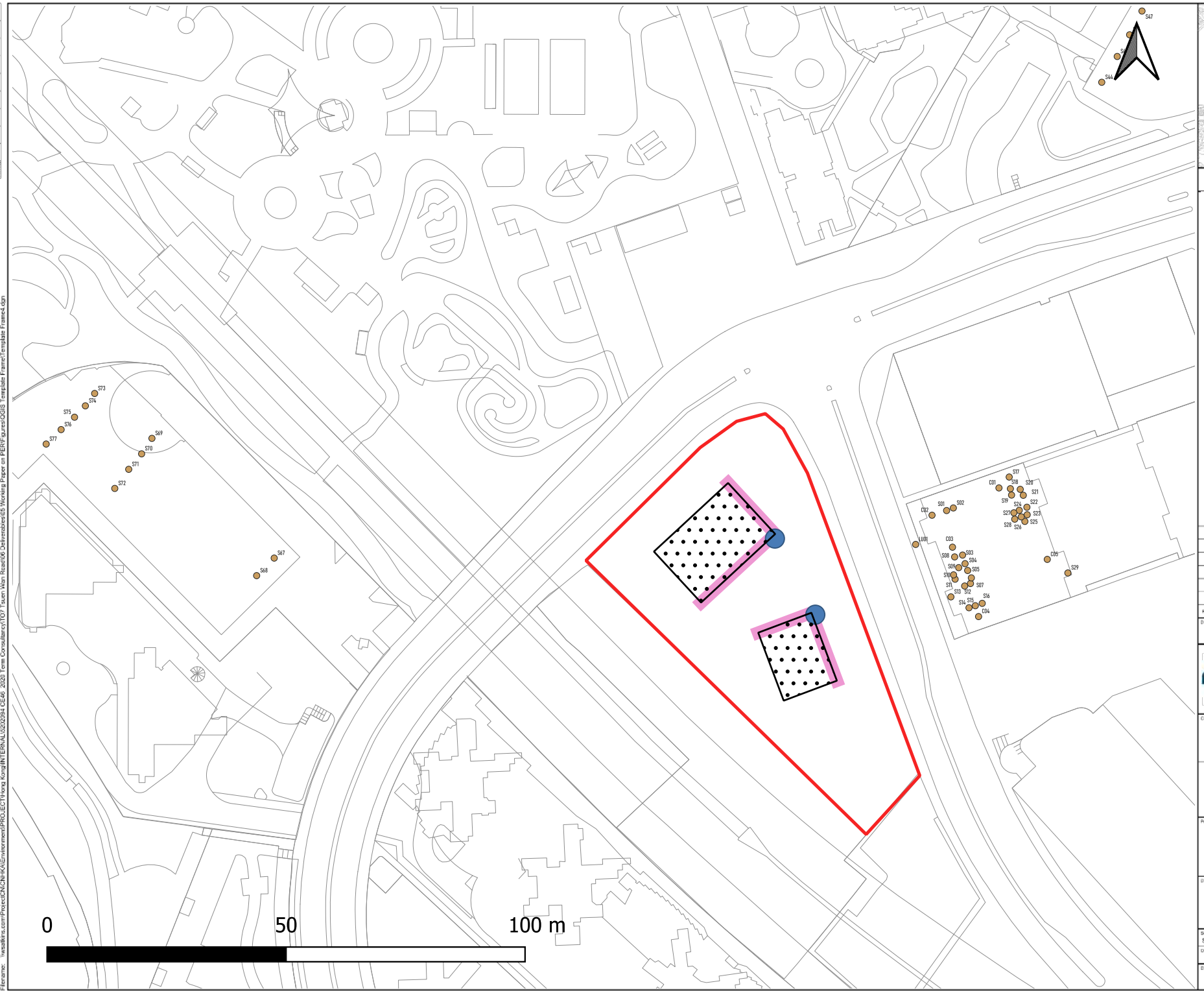
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SHOWN ON MAP	RW	RW	WKC	AF
Original Size	Date	Date	Date	Date
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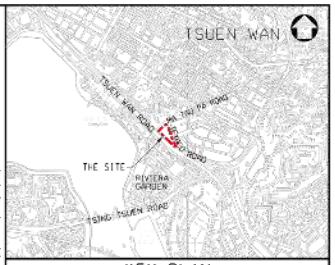
Drawing Number: FIGURE 5.3.8

Revision: B

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KEY PLAN
N.T.S.

- The Site
- 300m Noise Study Area
- Preliminary Building Block Layout
- Representative Noise Sensitive Receivers
- Potential Fixed Plant Noise Sources
- Avoid direct line of sight towards Texaco Road Industrial Center, or apply architectural fins/ fixed glazing windows,etc

Rev	Date	Description	By	Chkd	Appd

Drawing Status: FEASIBILITY STUDY

Suitability: -

AtkinsRéalis

Client

CEDD 土木工程拓展署 Civil Engineering and Development Department

西拓展處
WEST DEVELOPMENT OFFICE

Project Title:
AGREEMENT NO. CE 46/2020 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENTS IN ZONE 1 (2021 - 2024) - FEASIBILITY STUDY (TASK ORDER 7 - TEXACO ROAD)

Drawing Title:
Location Plan for the Recommended at Receiver Mitigation Measures for FNIA

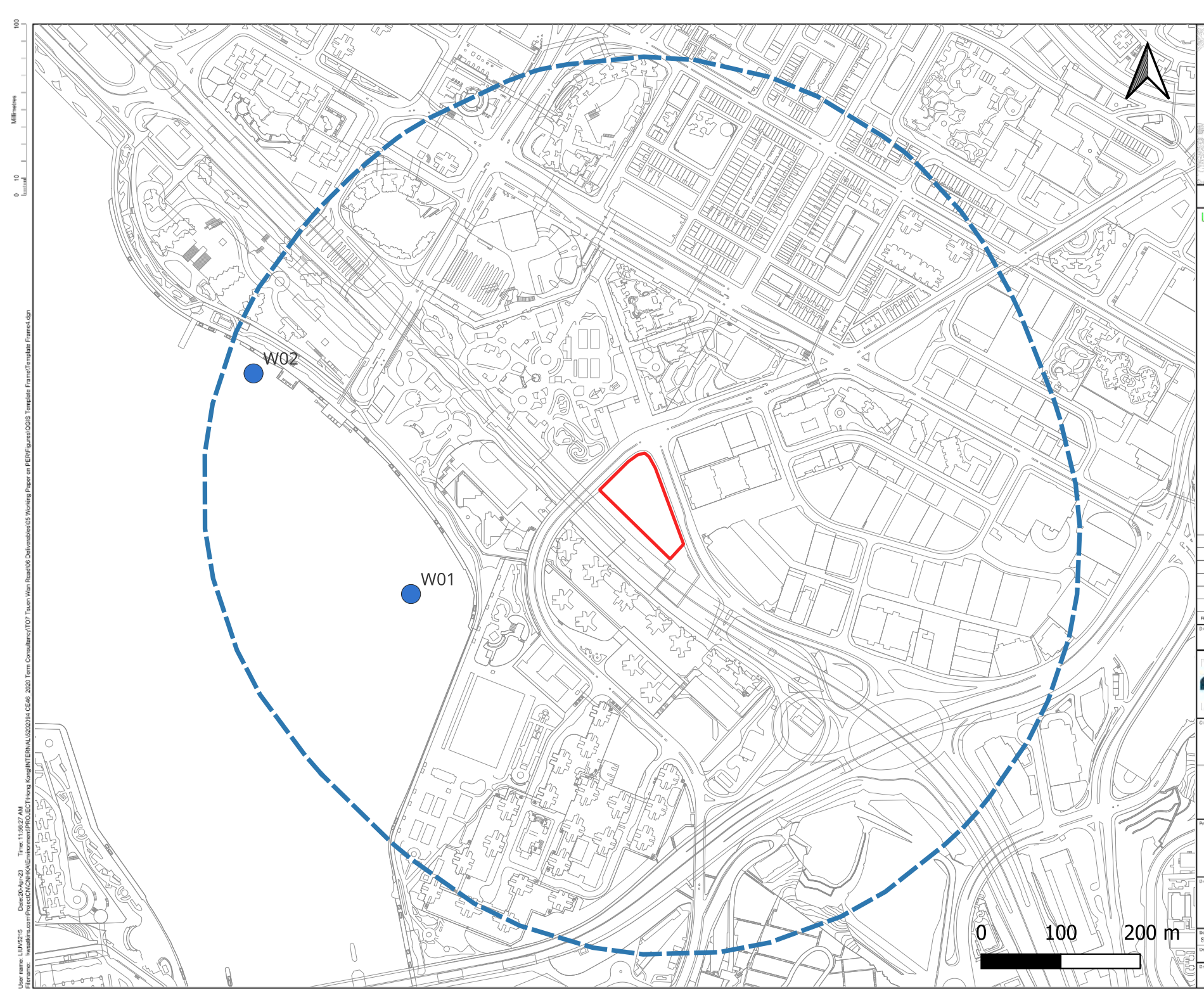
Scale	Designed	Drawn	Checked	Authorised
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Original Size	Date	Date	Date	Date
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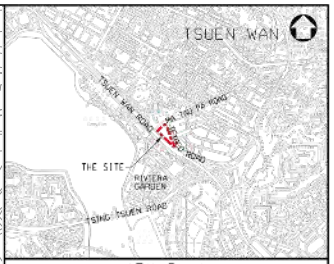
Drawing Number: FIGURE 5.3.9

Revision: A

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KEY PLAN
N.T.S.

LEGEND:

- The Site
- 500m Water Quality Study Area
- Representative Water Sensitive Receiver

Rev	Date	Description	By	Chkd	Appd

Drawing Status: FEASIBILITY STUDY

Suitability: -

AtkinsRéalis

Client: CEDD 土木工程拓展署 Civil Engineering and Development Department

西拓展處
WEST DEVELOPMENT OFFICE

Project Title: AGREEMENT NO. CE 46/2020 (CE) TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENTS IN ZONE 1 (2021 - 2024) - FEASIBILITY STUDY (TASK ORDER 7 - TEXACO ROAD)

Drawing Title: 500m Water Quality Study Area

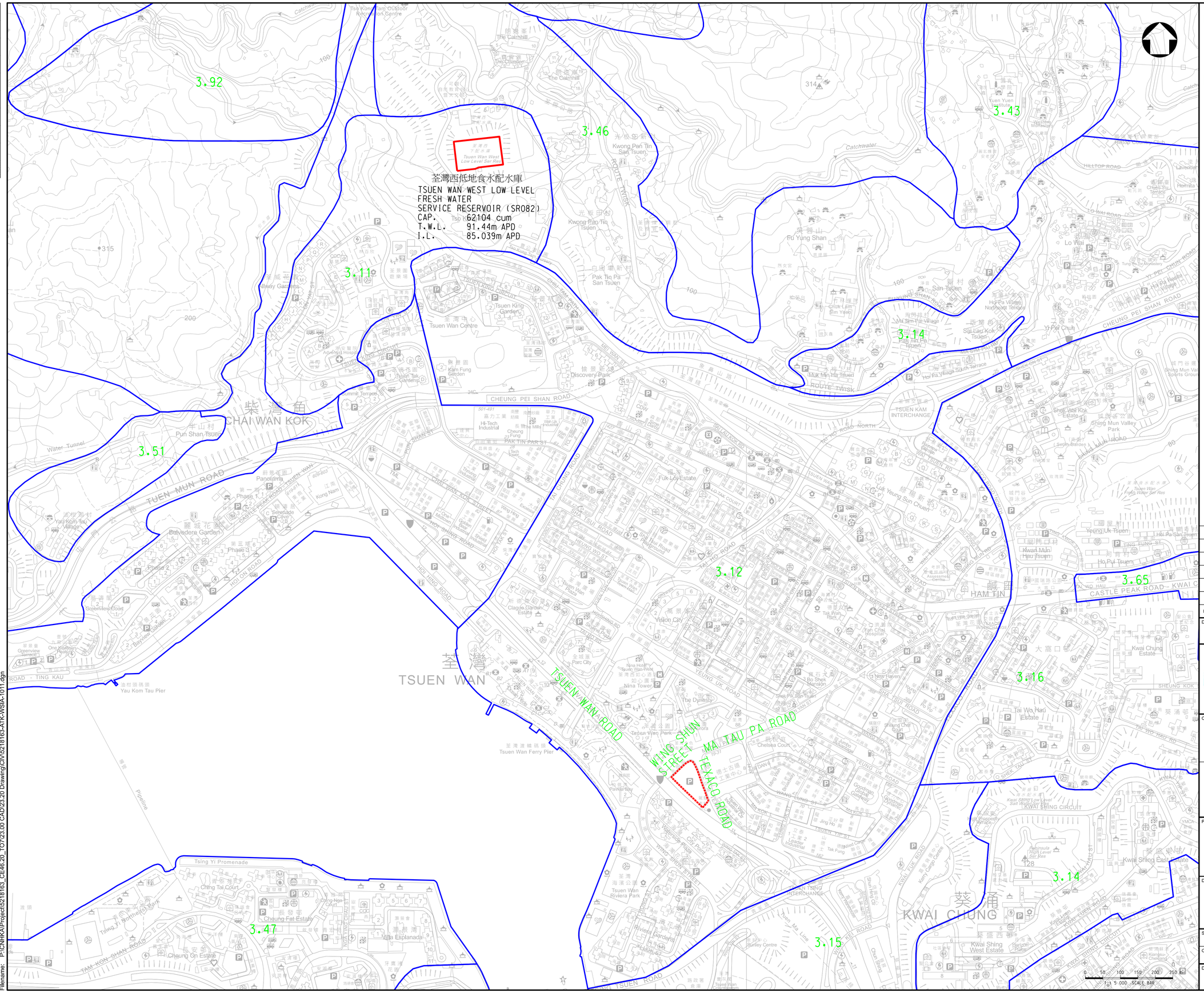
Scale	Designed	Drawn	Checked	Authorised
SHOWN ON A4	IT	VL	FW	WW
Original Size	Date	Date	Date	Date
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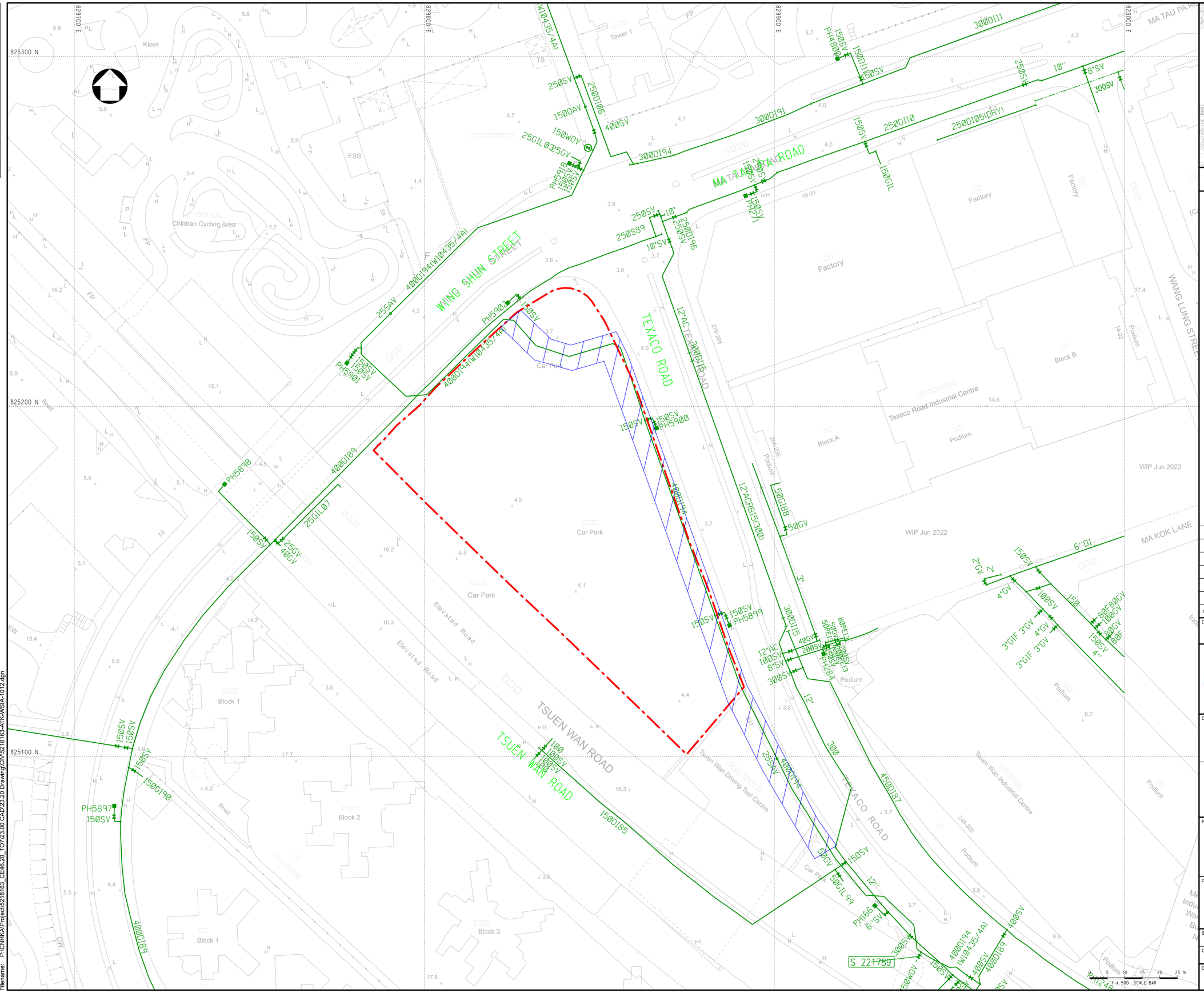
Drawing Number: FIGURE 5.3.10

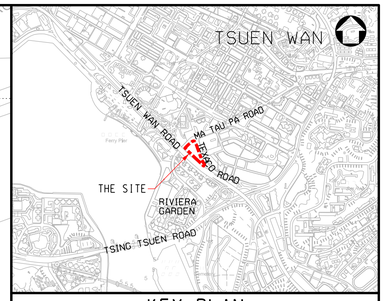
Revision: A

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File name: \\eastMins.com\Project\CN\CNHK\AE\Environment\PROJECT\Hong Kong\INTERNAL\5202394 CE46 2020 Term Consultancy\TO7 Tsuen Wan Road\06 Deliverables\05 Working Paper on PER\Figures\GIS Templats Frame\Template Frame4.dgn


3.92
3.46
3.43
3.11
3.14
3.51
3.12
3.65
3.16
3.47
3.15
荃灣西低地食水配水庫
TSUEN WAN WEST LOW LEVEL
FRESH WATER
SERVICE RESERVOIR (SR082)
CAP. 62104 cum
T.W.L. 91.44m APD
I.L. 85.039m APD
Tsuen Wan West Low Level San Res
荃灣
TSUEN WAN
柴灣角
CHAI WAN KOK
葵涌
KWAI CHUNG
青山公路 - 荃灣段
TSUEN WAN ROAD
WING SHUN STREET
MA TAU PA ROAD
TEXACO ROAD
TUEN MUN ROAD
CHEUNG PEI SHAN ROAD
CASTLE PEAK ROAD - KWAI CHUNG
Pipeline
Water Tunnel
Tsuen Wan Ferry Pier
Yau Kom Tau Pier
Tsuen Wan Centre
Tsuen Wan Riviera Park
Tsuen Wan Garden
Tsuen Wan Plaza
Vision City
Nina Tower
Nina Hotel
Parc City
Tsuen Wan Park
Chelsea Court
Pavilia Bay
The Dynasty
Tsuen Wan Centre
Discovery Park
Kam Fung Garden
Tsuen King Garden
Tsuen Tak Garden
Summit Terrace
Asiaworld-Expo
Mikiey Gardens
Hi-Tech Industrial
Fuk Loy Estate
Cheung Fung
Cheung Hing
Cheung Wo
Cheung Yip
Cheung Lee
Cheung Tai
Cheung Nga Court
Cheung Fat Estate
Ching Tai Court
Villa Esplanada
Cheung On Estate
Tsing Yi Promenade
Tsing Yi Northern Park
Belvedere Garden
Panorama
Phase 1
Phase 2
Phase 3
Serenade Cove
Greenview Terrace
Skyline Court
Bayview
Garden View
One Kowloon Peak
Yau Kom Tau Village
Pun Shan Tsuen
Tsuen Wan West Sports Ground
Tsuen Wan Sports Ground
Tsuen Wan Swimming Pool
Tsuen Wan Public Library
Tsuen Wan Town Hall
Tsuen Wan Government Offices
Tsuen Wan Police Station
Tsuen Wan Fire Station
Tsuen Wan Ambulance Depot
Tsuen Wan Law Courts Building
Tsuen Wan Magistracy
Tsuen Wan Post Office
Tsuen Wan Market
Tsuen Wan Ferry Service Res
Tsuen Wan Fresh Water Service Res
Tsuen Wan Sewage Pumping Station
Tsuen Wan Sewage Treatment Works
Tsuen Wan Service Reservoir
Tsuen Wan Water Supplies Department





KEY PLAN
N.T.S.

LEGEND:

- THE SITE
- EXISTING FRESH WATER SUPLY SYSTEM
- WATERWORKS RESERVE ZONE

Rev.	Date	Description	By	Chk'd	App'd
A	DEC 2022	FIRST ISSUED	EY	SW	DL

Drawing Status: **FEASIBILITY STUDY**

Suitability: -

AtkinsRéalis

Client: 土木工程拓展署 Civil Engineering and Development Department

西拓展處
WEST DEVELOPMENT OFFICE

Project Title: AGREEMENT NO. CE 46/2020 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENTS IN ZONE 1 (2021 - 2024) - FEASIBILITY STUDY (TASK ORDER 7 - TEXACO ROAD)

Drawing Title: EXISTING FRESH WATER SUPPLY SYSTEM

Scale	Designed	Drawn	Checked	Authorised
1:500	EY	YFC	SW	DL
Original Size: A1	Date: DEC 2022	Date: DEC 2022	Date: DEC 2022	Date: DEC 2022

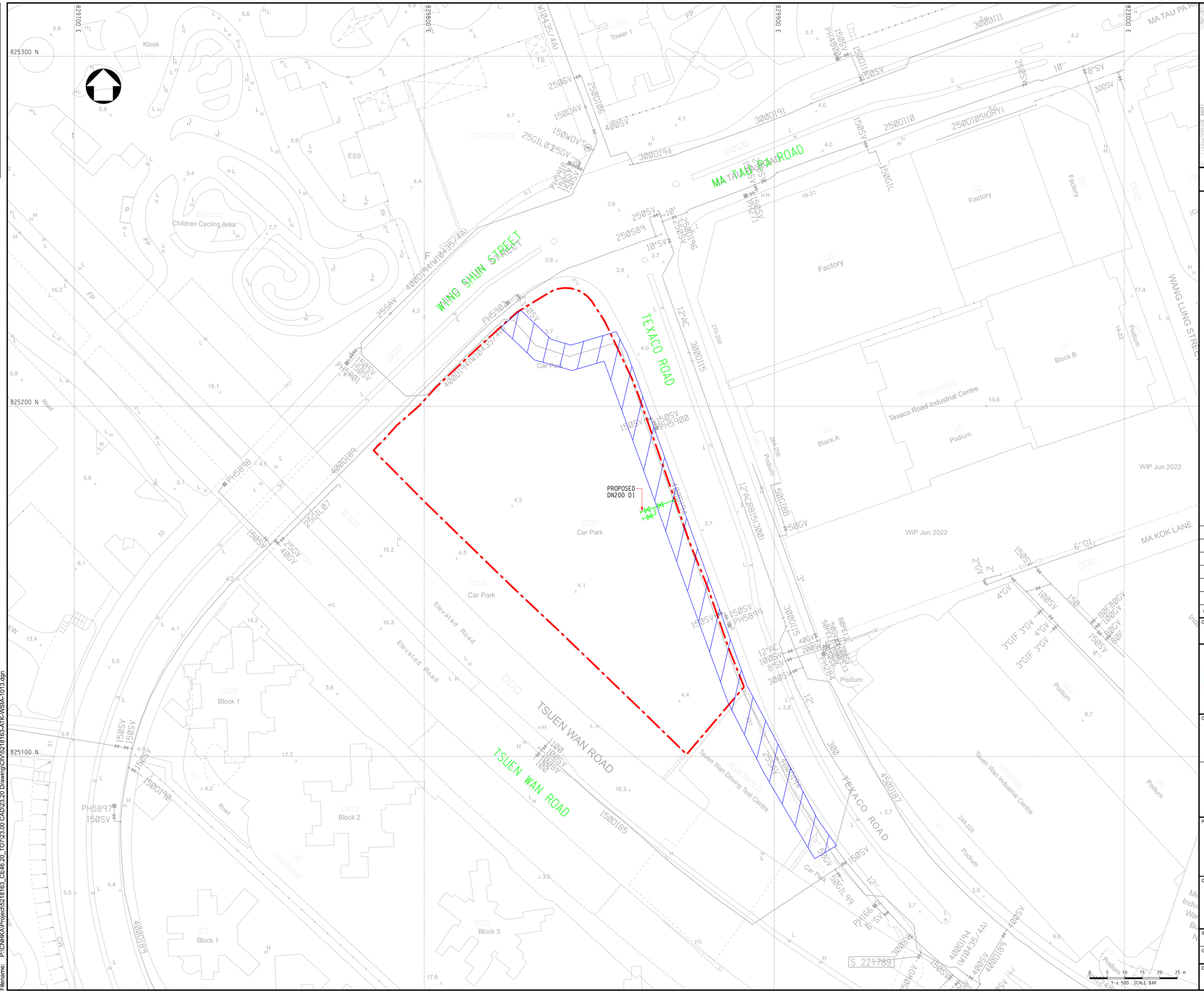
Drawing Number: FIGURE 5.4.2

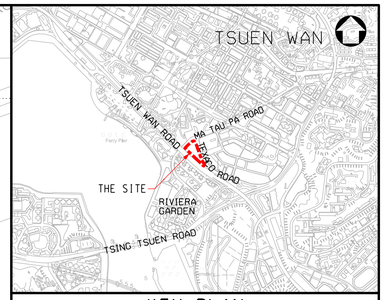
Revision: A

0 5 10 15 20 25 m
1 : 500 SCALE BAR

User name: LOAN5405 Date:5/16/2024 Time: 11:48:11 AM
Filename: P:\CNHKA\Project\5218163_CE46.20_TO7\23.00 CAD\23.20 Drawing\CIV\5218163-ATK-WSIA-1012.dgn

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KEY PLAN
N.T.S.

LEGEND:

- THE SITE
- FW — PROPOSED FRESH WATER MAIN
- FW — EXISTING FRESH WATER SUPPLY SYSTEM
- WATERWORKS RESERVE ZONE

Rev.	Date	Description	By	Chk'd	App'd
A	MAR 2023	FIRST ISSUED	EY	SW	DL

Drawing Status: FEASIBILITY STUDY

Suitability: -

AtkinsRéalis

Client: 土木工程拓展署 Civil Engineering and Development Department (CEDD)

西拓展處
WEST DEVELOPMENT OFFICE

Project Title: AGREEMENT NO. CE 46/2020 (CE) TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENTS IN ZONE 1 (2021 - 2024) - FEASIBILITY STUDY (TASK ORDER 7 - TEXACO ROAD)

Drawing Title: PROPOSED FRESH WATER SUPPLY SYSTEM

Scale	Designed	Drawn	Checked	Authorised
1:500	EY	YFC	SW	DL
Original Size: A1	Date: MAR 2023	Date: MAR 2023	Date: MAR 2023	Date: MAR 2023

Drawing Number: FIGURE 5.4.3

Revision: A

0 5 10 15 20 25 m
1 : 500 SCALE BAR

Millimetres 0 10 100

User name: LOAN5405 Date:5/16/2024 Time: 11:49:38 AM
Filename: P:\CNHKA\Project\5218163_CE46.20_TO7\23.00 CAD\23.20 Drawing\CIV\5218163-ATK-WSIA-1013.dgn

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Millimetres 0 10 100

荃灣西低地海水配水庫
TSUEN WAN WEST LOW LEVEL
SALT WATER SERVICE RESERVOIR (SR091)
CAP. 3532 cum
T.W.L. 91.287m APD
I.L. 85.496m APD

3.2 & 3.38

3.3, 3.12, 3.16 & 3.18

3.5 & 3.19

NOTES:

1. THE WATER SUPPLY ZONE SHOWN IN THIS DRAWING AS AT 12 MAY 2022.

LEGEND:

THE SITE

DEMARCATION OF SALT WATER SUPPLY ZONE

SUPPLY CODE	SEVICES RESERVIOR
3.2 & 3.38	TSUEN WAN WEST HIGH LEVEL SALT WATER SERVICE RESERVOIR / TSUEN WAN WEST FRESH WATER AND SALT WATER PUMPING STATION
3.4 & 3.17	KWAI CHUNG NORTH SALT WATER SERVICE RESERVOIR / HA LO WAI SALT WATER PUMPING STATION
3.13 & 3.15	TSING YI NORTH HIGH LEVEL SALT WATER SERVICE RESERVOIR / TSING YI NORTH HIGH LEVEL FRESH WATER / SALT WATER PUMPING STATION
3.6, 3.7 & 3.11	TSING YI EAST SALT WATER SERVICE RESERVOIR / TSING YI NORTH LOW LEVEL SALT WATER SERVICE RESERVOIR / TSING YI SALT WATER PUMPING STATION
3.8 & 3.14	LAI KING HEADLAND SALT WATER SERVICE RESERVOIR / LAI CHI KOK SALT WATER PUMPING STATION
3.24 & 3.34	TAI WO TSUEN SALT WATER TANK / TAI WO TSUEN SALT WATER PUMPING STATION
3.3, 3.12, 3.16 & 3.18	TSUEN WAN SALT WATER PUMPING STATION / TSUEN WAN WEST LOW LEVEL SALT WATER SERVICE RESERVOIR / HA LO WAI SALT WATER SERVICE RESERVOIR / KWAI SHING LOW LEVEL SALT WATER SERVICE RESERVOIR
3.5 & 3.19	KWAI SHING HIGH LEVEL SALT WATER SERVICE RESERVOIR / KWAI SHING SALT WATER PUMPING STATION

Rev.	Date	Description	By	Chk'd	App'd
A	MAR 2023	FIRST ISSUED	EY	SW	DL

Drawing Status: FEASIBILITY STUDY
Suitability: -

AtkinsRéalis

Client: CEDD 土木工程拓展署 Civil Engineering and Development Department

西拓展處
WEST DEVELOPMENT OFFICE

Project Title: AGREEMENT NO. CE 46/2020 (CE) TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENTS IN ZONE 1 (2021 - 2024) - FEASIBILITY STUDY (TASK ORDER 7 - TEXACO ROAD)

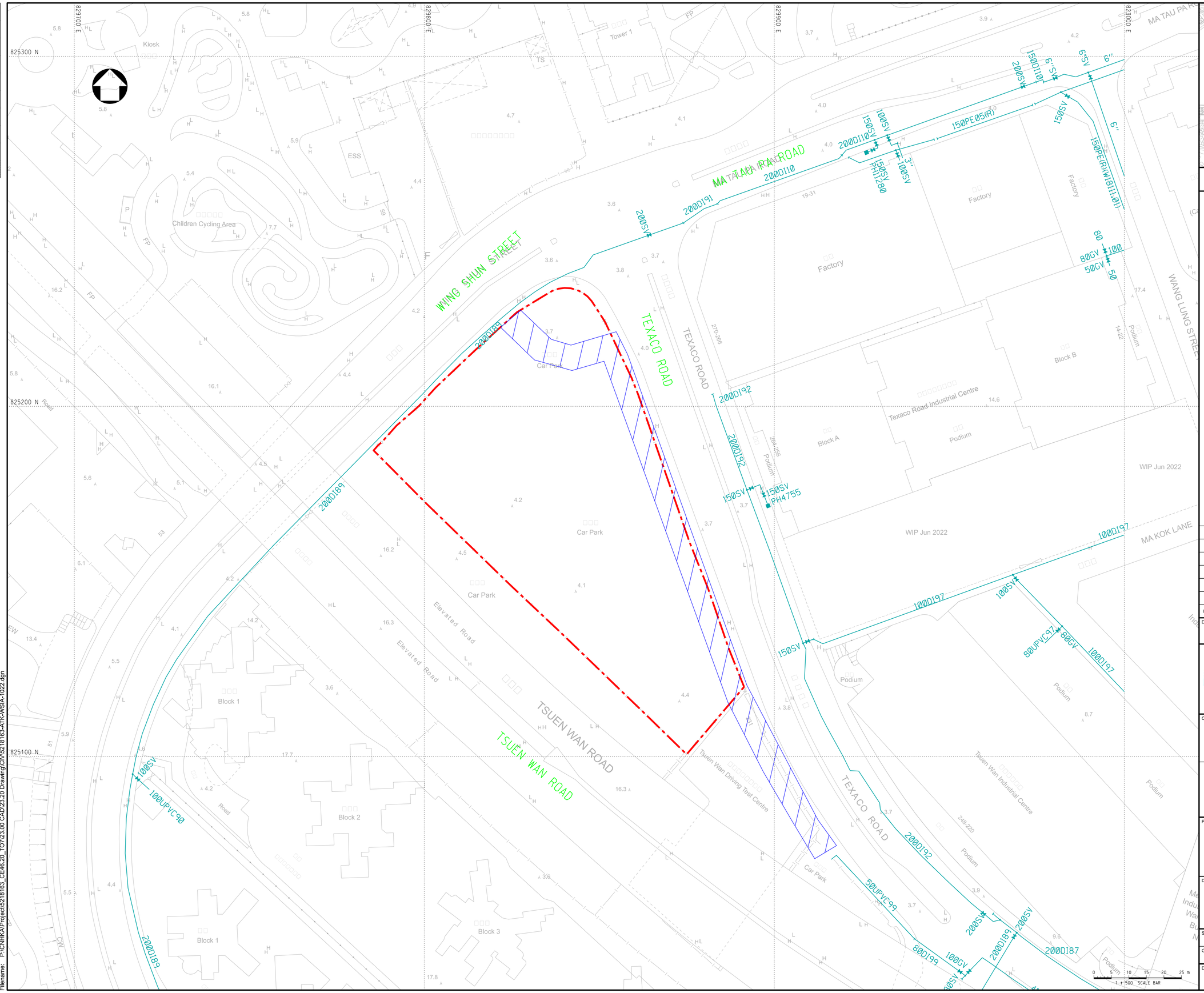
Drawing Title: EXISTING SALT WATER SUPPLY ZONE

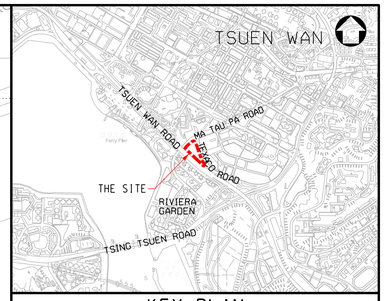
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1:1000	EY	YFC	SW	DL
Original Size: A1	Date: MAR 2023	Date: MAR 2023	Date: MAR 2023	Date: MAR 2023

Drawing Number: FIGURE 5.4.4
Revision: A

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User name: LOAN5405 Date:5/16/2024 Time:11:50:44 AM
Filename: P:\CNHK\Project\5218163_CE46.20_TO7\23.00 CAD\23.20 Drawing\CIV\5218163-ATK-WSIA-1021.dgn





KEY PLAN
N.T.S.

LEGEND:

- THE SITE
- EXISTING SALT WATER SUPPLY SYSTEM
- WATERWORKS RESERVE ZONE

Rev.	Date	Description	By	Chk'd	App'd
A	DEC 2022	FIRST ISSUED	EY	SW	DL

Drawing Status: FEASIBILITY STUDY

Suitability: -

AtkinsRéalis

Client: 土木工程拓展署 Civil Engineering and Development Department (CEDD)

西拓展處
WEST DEVELOPMENT OFFICE

Project Title: AGREEMENT NO. CE 46/2020 (CE) TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENTS IN ZONE 1 (2021 - 2024) - FEASIBILITY STUDY (TASK ORDER 7 - TEXACO ROAD)

Drawing Title: EXISTING SALT WATER SUPPLY SYSTEM

Scale	Designed	Drawn	Checked	Authorised
1:500	EY	YFC	SW	DL
Original Size	Date	Date	Date	Date
A1	DEC 2022	DEC 2022	DEC 2022	DEC 2022

Drawing Number: FIGURE 5.4.5

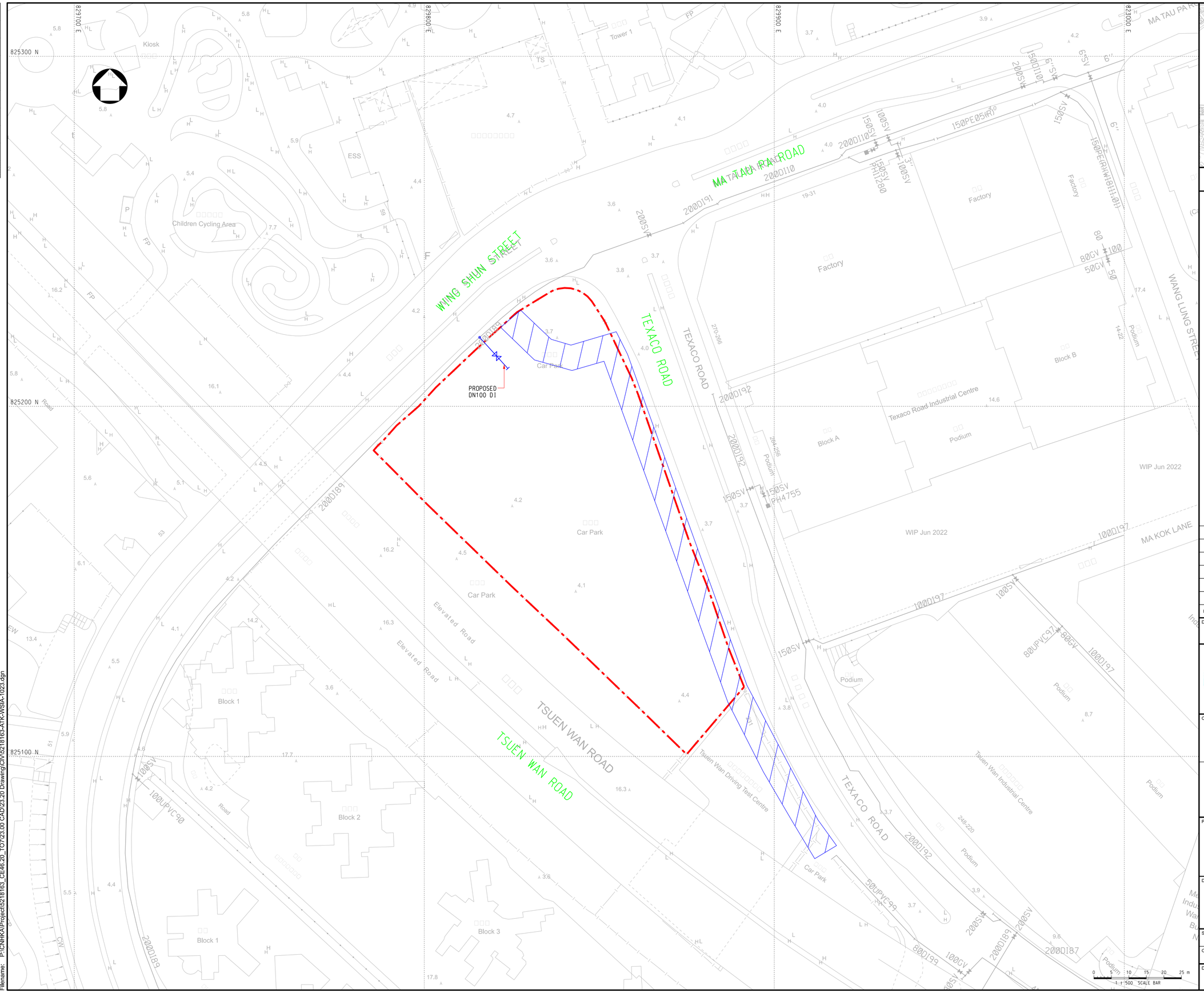
Revision: A

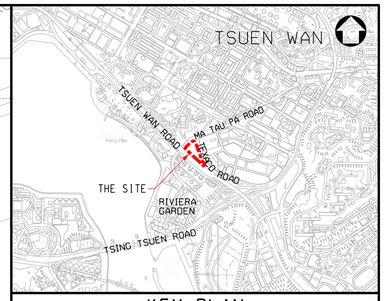
0 5 10 15 20 25 m
1 : 500 SCALE BAR

Millimetres 0 10 100

User name: LOAN5405 Date:5/16/2024 Time: 11:52:26 AM
Filename: P:\CNHKA\Project\5218163_CE46.20_TOT\23.00 CAD\23.20 Drawing\CIVIL\5218163-ATK-WSIA-1022.dgn

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KEY PLAN
N.T.S.

LEGEND:

- THE SITE
- EXISTING SALT WATER SUPLY SYSTEM
- EXISTING SALT WATER SUPLY SYSTEM
- WATERWORKS RESERVE ZONE

Rev.	Date	Description	By	Chk'd	App'd
A	DEC 2022	FIRST ISSUED	EY	SW	DL

Drawing Status: FEASIBILITY STUDY
Suitability: -

AtkinsRéalis

Client
土木工程拓展署
Civil Engineering and Development Department

西拓展處
WEST DEVELOPMENT OFFICE

Project Title
AGREEMENT NO. CE 46/2020 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENTS IN ZONE 1 (2021 - 2024) - FEASIBILITY STUDY (TASK ORDER 7 - TEXACO ROAD)

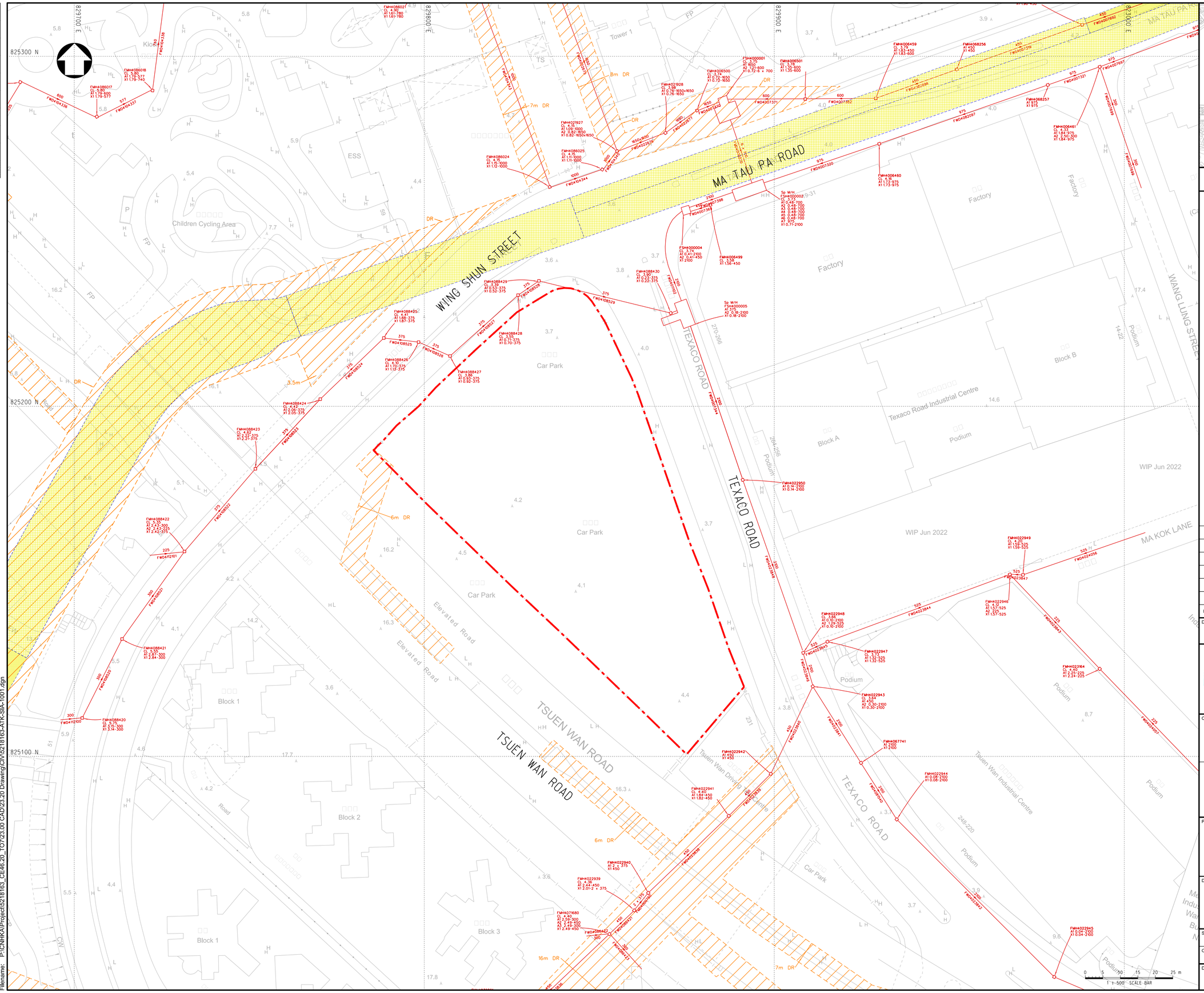
Drawing Title
PROPOSED SALT WATER SUPPLY SYSTEM

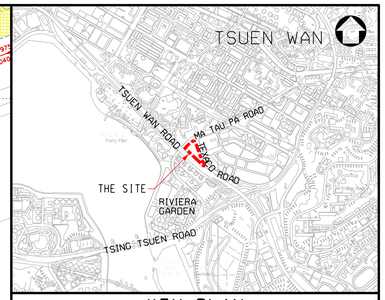
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Original Size	Date	Date	Date	Date
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Drawing Number: FIGURE 5.4.6
Revision: A

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KEY PLAN
N.T.S.

LEGEND:

- THE SITE
- EXISTING SEWER PIPE SYSTEM
- DRAINAGE RESERVE
- TUNNEL / BOX CULVERT (STORM)

Rev.	Date	Description	By	Chk'd	App'd
A	DEC 2022	FIRST ISSUED	EY	SW	DL

Drawing Status: **FEASIBILITY STUDY** | Suitability: -

AtkinsRéalis

Client: CEDD 土木工程拓展署 Civil Engineering and Development Department

西拓展處
WEST DEVELOPMENT OFFICE

Project Title: AGREEMENT NO. CE 46/2020 (CE) TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENTS IN ZONE 1 (2021 - 2024) - FEASIBILITY STUDY (TASK ORDER 7 - TEXACO ROAD)

Drawing Title: EXISTING SEWERAGE SYSTEM

Scale	Designed	Drawn	Checked	Authorised
1:500	EY	YFC	SW	DL
Original Size	Date	Date	Date	Date
A1	DEC 2022	DEC 2022	DEC 2022	DEC 2022

Drawing Number: FIGURE 5.5.1 | Revision: A

1 : 500 SCALE BAR (0, 5, 10, 15, 20, 25 m)

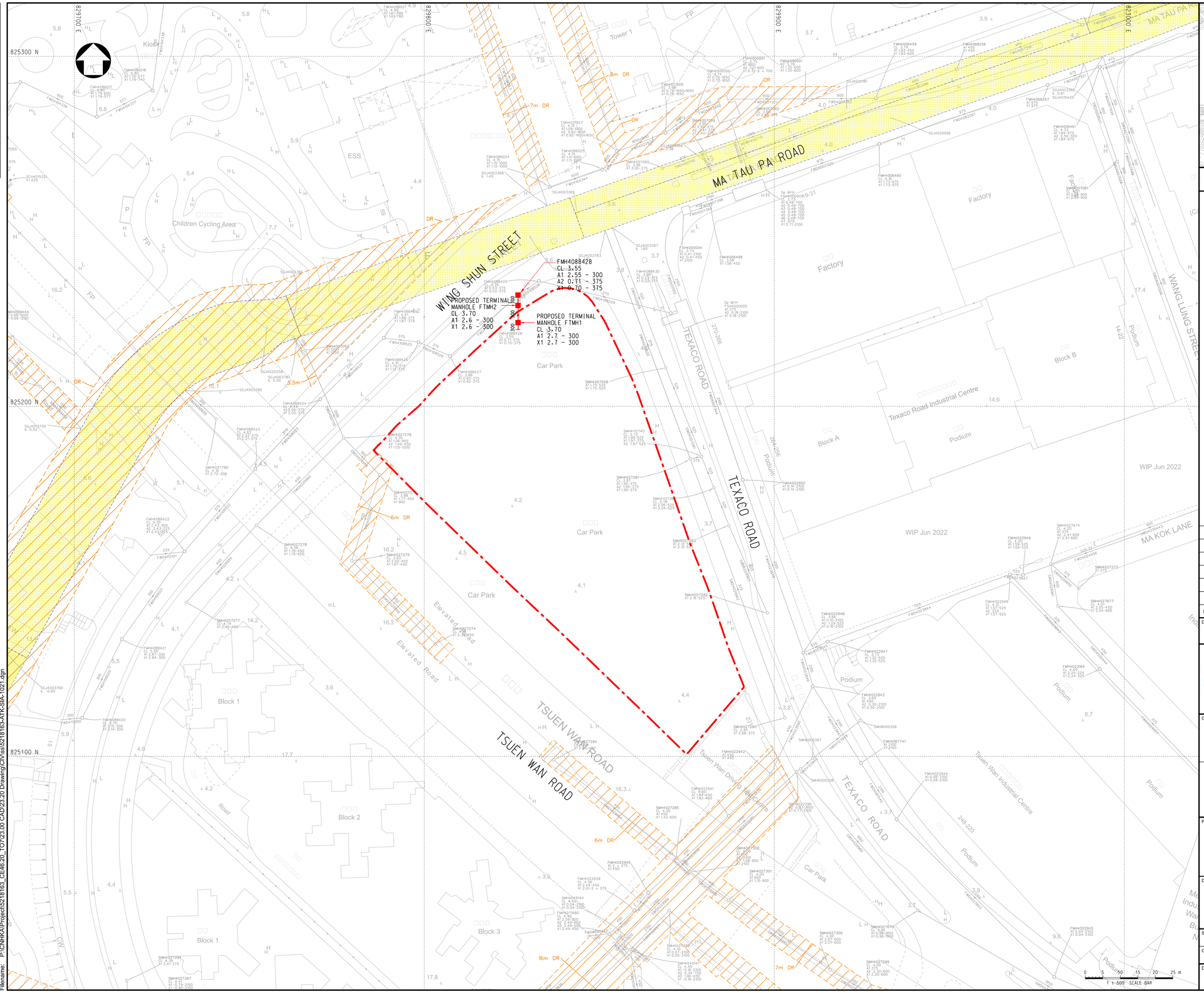
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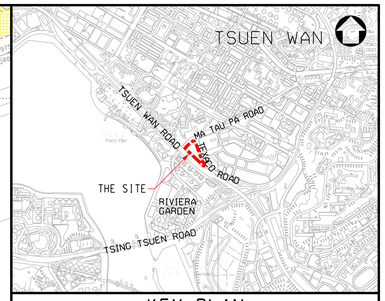
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Millimetres 0 10 100

Millimetres 100 10 0

User name: LOAN5405 Date:5/16/2024 Time: 11:37:27 AM
Filename: P:\CNHKA\Project\521813\63_CE46.20_TO7\23.00 CAD\23.20 Drawing\CIV\sit\521813-ATK-SIA-1021.dgn





KEY PLAN
N.T.S.

LEGEND:

- THE SITE
- EXISTING DRAINAGE OR SEWERAGE PIPE SYSTEM
- DRAINAGE RESERVE
- TUNNEL / BOX CULVERT (STORM)
- PROPOSED SEWERAGE PIPE SYSTEM

CONFIDENTIAL

Rev.	Date	Description	By	Chk'd	App'd
B	JUN 2023	SECOND ISSUED	EY	SW	LL
A	MAR 2023	FIRST ISSUED	EY	SW	DL

Drawing Status: FEASIBILITY STUDY
Suitability: -

AtkinsRéalis

Client: CEDD 土木工程拓展署 Civil Engineering and Development Department

西拓展處
WEST DEVELOPMENT OFFICE

Project Title: AGREEMENT NO. CE 46/2020 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENTS IN ZONE 1 (2021 - 2024) - FEASIBILITY STUDY (TASK ORDER 7 - TEXACO ROAD)

Drawing Title: PROPOSED SEWERAGE SYSTEM

Scale	Designed	Drawn	Checked	Authorised
1:500	EY	YFC	SW	LL
Original Size: A1	Date: JUNE 2023	Date: JUNE 2023	Date: JUNE 2023	Date: JUNE 2023

Drawing Number: FIGURE 5.5.2
Revision: B

0 5 10 15 20 25 m
1 : 500 SCALE BAR

Copyright © Atkins Limited

Millimetres 100 10 0

829700 E 829800 E 829900 E 830000 E

825300 N 825200 N 825100 N

MA TAU PA ROAD

WING SHUN STREET

TSUEN WAN ROAD

TEXACO ROAD

WANG LUNG STREET

MA KOK LANE

Kiosk Tower 1 TS ESS Children Cycling Area Car Park Elevated Road Road Block 1 Block 2 Block 3 Block A Block B Factory Podium Texaco Road Industrial Centre Tsuen Wan Driving Test Centre Tsuen Wan Industrial Centre WIP Jun 2022

PROPOSED JUNCTION OPENING

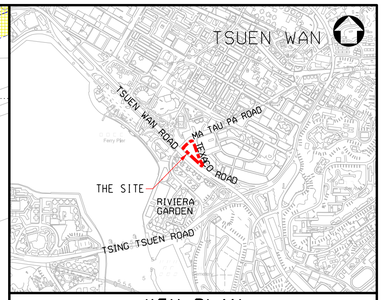
PROPOSED MANHOLE TYPE E SMH 02 CL 4.2 IA1 1.68 - 525 IA2 1.68 - 525

PROPOSED PIPE IL 1.63

PROPOSED PRECAST CONCRETE DRAINAGE PIPE - 525mm INTERNAL DIA.

PROPOSED MANHOLE TYPE E SMH 01 CL 4.2 IA1 2.035 - 525 IA2 2.035 - 525

PROPOSED TERMINAL MANHOLE TYPE T2_1 CL 5 IA1 2.2 - 525 IA2 2.05 - 525



KEY PLAN
N.T.S.

LEGEND:

- THE SITE
- EXISTING DRAIN PIPE SYSTEM
- PROPOSED STORMWATER DRAINAGE SYSTEM
- DRAINAGE RESERVE
- TUNNEL / BOX CULVERT (STORM / SEWER)

Rev.	Date	Description	By	Chk'd	App'd
A	DEC 2022	FIRST ISSUED	EY	SW	DL

Drawing Status: FEASIBILITY STUDY

Suitability: -

AtkinsRéalis

Client: CEDD 土木工程拓展署 Civil Engineering and Development Department

西拓展處
WEST DEVELOPMENT OFFICE

Project Title: AGREEMENT NO. CE 46/2020 (CE) TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENTS IN ZONE 1 (2021 - 2024) - FEASIBILITY STUDY (TASK ORDER 7 - TEXACO ROAD)

Drawing Title: PROPOSED AND EXISTING STORMWATERDRAINAGE SYSTEM

Scale	Designed	Drawn	Checked	Authorised
1:500	EY	YFC	SW	DL
Original Size	Date	Date	Date	Date
A1	DEC 2022	DEC 2022	DEC 2022	DEC 2022

Drawing Number: FIGURE 5.6.1

Revision: A

0 5 10 15 20 25 m
1 : 500 SCALE BAR

User name: LOAN5405 Date:5/14/2024 Time: 6:07:08 PM
Filename: P:\CNHK\Project\5218163_CE46.20_TO7\23.00 CAD\23.20 Drawing\CIV\5218163-ATK-DIA-1001.dgn

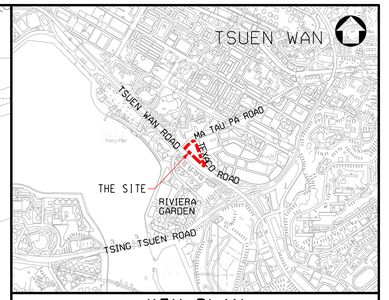
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Millimetres 100 10 0

825300 N
825200 N
825100 N
822700 E
822800 E
822900 E
823000 E

MA TAU PA ROAD
WING SHUN STREET
TEXACO ROAD
TSUEN WAN ROAD
WANG LUNG STREET
MA KOK LANE
Elevated Road
Children Cycling Area
Kiosk
Tower 1
ESS
TS
Car Park
Block 1
Block 2
Block 3
Block A
Block B
Factory
Podium
Texaco Road Industrial Centre
Tsuen Wan Driving Test Centre
Tsuen Wan Industrial Centre
WIP Jun 2022

FC0383
FC0381
FC0380
FC0379
FC0378
FC0376
FC0377
FC0375
FC0374
FC0372
FC0373
FC0370
FC0371
FC0369
FC0483
FC0482
FC0491
FC0368
FC0477
AC3285
AC3284
AC3283
AC3282
AC3281
AC3280
AC3279
AC3286
AC3031
AC3030
AC3029
AC3032
AC3035
GC1239
GC1240
FA5222
90292
74195
74194
75519
FB7566
AC3034
FB7569
FB7570
FB757
FA4650
FA4651
FA4652
FA4701
FA4700
FA4699
5817
5818
5819
WXKT/TsuWan



KEY PLAN
N.T.S.

LEGEND:

- THE SITE
- EXISTING SINGLE-ARM PUBLIC LIGHTING COLUMN
- EXISTING DOUBLE-ARM PUBLIC LIGHTING COLUMN
- EXISTING DRAW PIT
- EXISTING BOLLARD
- N.O. EXISTING NORMAL OPEN POINT
- EXISTING CONTROLLER / PILLAR
- EXISTING CABLE JOINT
- P.T. EXISTING POST TOP LOGHTING COLUMN
- EXISTING PUBLICE LIGHING CABLE

Rev.	Date	Description	By	Chk'd	App'd
A	DEC 2022	FIRST ISSUED	EY	SW	DL

Drawing Status: FEASIBILITY STUDY
Suitability: -

AtkinsRéalis

Client: CEDD 土木工程拓展署 Civil Engineering and Development Department

西拓展處
WEST DEVELOPMENT OFFICE

Project Title: AGREEMENT NO. CE 46/2020 (CE) TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENTS IN ZONE 1 (2021 - 2024) - FEASIBILITY STUDY (TASK ORDER 7 - TEXACO ROAD)

Drawing Title: LAYOUT PLAN OF EXISTING HyD LIGHTING UTILITIES

Scale	Designed	Drawn	Checked	Authorised
1:500	EY	YFC	SW	DL
Original Size: A1	Date: DEC 2022	Date: DEC 2022	Date: DEC 2022	Date: DEC 2022

Drawing Number: FIGURE 5.7.1
Revision: A

1 : 500 SCALE BAR (0, 5, 10, 15, 20, 25 m)

User name: LOAN5405 Date:5/16/2024 Time: 11:38:42 AM
Filename: P:\CNHK\Project\5218163_CE46.20_TO7\23.00 CAD\23.20 Drawing\CIV\5218163-ATK-LIU-1001.dgn

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Millimetres 0 10 100

825300 N
825200 N
825100 N
822700 E
822800 E
822900 E
823000 E

WING SHUN STREET
MA TAU PA ROAD
LPB300
LPB250PE
MP315PE
LPB250PE
EXACO ROAD
TEXACO ROAD
LPB300
LPB300
LPB300
LPB680PE
MP400PE
MP315PE R
TSUEN WAN ROAD
TSUEN WAN ROAD
LPB600
WANG LUNG STREET
MA KOK LANE

Kiosk
Tower 1
TS
ESS
Children Cycling Area
Car Park
Car Park
Car Park
Elevated Road
Elevated Road
Block 1
Block 2
Block 3
Block 1
Factory
Factory
Factory
Block A
Block B
Texaco Road Industrial Centre
Podium
Podium
Podium
Podium
Podium
Podium
Podium
Podium
Tsuen Wan Driving Test Centre
Tsuen Wan Industrial Centre
WIP Jun 2022
WIP Jun 2022
Road
Road
FP
FP
FP
P
ESS
CW
CW
SW
59
53
51
270-286
264-266
248-220
221
19-31

0 5 10 15 20 25 m
1 : 500 SCALE BAR

TSUEN WAN
TSUEN WAN ROAD
MA TAU PA ROAD
TEXACO ROAD
THE SITE
RIVIERA GARDEN
TSING TSUEN ROAD

KEY PLAN
N.T.S.

LEGEND:
- THE SITE
- LPBXXX — EXISTING GAS MAINS
- PROPOSED GAS MAINS

Rev.	Date	Description	By	Chk'd	App'd
A	DEC 2022	FIRST ISSUED	EY	SW	DL

Drawing Status: FEASIBILITY STUDY
Suitability: -

AtkinsRéalis

Client
土木工程拓展署
Civil Engineering and Development Department

西拓展處
WEST DEVELOPMENT OFFICE

Project Title
AGREEMENT NO. CE 46/2020 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENTS IN ZONE 1 (2021 - 2024) - FEASIBILITY STUDY (TASK ORDER 7 - TEXACO ROAD)

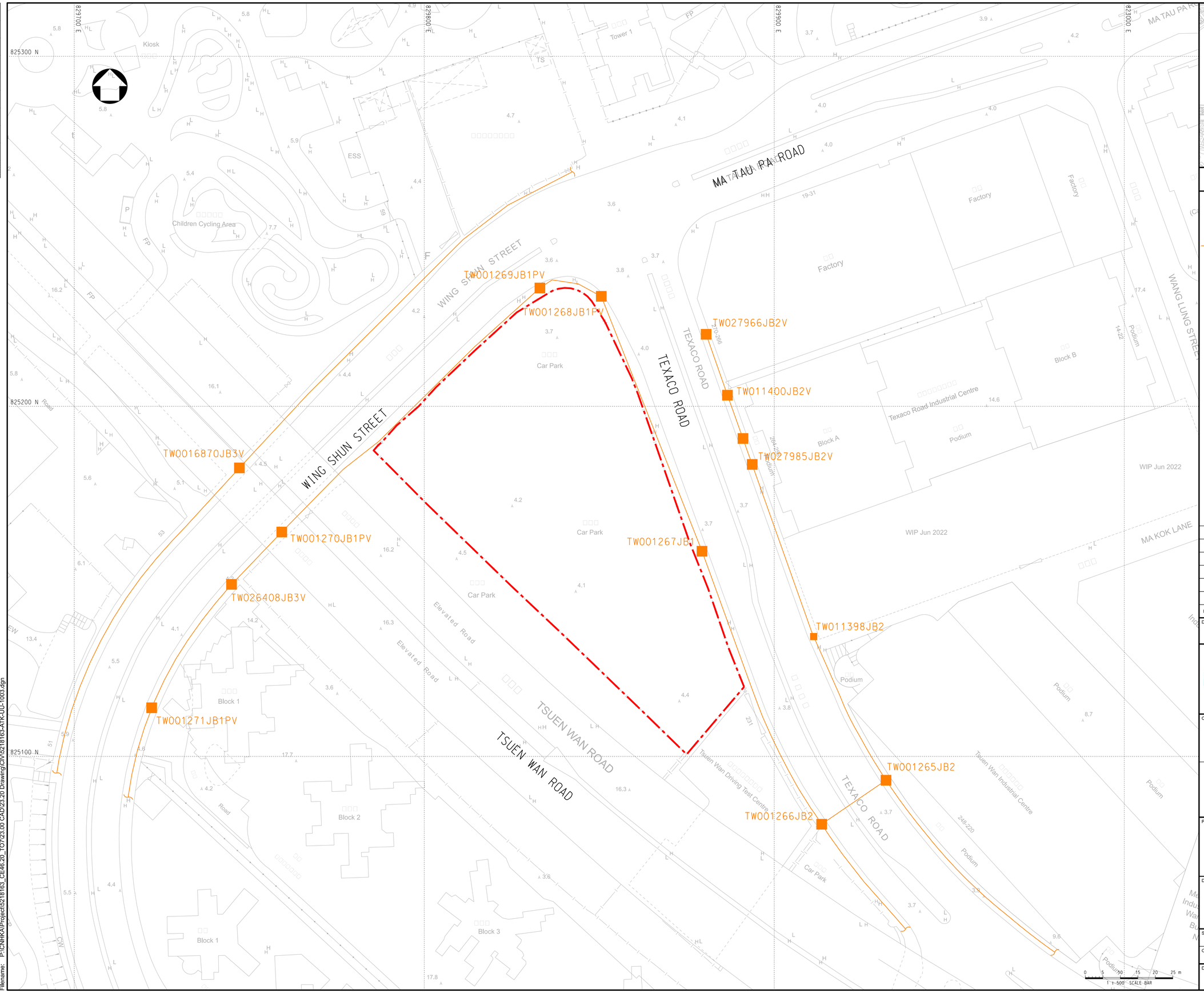
Drawing Title
LAYOUT PLAN OF EXISTING GAS MAINS

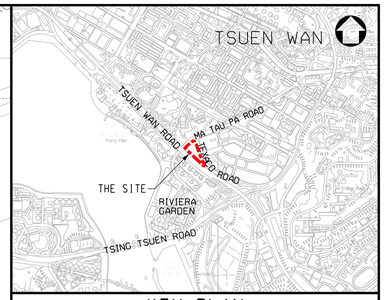
Scale	Designed	Drawn	Checked	Authorised
1:500	EY	YFC	SW	DL
Original Size	Date	Date	Date	Date
A1	DEC 2022	DEC 2022	DEC 2022	DEC 2022

Drawing Number: FIGURE 5.7.2
Revision: A

User name: LOAN5405 Date:5/16/2024 Time: 11:39:53 AM
Filename: P:\CNHK\Project\5218163_CE46.20_TO7\23.00 CAD\23.20 Drawing\CIV\5218163-ATK-UU-1002.dgn

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KEY PLAN
N.T.S.

LEGEND:

- THE SITE
- HKBN — EXISTING HKBN UNDERGOUND DUCT
- EXISTING HKBN JOINT BOX

Rev.	Date	Description	By	Chk'd	App'd
A	DEC 2022	FIRST ISSUED	EY	SW	DL

Drawing Status: FEASIBILITY STUDY
Suitability: -

AtkinsRéalis

Client: CEDD 土木工程拓展署 Civil Engineering and Development Department

西拓展處
WEST DEVELOPMENT OFFICE

Project Title: AGREEMENT NO. CE 46/2020 (CE) TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENTS IN ZONE 1 (2021 - 2024) - FEASIBILITY STUDY (TASK ORDER 7 - TEXACO ROAD)

Drawing Title: LAYOUT PLAN OF EXISTING HKBN CABLES

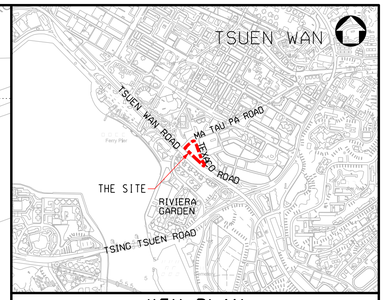
Scale	Designed	Drawn	Checked	Authorised
1:500	EY	YFC	SW	DL
Original Size: A1	Date: DEC 2022	Date: DEC 2022	Date: DEC 2022	Date: DEC 2022

Drawing Number: FIGURE 5.7.3
Revision: A

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User name: LOAN5405 Date:5/16/2024 Time: 11:40:43 AM
Filename: P:\CNHK\Projects\5218163_CE46.20_TO7\23.00 CAD\23.20 Drawing\CIV\5218163-ATK-LIL-1003.dgn





KEY PLAN
N.T.S.

LEGEND:

- THE SITE
- EXISTING HKT DUCT
- HKT — EXISTING HKT CABLE
- EXISTING HKT JOINT BOX
- EXISTING HKT MANHOLE

Rev.	Date	Description	By	Chk'd	App'd
A	DEC 2022	FIRST ISSUED	EY	SW	DL

Drawing Status: FEASIBILITY STUDY
Suitability: -

AtkinsRéalis

Client: CEDD 土木工程拓展署 Civil Engineering and Development Department

西拓展處
WEST DEVELOPMENT OFFICE

Project Title: AGREEMENT NO. CE 46/2020 (CE) TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENTS IN ZONE 1 (2021 - 2024) - FEASIBILITY STUDY (TASK ORDER 7 - TEXACO ROAD)

Drawing Title: LAYOUT PLAN OF EXISTING HKT CABLES

Scale	Designed	Drawn	Checked	Authorised
1:500	EY	YFC	SW	DL
Original Size: A1	Date: DEC 2022	Date: DEC 2022	Date: DEC 2022	Date: DEC 2022

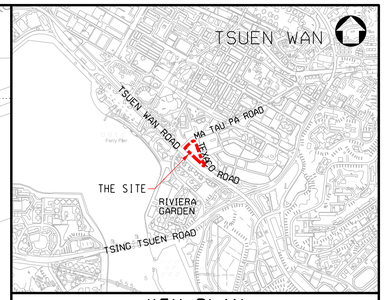
Drawing Number: FIGURE 5.7.4
Revision: A

1 : 500 SCALE BAR (0, 5, 10, 15, 20, 25 m)

User name: LOAN5405 Date:5/16/2024 Time: 11:41:33 AM
Filename: P:\CNHK\Project\52\18163_CE46.20_TO7\23.00 CAD\23.20 Drawing\CIV\52181 63-ATK-UU-1004.dgn

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KEY PLAN
N.T.S.

LEGEND:

- THE SITE
- HGC — EXISTING HGC DUCT
- EXISTING HGC JOINT BOX

Rev.	Date	Description	By	Chk'd	App'd
A	DEC 2022	FIRST ISSUED	EY	SW	DL

Drawing Status: FEASIBILITY STUDY
Suitability: -

AtkinsRéalis

Client: CEDD 土木工程拓展署 Civil Engineering and Development Department

西拓展處
WEST DEVELOPMENT OFFICE

Project Title: AGREEMENT NO. CE 46/2020 (CE) TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENTS IN ZONE 1 (2021 - 2024) - FEASIBILITY STUDY (TASK ORDER 7 - TEXACO ROAD)

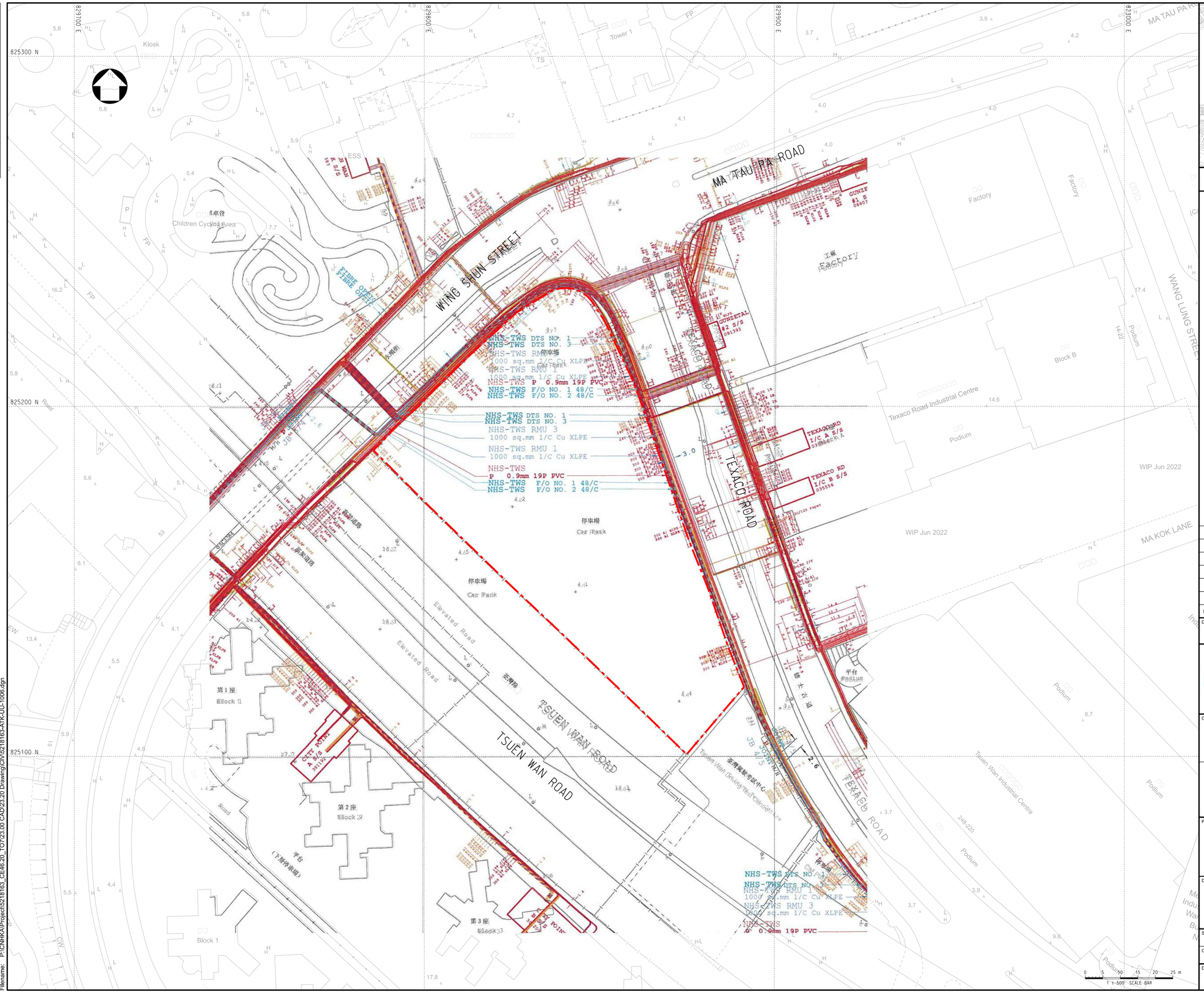
Drawing Title: LAYOUT PLAN OF EXISTING HGC CABLES

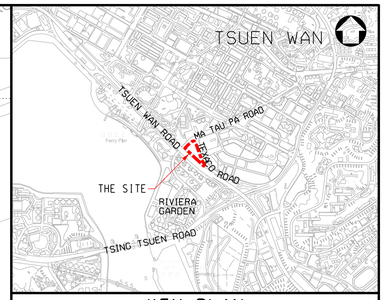
Scale	Designed	Drawn	Checked	Authorised
1:500	EY	YFC	SW	DL
Original Size: A1	Date: DEC 2022	Date: DEC 2022	Date: DEC 2022	Date: DEC 2022

Drawing Number: FIGURE 5.7.5
Revision: A

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User name: LOAN5405 Date:5/16/2024 Time: 11:44:52 AM
Filename: P:\CNHK\Project\5218163_CE46.20_TO7\23.00 CAD\23.20 Drawing\CIV\5218163-ATK-LIL-1005.dgn





KEY PLAN
N.T.S.

LEGEND:

- THE SITE
- 11 kV CABLE
- 11kV STEEL POLE
- 11kV WOOD POLE
- POLE MOUNT TRANSFORMER
- LOW VOLTAGE CABLE
- LOW VOLTAGE OVERHEAD LINE (ABC)
- LOW VOLTAGE STEEL POLE
- LOW VOLTAGE WOOD POLE
- DUCT LINE

Rev.	Date	Description	By	Chk'd	App'd
A	DEC 2022	FIRST ISSUED	EY	SW	DL

Drawing Status: FEASIBILITY STUDY

Suitability: -

AtkinsRéalis

Client: 土木工程拓展署 Civil Engineering and Development Department (CEDD)

西拓展處
WEST DEVELOPMENT OFFICE

Project Title: AGREEMENT NO. CE 46/2020 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENTS IN ZONE 1 (2021 - 2024) - FEASIBILITY STUDY (TASK ORDER 7 - TEXACO ROAD)

Drawing Title: LAYOUT PLAN OF EXISTING CLP CABLES

Scale	Designed	Drawn	Checked	Authorised
1:500	EY	YFC	SW	DL
Original Size: A1	Date: DEC 2022	Date: DEC 2022	Date: DEC 2022	Date: DEC 2022

Drawing Number: FIGURE 5.7.6

Revision: A

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User name: LOAN5405 Date:5/16/2024 Time: 11:45:31 AM
Filename: P:\CNHKA\Project\5218163_CE46.20_TO7\23.00 CAD\23.20 Drawing\CIV\5218163-ATK-UU-1006.dgn

Millimetres 100 0 10

825400 N
825200 N
825000 N
826600 E
828800 E
830000 E

TSUEN WAN WEST

TSUEN WAN

Tsuen Wan Park
The Dynasty
The Aurora
Chelsea Court
Pavilia Bay
City Point
Waterside Plaza

TSUEN WAN ROAD
TAI HO ROAD
YEUNG UK ROAD
MA TAU PA ROAD
WING SHUN STREET
TEXACO ROAD
WANG LUNG STREET
MA KOK LANE
WING TAK STREET
TSUEN TSING INT

13M BUFFER DISTANCE FOR WING SHUN STREET

10M BUFFER DISTANCE FOR TEXACO ROAD

FOOTBRIDGE E

BUILDING BLOCK A

BUILDING BLOCK B

13000

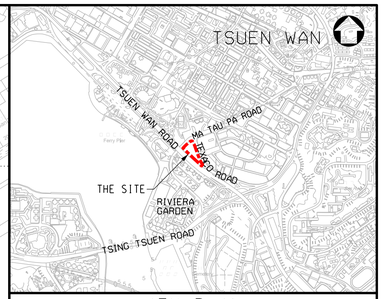
10000

12000

20M BUFFER DISTANCE FOR THE PROPOSED WIDENING OF TSUEN WAN ROAD (IMPLEMENTATION PROGRAMME OF THE WIDENING OF TSUEN WAN ROAD PROJECT AS SHOWN IN PLAN 1 INCLUDING THE ASSOCIATED NOISE MITIGATION MEASURE) IS STILL UNDER REVIEW. THE PLAN IS INDICATIVE ONLY.)

SPACE BETWEEN BUILDING BLOCK = APPROX. 19m

0 10 20 30 40 50 m
1 : 1 000 SCALE BAR



KEY PLAN
N.T.S.

LEGEND:

- THE SITE
- BUILDING BLOCK
- PODIUM
- FOOTBRIDGE E BY HYD

Rev.	Date	Description	By	Chk'd	App'd
B	MAY 2023	SECOND ISSUED	EY	SW	LL
A	FEB 2023	FIRST ISSUED	EY	SW	DL

Drawing Status: FEASIBILITY STUDY
Suitability: -

AtkinsRéalis

Client
CEDD 土木工程拓展署
Civil Engineering and Development Department

西拓展處
WEST DEVELOPMENT OFFICE

Project Title
AGREEMENT NO. CE 46/2020 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENTS IN ZONE 1 (2021 - 2024) - FEASIBILITY STUDY (TASK ORDER 7 - TEXACO ROAD)

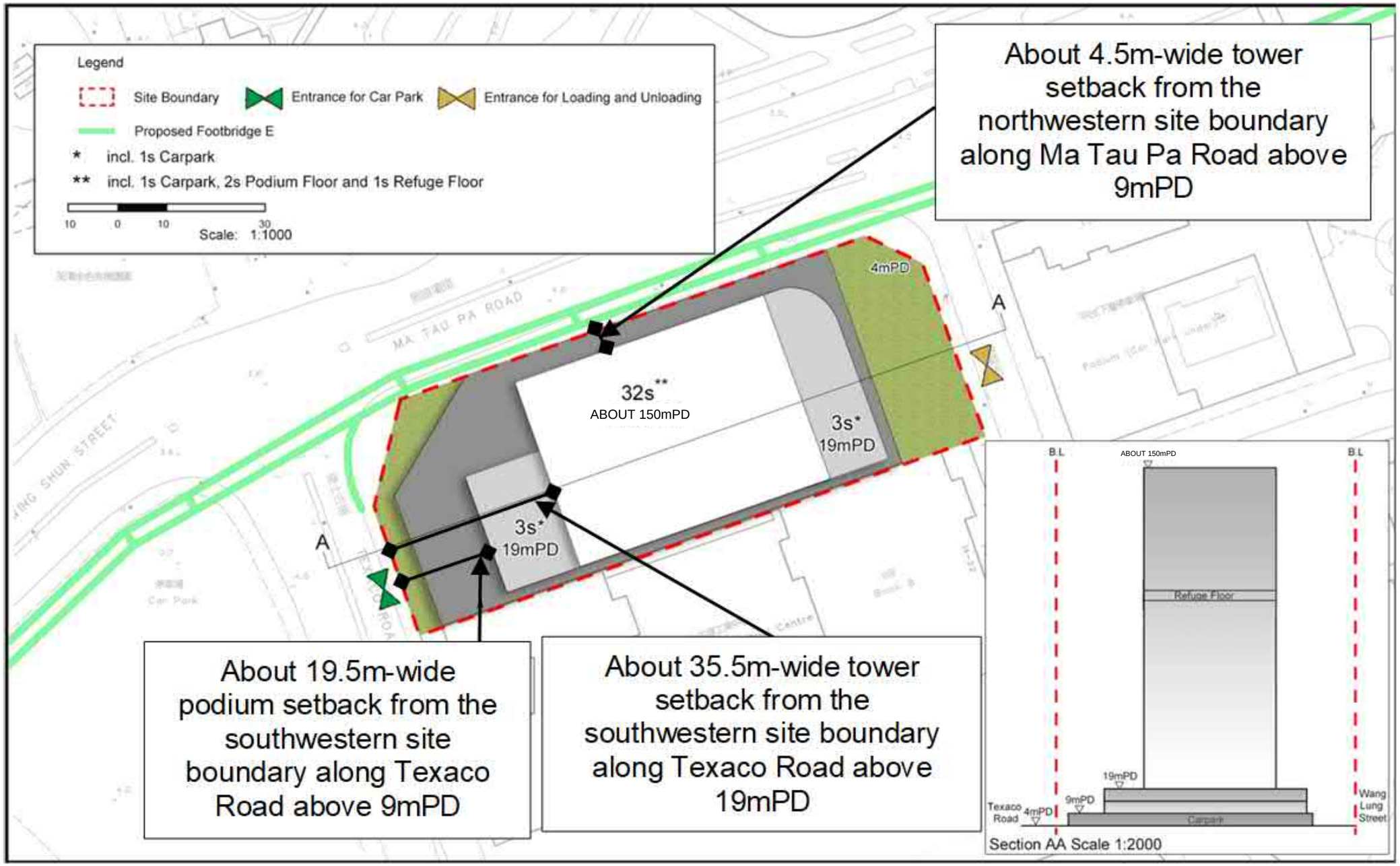
Drawing Title
LAYOUT PLAN SHOWING BUFFER DISTANCES

Scale	Designed	Drawn	Checked	Authorised
1:1000	EY	YFC	SW	LL
Original Size: A1	Date: MAY 2023	Date: MAY 2023	Date: MAY 2023	Date: MAY 2023

Drawing Number: FIGURE 5.10.1
Revision: B

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User name: LOAN5405 Date:8/26/2024 Time: 5:29:08 PM
Filename: P:\CNHK\Project\5218163_CE46.20_TO7\23.00 CAD\23.20 Drawing\CIV\5218163-ATK-GA-2001.dgn



Rev.	Date	Description	By	Chk'd	App'd
-	MAY 2023	FIRST ISSUE	PC	SH	PT

Drawing Status: FEASIBILITY STUDY

Suitability: -

AtkinsRéalis

Client

土木工程拓展署
Civil Engineering and Development Department

西拓展處
WEST DEVELOPMENT OFFICE

Project Title

AGREEMENT NO. CE 46/2020 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENTS IN ZONE 1 (2021 - 2024) - FEASIBILITY STUDY (TASK ORDER 7 - TEXACO ROAD)

Drawing Title

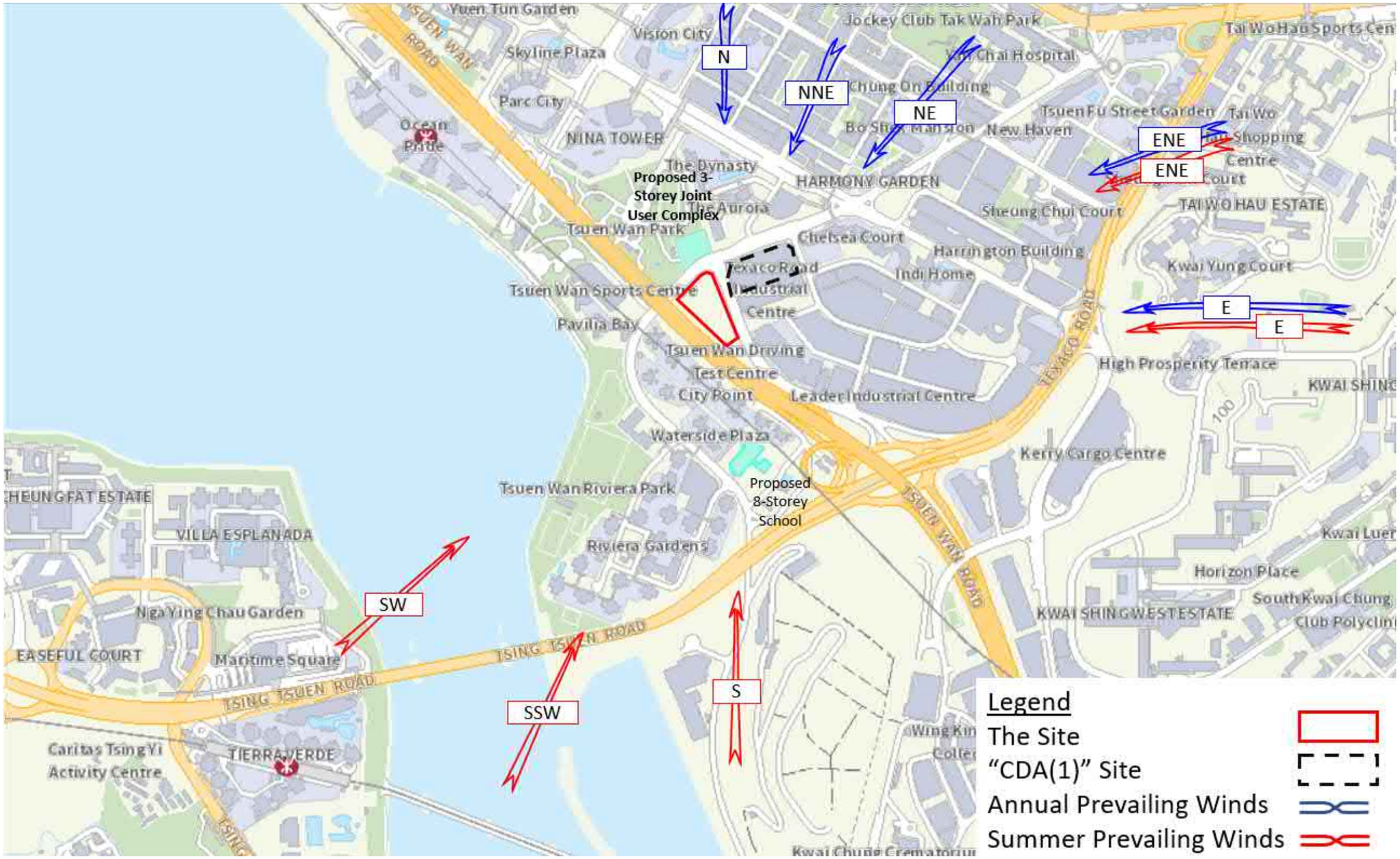
INDICATIVE LAYOUT PLAN OF THE "CDA(1)" SITE

Scale	Designed	Drawn	Checked	Authorised
N.T.S.	VAR	PC	SH	PT
Original Size: A3	Date: MAY 2023	Date: MAY 2023	Date: MAY 2023	Date: MAY 2023

Drawing Number: FIGURE 5.10.2

Revision: -

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Rev.	Date	Description	By	Chk'd	App'd
-	MAY 2023	FIRST ISSUE	PC	SH	PT

Drawing Status: FEASIBILITY STUDY

Suitability: -

AtkinsRéalis

Client: CEDD 土木工程拓展署 Civil Engineering and Development Department

西拓展處
WEST DEVELOPMENT OFFICE

Project Title: AGREEMENT NO. CE 46/2020 (CE) TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENTS IN ZONE 1 (2021 - 2024) - FEASIBILITY STUDY (TASK ORDER 7 - TEXACO ROAD)

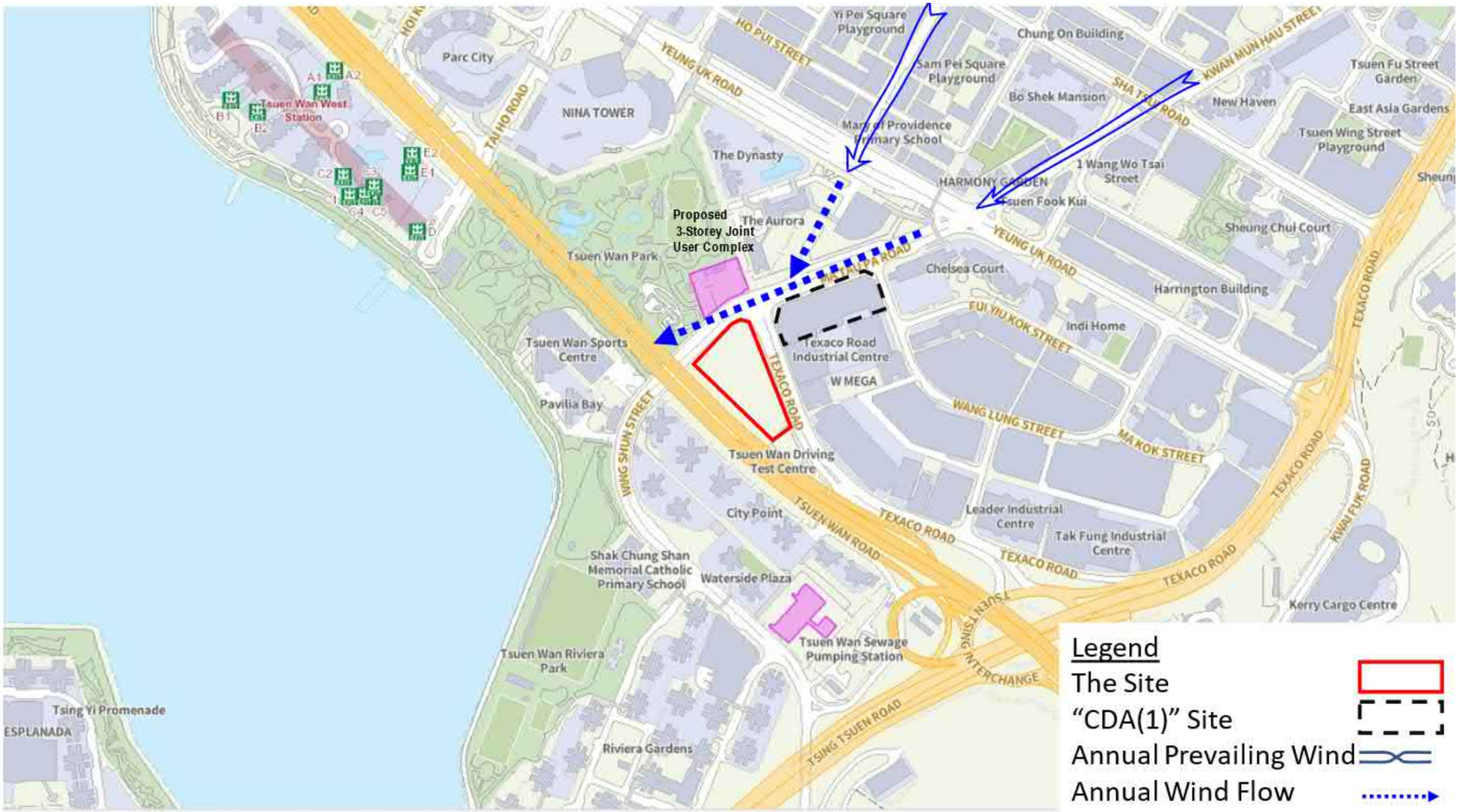
Drawing Title: WIND ROSE AT 50m BY EXPERIMENTAL SITE WIND DATA AND WIND ROSE AT 200m BY RAMS WIND DATA

Scale	Designed	Drawn	Checked	Authorised
N.T.S.	VAR	PC	SH	PT
Original Size	Date	Date	Date	Date
A3	MAY 2023	MAY 2023	MAY 2023	MAY 2023

Drawing Number: FIGURE 5.10.3

Revision: -

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Rev.	Date	Description	By	Chk'd	App'd
-	MAY 2023	FIRST ISSUE	PC	SH	PT

Drawing Status: FEASIBILITY STUDY

Suitability: -

AtkinsRéalis

Client: CEDD 土木工程拓展署 Civil Engineering and Development Department

西拓展處
WEST DEVELOPMENT OFFICE

Project Title: AGREEMENT NO. CE 46/2020 (CE) TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENTS IN ZONE 1 (2021 - 2024) - FEASIBILITY STUDY (TASK ORDER 7 - TEXACO ROAD)

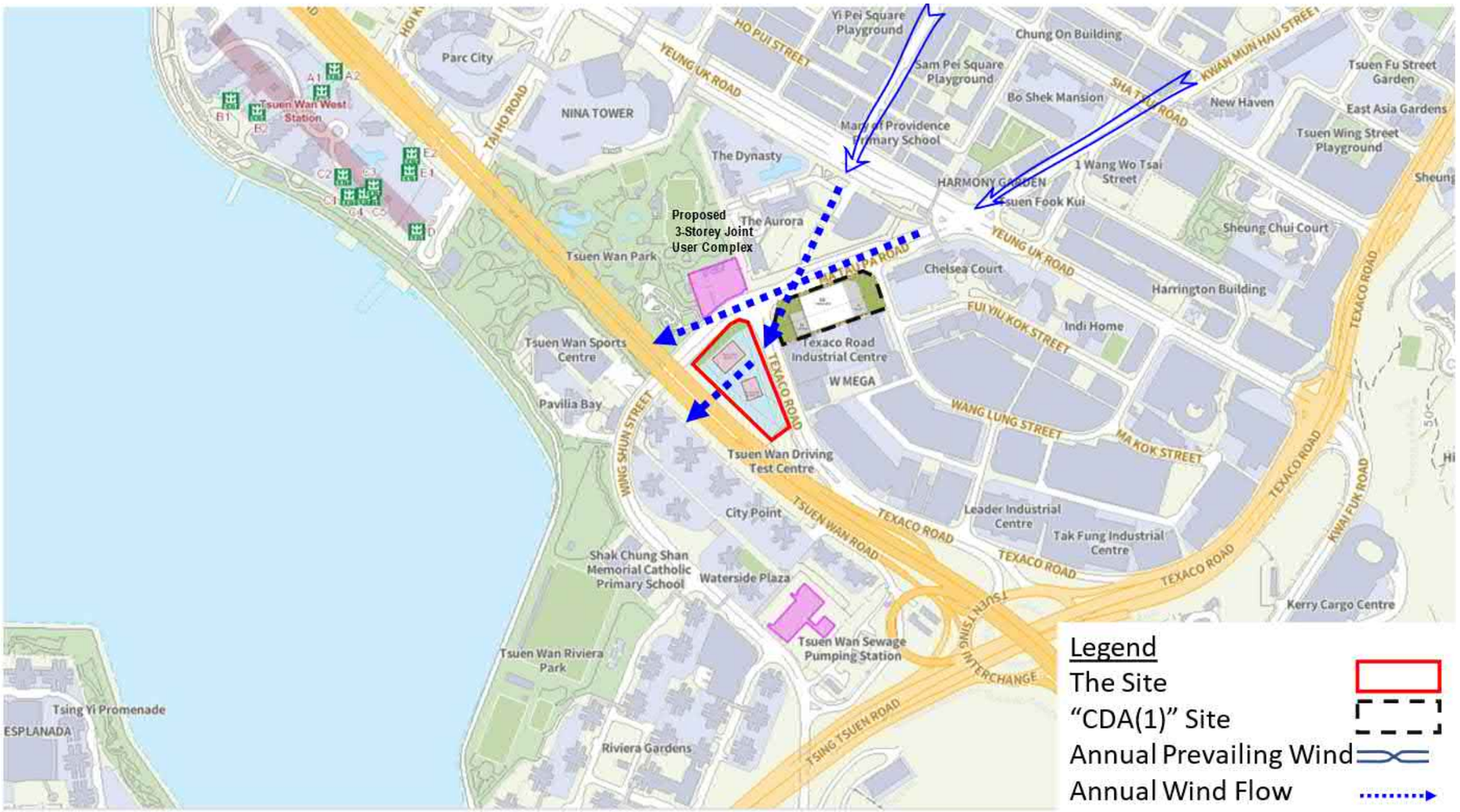
Drawing Title: WIND FLOW OF BASELINE SCHEME UNDER N, NNE AND NE WINDS

Scale	Designed	Drawn	Checked	Authorised
N.T.S.	VAR	PC	SH	PT
Original Size: A3	Date: MAY 2023	Date: MAY 2023	Date: MAY 2023	Date: MAY 2023

Drawing Number: FIGURE 5.10.4

Revision: -

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-	MAY 2023	FIRST ISSUE	PC	SH	PT

Drawing Status: FEASIBILITY STUDY

Suitability: -

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Client: CEDD 土木工程拓展署 Civil Engineering and Development Department

西拓展處
WEST DEVELOPMENT OFFICE

Project Title: AGREEMENT NO. CE 46/2020 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENTS IN ZONE 1 (2021 - 2024) - FEASIBILITY STUDY (TASK ORDER 7 - TEXACO ROAD)

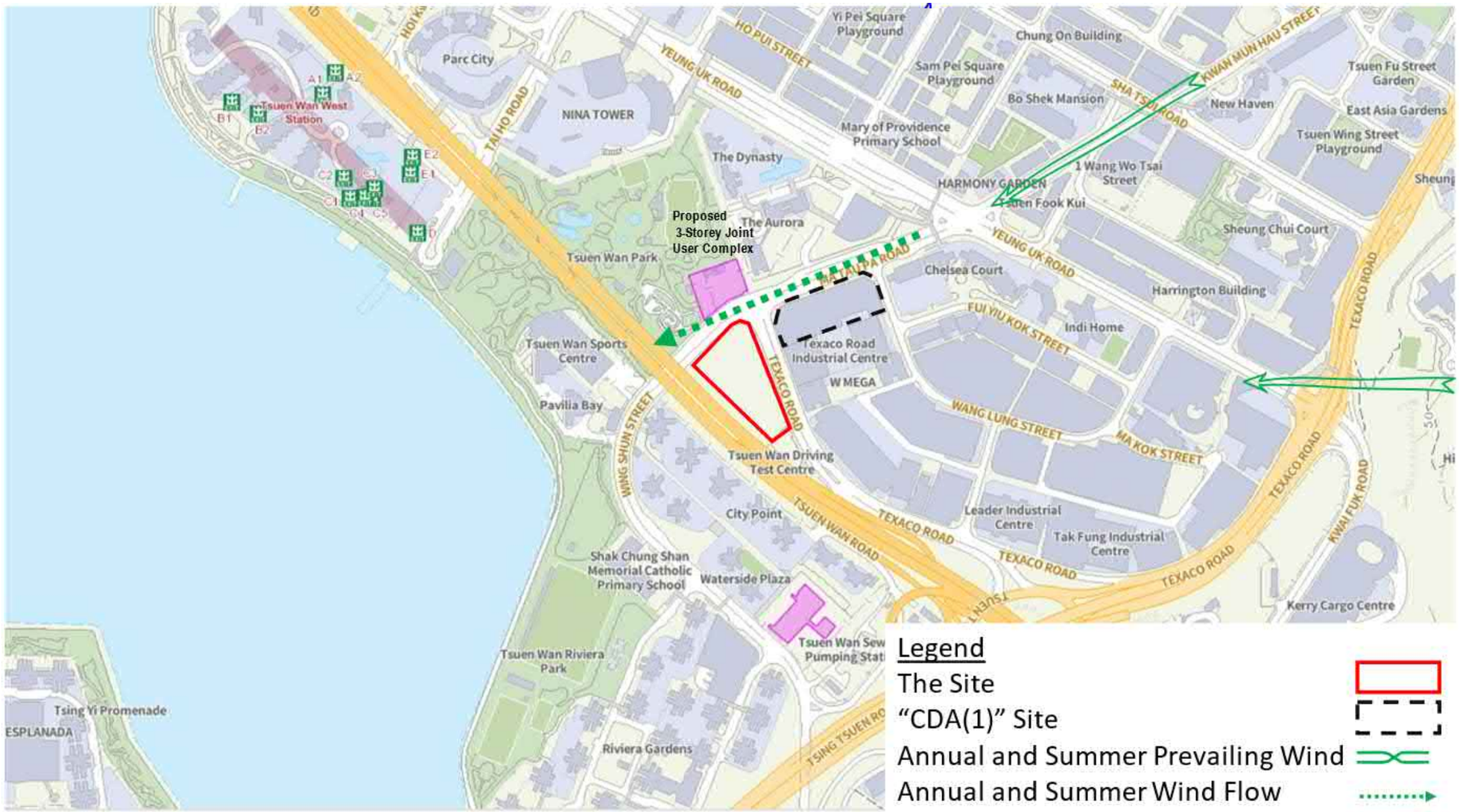
Drawing Title: WIND FLOW OF ILLUSTRATIVE SCHEME UNDER N, NNE AND NE WINDS

Scale	Designed	Drawn	Checked	Authorised
N.T.S.	VAR	PC	SH	PT
Original Size: A3	Date: MAY 2023	Date: MAY 2023	Date: MAY 2023	Date: MAY 2023

Drawing Number: FIGURE 5.10.5

Revision: -

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Rev.	Date	Description	By	Chk'd	App'd
-	MAY 2023	FIRST ISSUE	PC	SH	PT

Drawing Status: FEASIBILITY STUDY

Suitability: -

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Client: CEDD 土木工程拓展署 Civil Engineering and Development Department

西拓展處
WEST DEVELOPMENT OFFICE

Project Title: AGREEMENT NO. CE 46/2020 (CE) TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENTS IN ZONE 1 (2021 - 2024) - FEASIBILITY STUDY (TASK ORDER 7 - TEXACO ROAD)

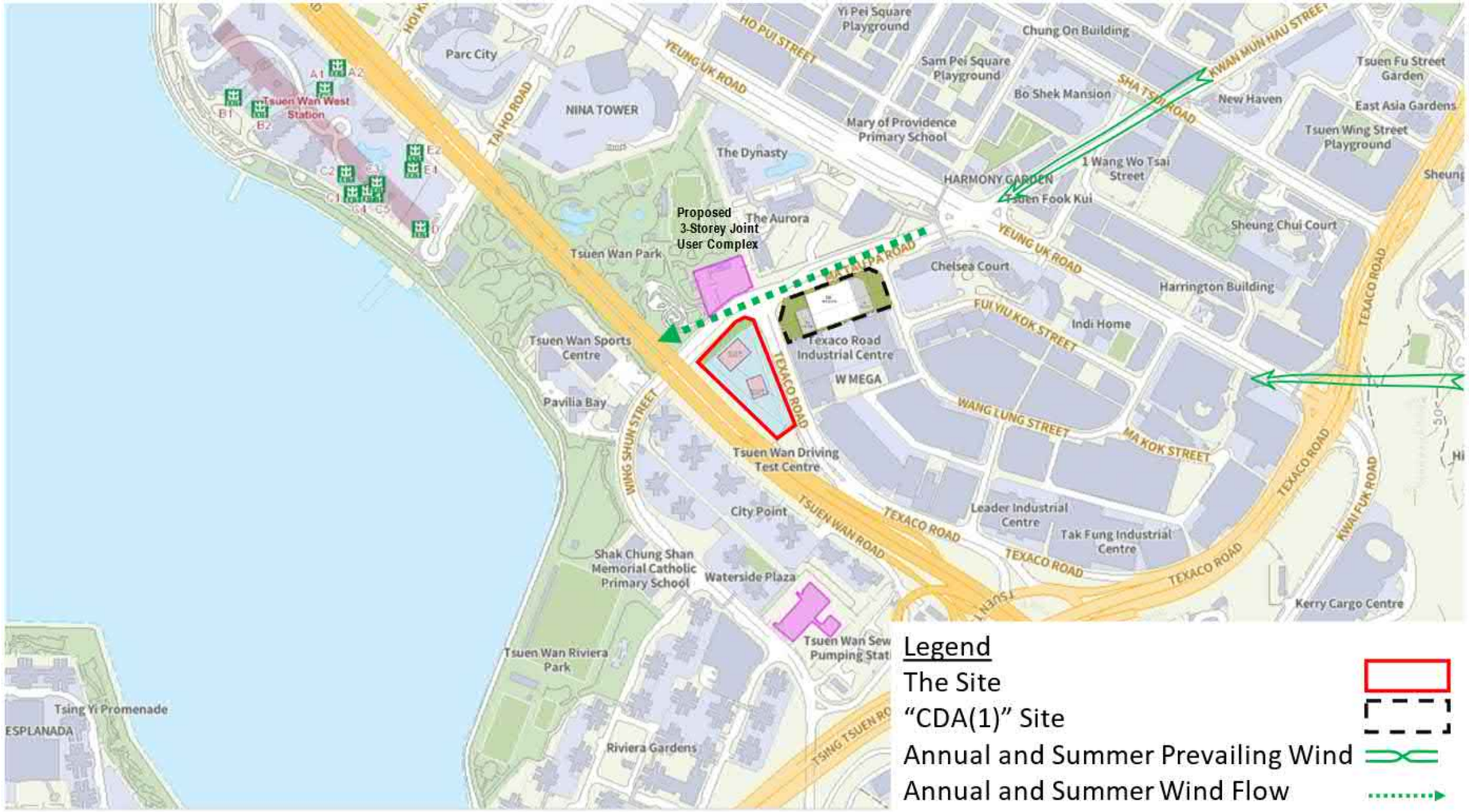
Drawing Title: WIND FLOW OF BASELINE SCHEME UNDER ENE AND E WINDS

Scale	Designed	Drawn	Checked	Authorised
N.T.S.	VAR	PC	SH	PT
Original Size	Date	Date	Date	Date
A3	MAY 2023	MAY 2023	MAY 2023	MAY 2023

Drawing Number: FIGURE 5.10.6

Revision: -

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-	MAY 2023	FIRST ISSUE	PC	SH	PT

Drawing Status: FEASIBILITY STUDY

Suitability: -

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WEST DEVELOPMENT OFFICE

Project Title: AGREEMENT NO. CE 46/2020 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENTS IN ZONE 1 (2021 - 2024) - FEASIBILITY STUDY (TASK ORDER 7 - TEXACO ROAD)

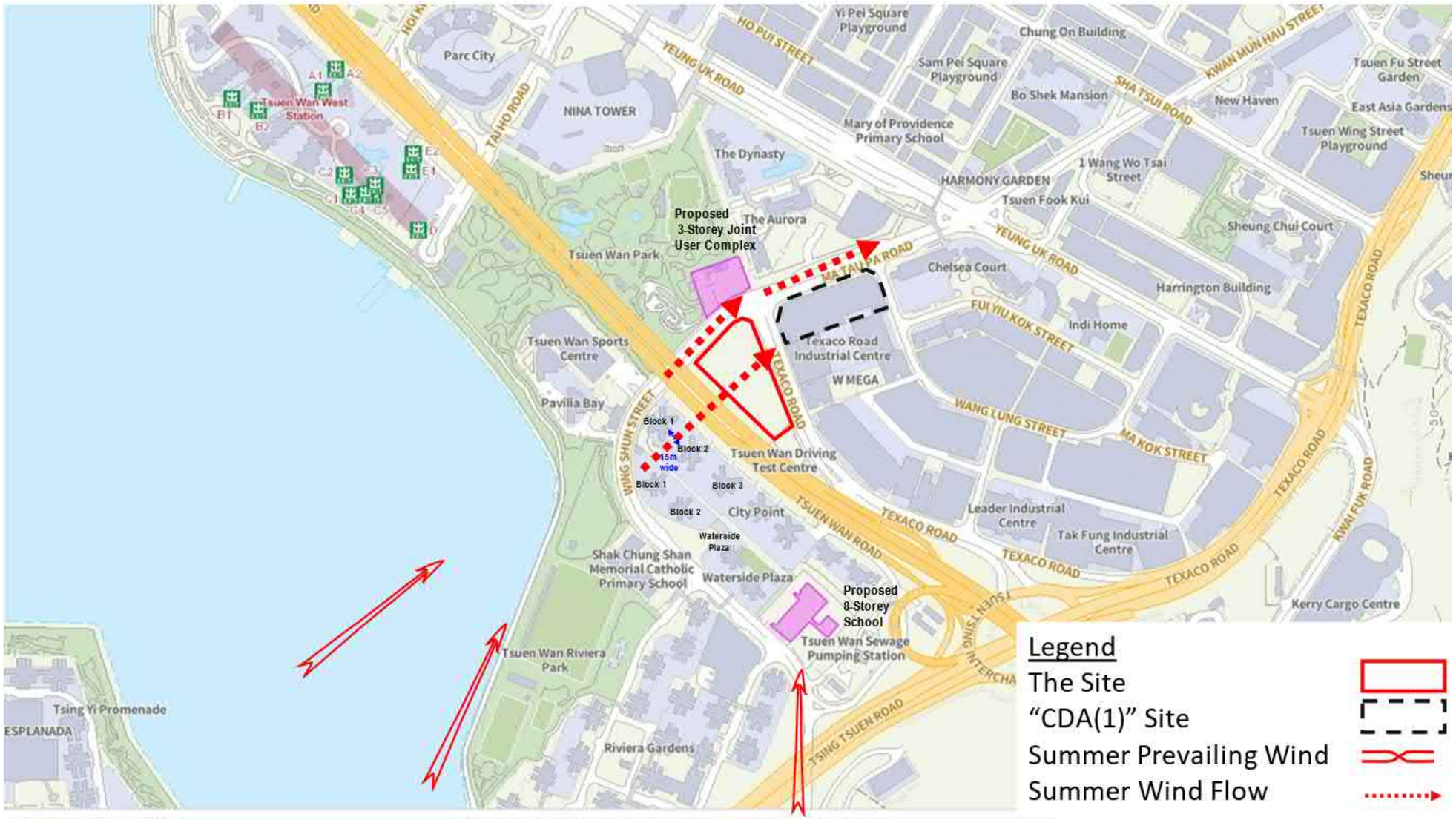
Drawing Title: WIND FLOW OF ILLUSTRATIVE SCHEME UNDER ENE AND E WINDS

Scale	Designed	Drawn	Checked	Authorised
N.T.S.	VAR	PC	SH	PT
Original Size: A3	Date: MAY 2023	Date: MAY 2023	Date: MAY 2023	Date: MAY 2023

Drawing Number: FIGURE 5.10.7

Revision: -

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Rev.	Date	Description	By	Chk'd	App'd
-	MAY 2023	FIRST ISSUE	PC	SH	PT

Drawing Status: FEASIBILITY STUDY

Suitability: -

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Client: CEDD 土木工程拓展署 Civil Engineering and Development Department

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WEST DEVELOPMENT OFFICE

Project Title: AGREEMENT NO. CE 46/2020 (CE) TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENTS IN ZONE 1 (2021 - 2024) - FEASIBILITY STUDY (TASK ORDER 7 - TEXACO ROAD)

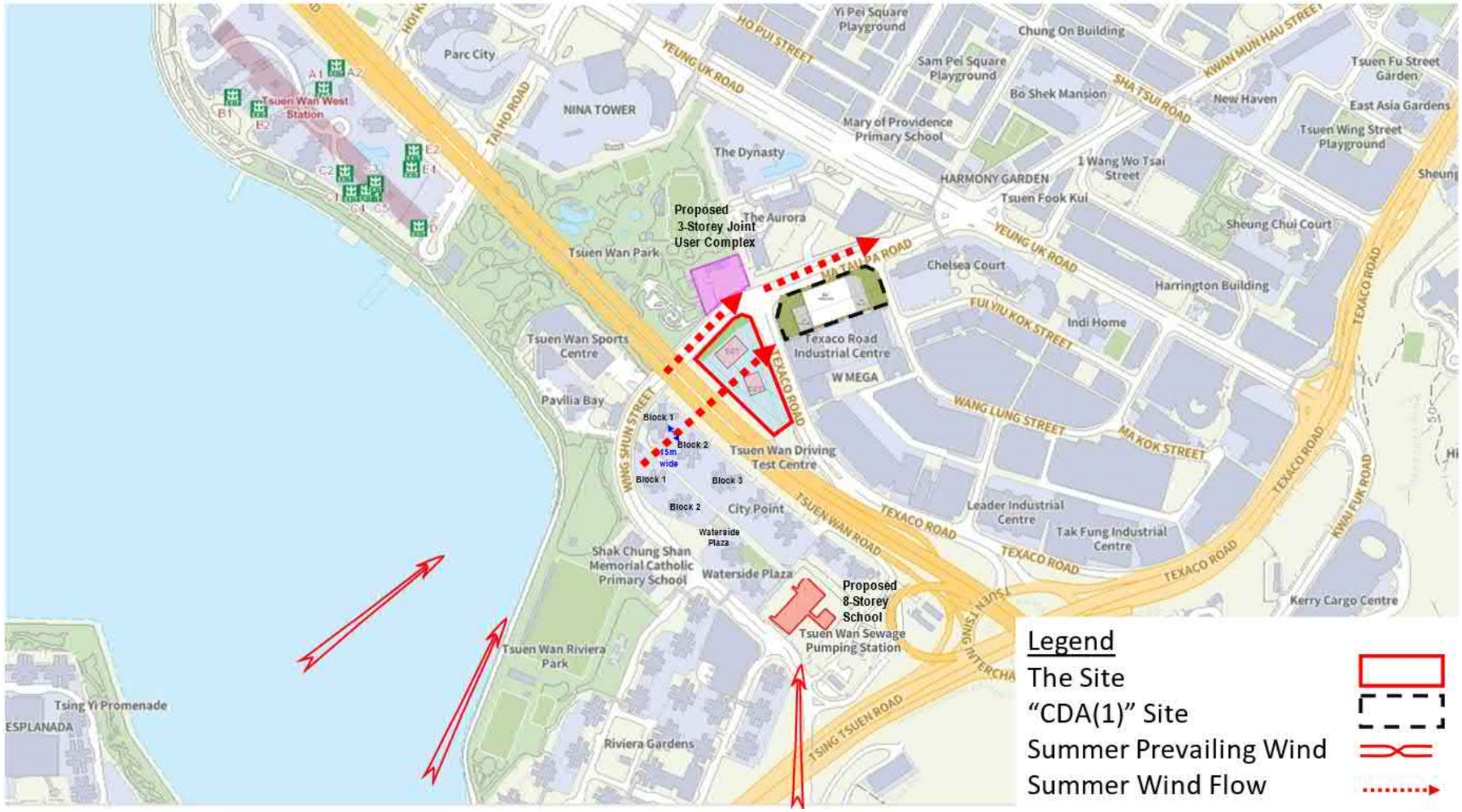
Drawing Title: WIND FLOW OF BASELINE SCHEME UNDER S, SSW AND SW WINDS

Scale	Designed	Drawn	Checked	Authorised
N.T.S.	VAR	PC	SH	PT
Original Size: A3	Date: MAY 2023	Date: MAY 2023	Date: MAY 2023	Date: MAY 2023

Drawing Number: FIGURE 5.10.8

Revision: -

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Rev.	Date	Description	By	Chk'd	App'd
-	MAY 2023	FIRST ISSUE	PC	SH	PT

Drawing Status: FEASIBILITY STUDY

Suitability: -

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Client: CEDD 土木工程拓展署 Civil Engineering and Development Department

西拓展處 WEST DEVELOPMENT OFFICE

Project Title: AGREEMENT NO. CE 46/2020 (CE) TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENTS IN ZONE 1 (2021 - 2024) - FEASIBILITY STUDY (TASK ORDER 7 - TEXACO ROAD)

Drawing Title: WIND FLOW OF ILLUSTRATIVE SCHEME UNDER S, SSW AND SW WINDS

Scale	Designed	Drawn	Checked	Authorised
N.T.S.	VAR	PC	SH	PT
Original Size: A3	Date: MAY 2023	Date: MAY 2023	Date: MAY 2023	Date: MAY 2023

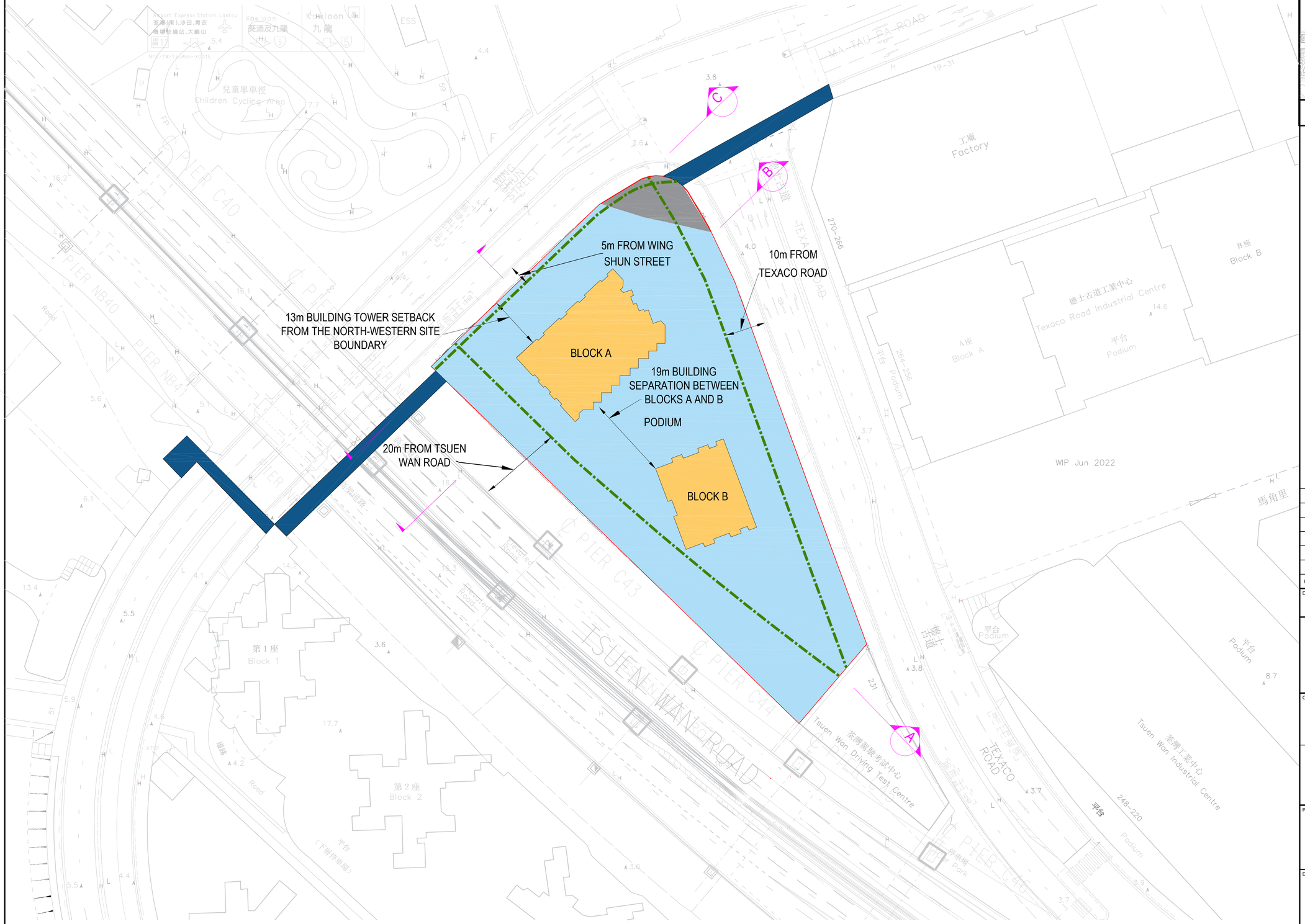
Drawing Number: FIGURE 5.10.9

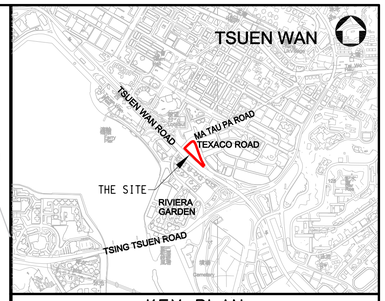
Revision: -

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Appendix A

Elevations and Plans for Proposed Development





KEY PLAN
N.T.S.

- FOOTBRIDGE E BY HYD
- PODIUM
- BUILDING BLOCK
- ROOF OF 1/F

Rev.	Date	Description	By	Chk'd	App'd

Drawing Status: FEASIBILITY STUDY

Suitability: -

AtkinsRéalis

Client: CEDD 土木工程拓展署 Civil Engineering and Development Department

西拓展處
WEST DEVELOPMENT OFFICE

Project Title: LAYOUT PLAN OF TASK ORDER 7

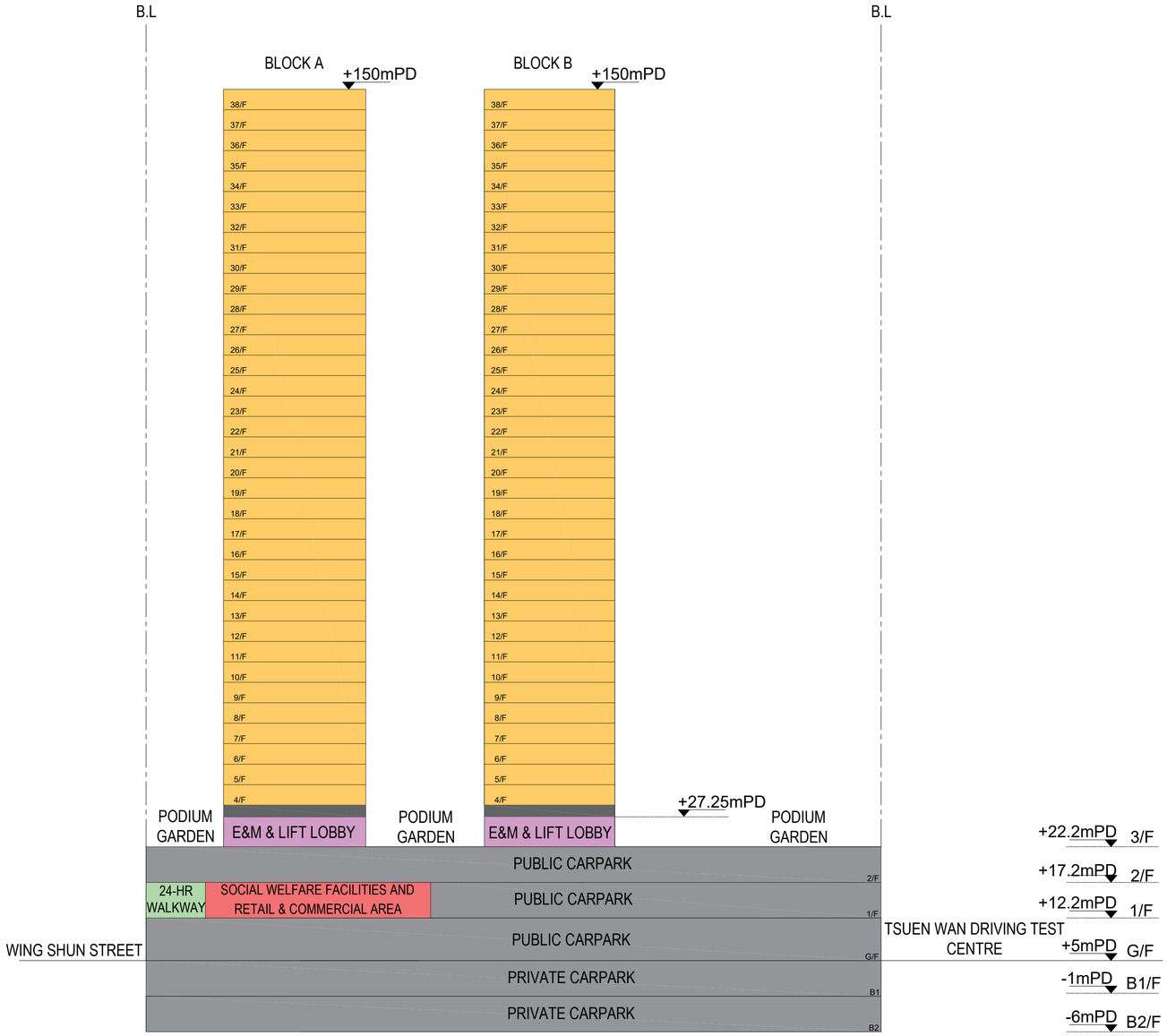
Drawing Title: INDICATIVE LAYOUT PLAN

Scale	Designed	Drawn	Checked	Authorised
Original Size A1	Date	Date	Date	Date

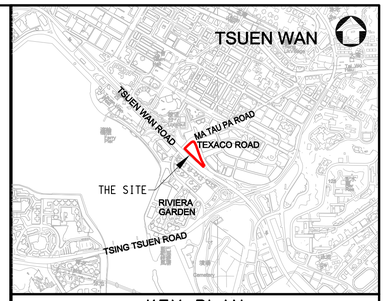
Drawing Number:

Revision:

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Section A



KEY PLAN
N.T.S.

Rev.	Date	Description	By	Chk'd	App'd

Drawing Status: FEASIBILITY STUDY
Suitability: -

AtkinsRéalis

Client
CEDD 土木工程拓展署
Civil Engineering and Development Department

西拓展處
WEST DEVELOPMENT OFFICE

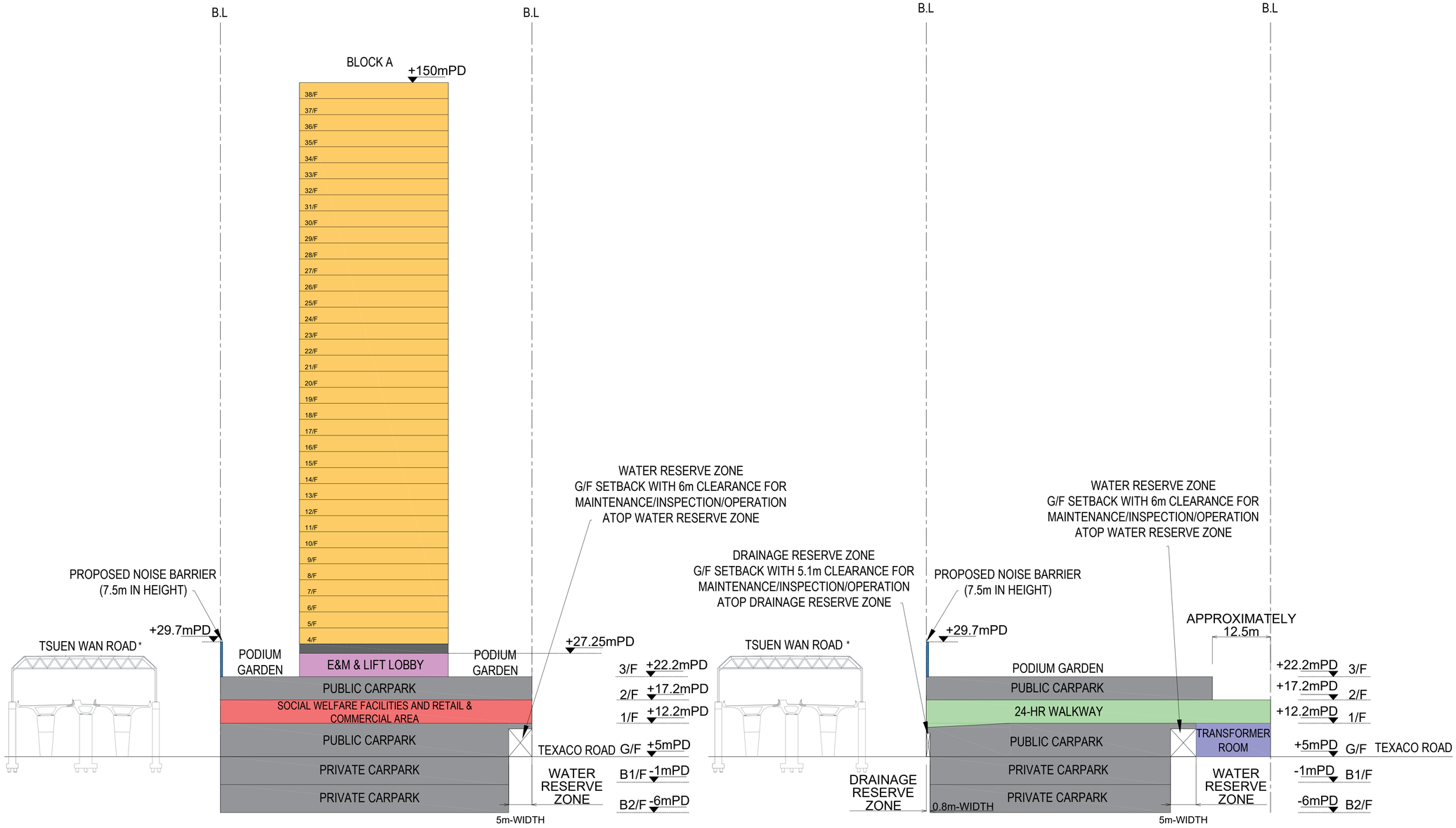
Project Title
AGREEMENT NO. CE 46/2020 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENTS IN ZONE 1 (2021 - 2024) - FEASIBILITY STUDY (TASK ORDER 7 - TEXACO ROAD)

Drawing Title
Elevation Plan - Section A

Scale	Designed	Drawn	Checked	Authorised
Original Size A1	Date	Date	Date	Date

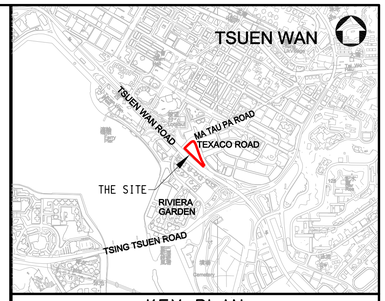
Drawing Number
Revision

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Section B

Section C



KEY PLAN
N.T.S.

REMARKS:
IMPLEMENTATION PROGRAMME OF THE WIDENING OF TSUEN WAN ROAD PROJECT AS SHOWN IN SECTION (INCLUDING THE ASSOCIATED NOISE MITIGATION MEASURES) IS STILL UNDER REVIEW. THE SECTION IS INDICATIVE ONLY.

* THE SECTION INDICATES THE PROPOSED WIDENING OF TSUEN WAN ROAD SCHEME. SEMI-ENCLOSURE NOISE BARRIER IS PROPOSED AT THE SESSION NEAR THE SITE, WITH OPENINGS FRONTING THE PROPOSED DEVELOPMENT (NOT INDICATED ON SECTION).

Rev.	Date	Description	By	Chk'd	App'd

Drawing Status: FEASIBILITY STUDY
Suitability: -

AtkinsRéalis

Client
CEDD 土木工程拓展署
Civil Engineering and Development Department

西拓展處
WEST DEVELOPMENT OFFICE

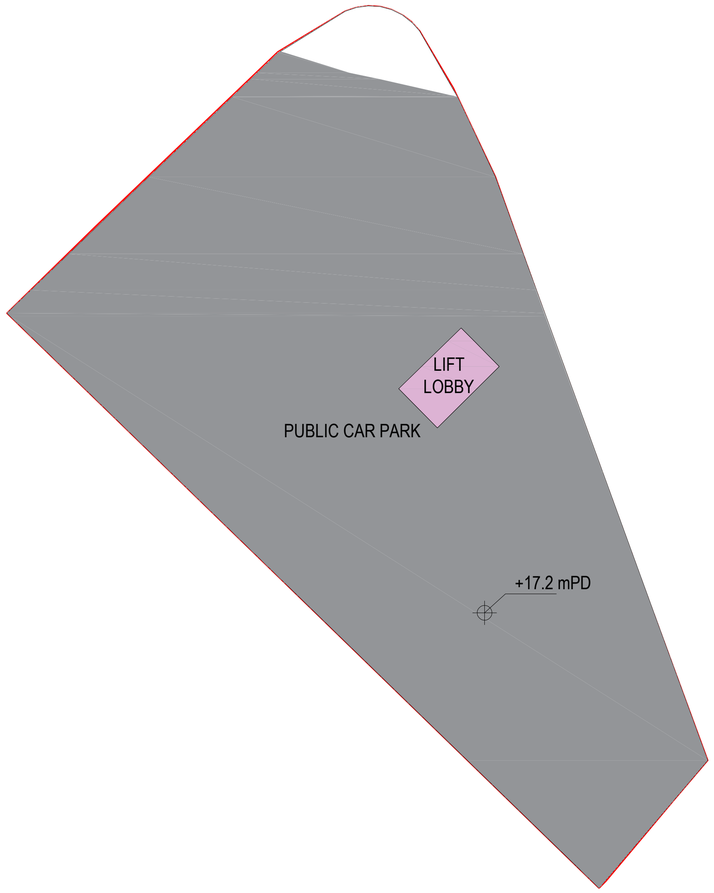
Project Title
AGREEMENT NO. CE 46/2020 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENTS IN ZONE 1 (2021 - 2024) - FEASIBILITY STUDY (TASK ORDER 7 - TEXACO ROAD)

Drawing Title
Elevation Plan - Section B AND C

Scale	Designed	Drawn	Checked	Authorised
Original Size A1	Date	Date	Date	Date

Drawing Number
Revision

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KEY PLAN
N.T.S.

- PARKING SPACE
- LIFT LOBBY (FROM B2/F TO 2/F)
- LIFT AND STAIRCASE (FROM G/F TO 1/F)
- DRAINAGE RESERVE ZONE
- WATER RESERVE ZONE
- RETAIL & COMMERCIAL AND WELFARE FACILITIES
- FOOTBRIDGE E BY HYD
- 24-HR WALKWAY
- TRANSFORMER ROOM (SUBJECTED TO FUTURE DEVELOPER DESIGN)

Rev.	Date	Description	By	Chk'd	App'd

Drawing Status: FEASIBILITY STUDY

Suitability: -

AtkinsRéalis

Client: 土木工程拓展署 Civil Engineering and Development Department (CEDD)

西拓展處
WEST DEVELOPMENT OFFICE

Project Title: AGREEMENT NO. CE 46/2020 (CE) TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENTS IN ZONE 1 (2021 - 2024) - FEASIBILITY STUDY (TASK ORDER 7 - TEXACO ROAD)

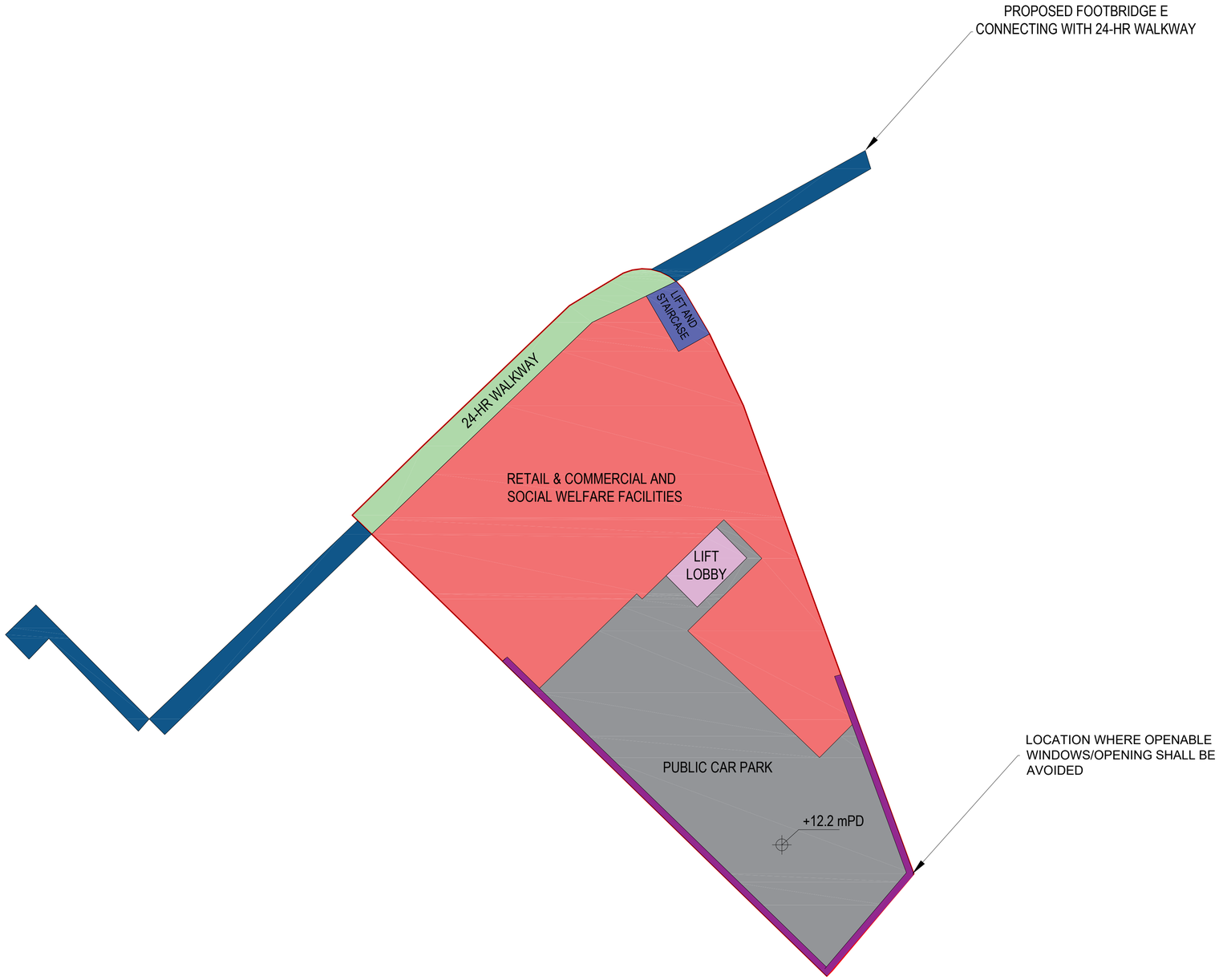
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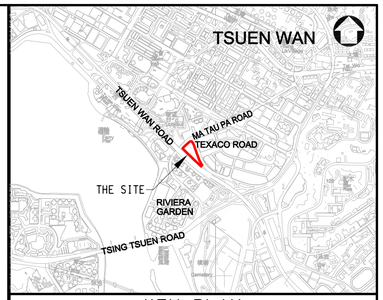
Scale	Designed	Drawn	Checked	Authorised
Original Size: A1	Date	Date	Date	Date

Drawing Number

Revision

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KEY PLAN
N.T.S.

- PARKING SPACE
- LIFT LOBBY (FROM B2/F TO 2/F)
- LIFT AND STAIRCASE (FROM G/F TO 1/F)
- DRAINAGE RESERVE ZONE
- WATER RESERVE ZONE
- RETAIL & COMMERCIAL AND WELFARE FACILITIES
- FOOTBRIDGE E BY HYD
- 24 HRS CORRIDOR
- LOCATION WHERE OPENABLE WINDOWS/OPENING SHALL BE AVOIDED

Rev.	Date	Description	By	Chk'd	App'd

Drawing Status: FEASIBILITY STUDY

Suitability: -

AtkinsRéalis

Client: CEDD 土木工程拓展署 Civil Engineering and Development Department

西拓展處
WEST DEVELOPMENT OFFICE

Project Title: AGREEMENT NO. CE 46/2020 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENTS IN ZONE 1 (2021 - 2024) - FEASIBILITY STUDY (TASK ORDER 7 - TEXACO ROAD)

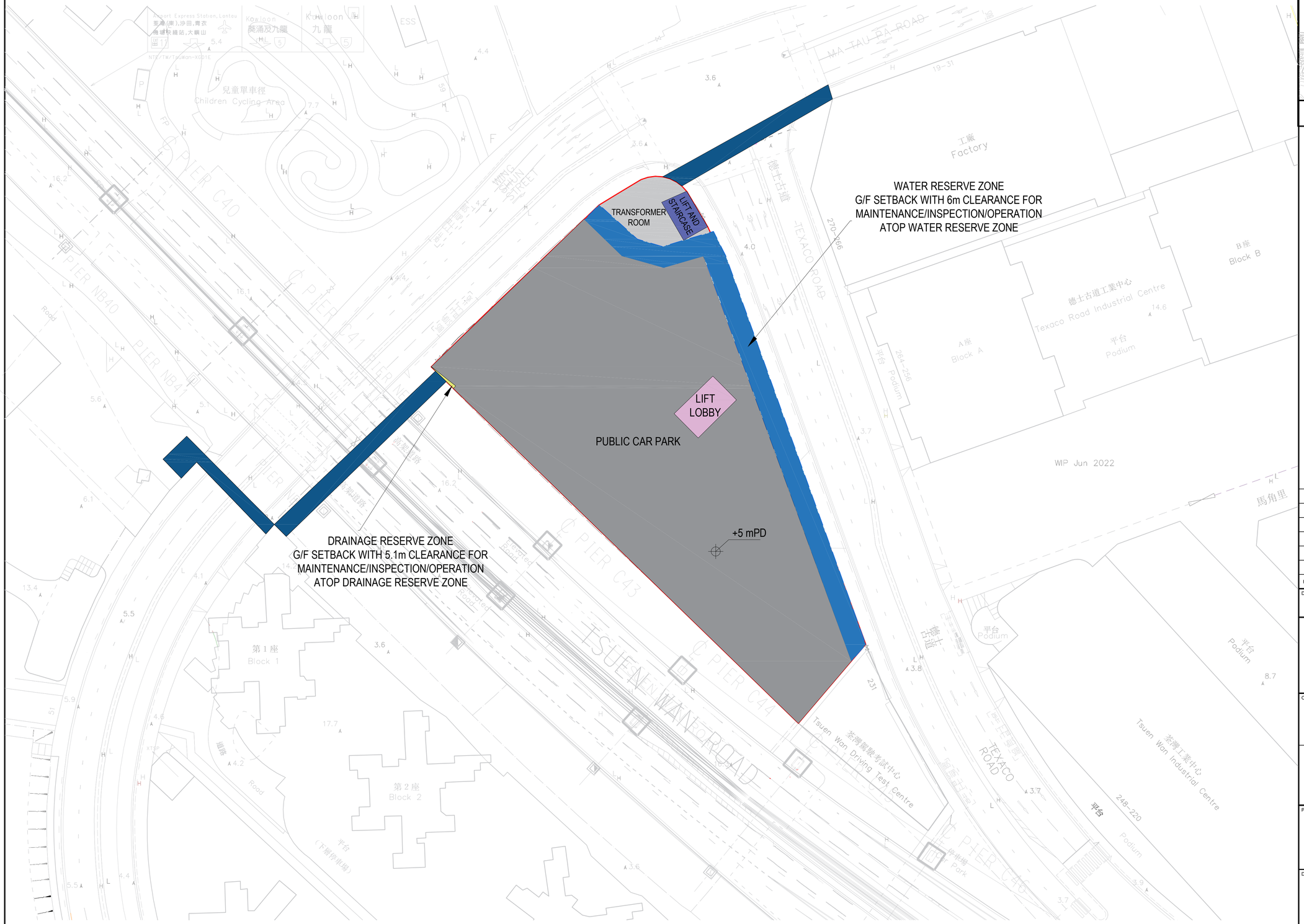
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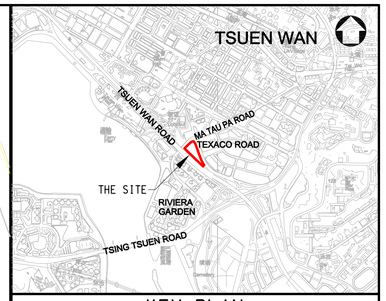
Scale	Designed	Drawn	Checked	Authorised
Original Size A1	Date	Date	Date	Date

Drawing Number

Revision

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KEY PLAN
N.T.S.

- PARKING SPACE
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- RETAIL & COMMERCIAL AND WELFARE FACILITIES
- FOOTBRIDGE E BY HYD
- 24-HR WALKWAY
- TRANSFORMER ROOM (SUBJECTED TO FUTURE DEVELOPER DESIGN)

Rev.	Date	Description	By	Chk'd	App'd

Drawing Status: FEASIBILITY STUDY

Suitability: -

AtkinsRéalis

Client: CEDD 土木工程拓展署 Civil Engineering and Development Department

西拓展處
WEST DEVELOPMENT OFFICE

Project Title:
AGREEMENT NO. CE 46/2020 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENTS IN ZONE 1 (2021 - 2024) - FEASIBILITY STUDY (TASK ORDER 7 - TEXACO ROAD)

Drawing Title:
GROUND FLOOR PLAN

Scale	Designed	Drawn	Checked	Authorised
Original Size: A1	Date	Date	Date	Date

Drawing Number:

Revision:

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KEY PLAN
N.T.S.

- PARKING SPACE
- LIFT LOBBY (FROM B2/F TO 2/F)
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Rev.	Date	Description	By	Chk'd	App'd

Drawing Status: FEASIBILITY STUDY

Suitability: -

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Client

CEDD 土木工程拓展署
Civil Engineering and Development Department

西拓展處
WEST DEVELOPMENT OFFICE

Project Title
AGREEMENT NO. CE 46/2020 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENTS IN ZONE 1 (2021 - 2024) - FEASIBILITY STUDY (TASK ORDER 7 - TEXACO ROAD)

Drawing Title
B1 FLOOR PLAN

Scale	Designed	Drawn	Checked	Authorised
Original Size: A1	Date	Date	Date	Date

Drawing Number

Revision

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KEY PLAN
N.T.S.

- PARKING SPACE
- LIFT LOBBY (FROM B2/F TO 2/F)
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- 24-HR WALKWAY
- TRANSFORMER ROOM (SUBJECTED TO FUTURE DEVELOPER DESIGN)

Rev.	Date	Description	By	Chk'd	App'd

Drawing Status: FEASIBILITY STUDY

Suitability: -

AtkinsRéalis

Client

CEDD 土木工程拓展署
Civil Engineering and Development Department

西拓展處
WEST DEVELOPMENT OFFICE

Project Title
AGREEMENT NO. CE 46/2020 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENTS IN ZONE 1 (2021 - 2024) - FEASIBILITY STUDY (TASK ORDER 7 - TEXACO ROAD)

Drawing Title
B2 FLOOR PLAN

Scale	Designed	Drawn	Checked	Authorised
Original Size A1	Date	Date	Date	Date

Drawing Number

Revision

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Appendix B

Tree Assessment Schedule

Agreement No. CE 46/2020(CE)
Term Consultancy for Site Formation and Infrastructure Works for Proposed Housing Developments in Zone 1 (2021 - 2024)
- Feasibility Study (Task Order 7 – Texaco Road, Tsuen Wan)

Conducted by: Mr. CHOI Kwok Fai
RSTMP Reg. No. TM322117
Date of Assessment: 21st April 2023

Tree Assessment Schedule Rev. 0

Tree No.	Species		Co-ordinates		Reduced Level (mPD)	Measurements			Amenity Value	Form	Health Condition	Structural Condition	Suitability for Transplanting		Conservation Status	Location	Recommendation (Retain/ Transplant/ Remove)	Maintenance Department to Provide Comments on TPRP		Additional Remarks
	Scientific Name	Chinese Name	Northing (m)	Easting (m)		Height (m)	DBH (mm)	Crown Spread (m)	(High(H)/ Medium(M)/ Low(L))	(Good(G)/ Average(A)/ Poor(P))	(Good(G)/ Average(A)/ Poor(P))	(Good(G)/ Average(A)/ Poor(P))	(High(H)/ Medium(M)/ Low(L))	Remarks				Before	After	
TW001	*Leucaena leucocephala*	銀合歡	825118.955	829889.723	4.27	12.0	300	9.0	L	P	A	P	L	a b c d e	NIL	Inside Lot	Remove	LandsD		asymmetric canopy; leaning trunk; wounded trunk; hard paved root zone
TW002	*Leucaena leucocephala*	銀合歡	825121.705	829889.243	4.01	12.0	385	10.0	L	P	A	P	L	a b c d e	NIL	Inside Lot	Remove	LandsD		co-dominant branches; leaning trunk; trunk chafing against hard structure; hard paved root zone
TW003	*Ficus subpisocarpa*	筆管榕	825108.439	829880.350	4.16	3.5	135	4.0	L	P	A	A	L	a b c d f	NIL	Inside Lot	Remove	LandsD		asymmetric canopy; co-dominant trunks; grew by hard structure; hard paved root zone
TW004	*Psidium guajava*	番石榴	825105.555	829877.940	4.27	4.0	185	4.5	L	P	A	P	L	a b d f	NIL	Inside Lot	Remove	LandsD		co-dominant branches; low branch bifurcation; grew by hard structure; hard paved root zone
TW005	*Macaranga tanarius var. tomentosa*	血桐	825103.110	829873.402	4.28	3.5	95	3.0	L	P	A	A	L	a b d	NIL	Inside Lot	Remove	LandsD		hard paved root zone
TW006	*Leucaena leucocephala*	銀合歡	825124.735	829850.464	4.84	4.0	95	4.0	L	P	A	P	L	a b c d e	NIL	Inside Lot	Remove	LandsD		asymmetric canopy; crooked trunk; engulfed fence in trunk; hard paved root zone
TW007	*Ficus microcarpa*	細葉榕	825125.535	829849.346	4.37	7.0	531	7.0	M	P	A	A	L	b c d	NIL	Inside Lot	Remove	LandsD		asymmetric canopy; multi-trunks; hard paved root zone
TW008	*Leucaena leucocephala*	銀合歡	825141.255	829833.230	4.26	7.0	100	2.0	L	P	A	P	L	a b d e	NIL	Inside Lot	Remove	LandsD		engulfed fence in trunk; hard paved root zone
TW009	*Leucaena leucocephala*	銀合歡	825141.077	829833.251	4.28	9.0	200	6.0	L	P	P	P	L	a b c d e	NIL	Inside Lot	Remove	LandsD		asymmetric canopy; sparse foliage; hard pruned branch; engulfed fence in trunk; hard paved root zone
TW010	*Leucaena leucocephala*	銀合歡	825150.884	829823.273	4.10	7.0	175	5.0	L	P	A	P	L	a b d e	NIL	Inside Lot	Remove	LandsD		co-dominant branches; engulfed fence in trunk; hard paved root zone
TW011	*Bombax ceiba*	木棉	825152.841	829820.843	4.20	7.0	155	3.5	L	A	A	A	L	a d	NIL	Inside Lot	Remove	LandsD		hard paved root zone
TW012	*Ficus hispida*	對葉榕	825117.279	829858.358	4.41	3.5	172	5.0	L	P	P	P	L	a b d	NIL	Inside Lot	Remove	LandsD		forked branches; low branch bifurcation; wounded branch; exposed dead wood; wounded trunk; hard paved root zone
TW013	*Leucaena leucocephala*	銀合歡	825161.868	829811.783	4.01	6.0	110	3.0	L	P	P	P	L	a b d e	NIL	Inside Lot	Remove	LandsD		co-dominant branches; hard paved root zone
TW014	*Ficus religiosa*	菩提樹	825163.680	829809.802	4.14	8.0	343	6.0	L	P	A	P	L	a b c d	NIL	Inside Lot	Remove	LandsD		forked branches; multi-trunks; engulfed fence in trunk; hard paved root zone
TW015	*Leucaena leucocephala*	銀合歡	825173.079	829800.094	3.88	4.5	95	2.0	L	P	A	P	L	a b c d e	NIL	Inside Lot	Remove	LandsD		asymmetric canopy; engulfed fence in trunk; hard paved root zone
TW017	*Bombax ceiba*	木棉	825180.780	829792.338	3.94	5.5	125	3.0	L	A	A	A	L	a d	NIL	Inside Lot	Remove	LandsD		hard paved root zone
TW018	*Leucaena leucocephala*	銀合歡	825184.141	829788.687	4.01	13.0	300	11.0	L	P	A	P	L	a b c d e	NIL	Inside Lot	Remove	LandsD		co-dominant branches; hard paved root zone
TW019	*Leucaena leucocephala*	銀合歡	825187.022	829786.026	4.13	11.0	250	6.0	L	P	A	P	L	a b c d e	NIL	Inside Lot	Remove	LandsD		co-dominant branches; leaning trunk; wounded trunk; hard paved root zone
TW020	*Leucaena leucocephala*	銀合歡	825190.760	829789.462	4.16	12.0	260	7.0	L	P	A	P	L	a b c d e	NIL	Inside Lot	Remove	LandsD		leaning trunk; curved trunk; hard paved root zone
TW021	*Leucaena leucocephala*	銀合歡	825194.210	829792.963	4.11	11.0	270	5.0	L	P	A	P	L	a b c d e	NIL	Inside Lot	Remove	LandsD		leaning trunk; curved trunk; hard paved root zone
TW022	*Ficus microcarpa*	細葉榕	825195.763	829793.672	4.20	9.0	653	15.0	M	A	A	A	L	c d	NIL	Inside Lot	Remove	LandsD		co-dominant trunks; wounded trunk; hard paved root zone
TW023	*Ficus religiosa*	菩提樹	825199.833	829797.686	4.13	10.0	290	4.0	M	A	A	A	M	d	NIL	Inside Lot	Remove	LandsD		hard paved root zone
TW024	*Leucaena leucocephala*	銀合歡	825200.945	829799.258	4.10	9.0	180	3.0	L	P	A	P	L	a b c d e	NIL	Inside Lot	Remove	LandsD		leaning trunk; engulfed fence in trunk; wounded trunk; hard paved root zone
TW025	*Leucaena leucocephala*	銀合歡	825202.810	829800.595	4.13	7.0	210	2.0	L	P	P	P	L	a b c d e	NIL	Inside Lot	Remove	LandsD		large pruning wound on branch; leaning trunk; decay wood on trunk; hard paved root zone
TW026	*Leucaena leucocephala*	銀合歡	825208.427	829805.796	4.10	9.0	235	4.0	L	P	A	P	L	a b c d e	NIL	Inside Lot	Remove	LandsD		asymmetric canopy; co-dominant branches; leaning trunk; curved trunk; hard paved root zone
TW027	*Leucaena leucocephala*	銀合歡	825209.015	829806.568	4.06	9.0	200	3.0	L	P	A	P	L	a b c d e	NIL	Inside Lot	Remove	LandsD		broken branch; leaning trunk; hard paved root zone
TW028	*Bauhinia variegata*	宮粉羊蹄甲	825215.931	829814.962	4.05	6.0	276	3.0	L	P	A	P	L	a b c d	NIL	Inside Lot	Remove	LandsD		co-dominant trunks; included bark between trunks; broken trunk; wounded trunk; hard paved root zone
TW029	*Leucaena leucocephala*	銀合歡	825222.528	829822.071	4.00	10.0	294	12.0	L	P	A	P	L	a b c d e	NIL	Inside Lot	Remove	LandsD		co-dominant trunks; included bark between trunks; crooked trunk; engulfed fence in trunk; hard paved root zone
TW030	*Bauhinia variegata*	宮粉羊蹄甲	825226.806	829827.267	3.99	6.0	255	4.0	L	P	A	P	L	a b c d	NIL	Inside Lot	Remove	LandsD		co-dominant branches; leaning trunk; wounded trunk; hard paved root zone
TW031	*Leucaena leucocephala*	銀合歡	825231.259	829845.969	4.01	10.0	425	9.0	L	P	A	P	L	a b c d e	NIL	Inside Lot	Remove	LandsD		co-dominant trunks; included bark between trunks; engulfed fence in trunk; hard paved root zone
TW032	*Bombax ceiba*	木棉	825170.935	829872.129	4.74	14.0	350	8.0	M	A	A	A	L	c d	NIL	Inside Lot	Remove	LandsD		hard paved root zone
Undersize Tree																				
TW016	*Leucaena leucocephala*	銀合歡	825175.714	829797.532	3.85	3.0	80	1.0	L	P	A	P	L	a b c d e	NIL	Inside Lot	Remove	LandsD		asymmetric canopy; curved trunk; hard paved root zone

Notes:
- No tree is registered as OVT referred to DEVB - TC(W) No. 5/2020
- No rare or precious plants was identified referred to "Rare and precious Plants in Hong Kong" issued by AFCD

Suitability for Transplanting:
a - low amenity value
b - poor health, structure or form
c - irrecoverable form after transplanting (e.g. transplanting requires substantial crown and root pruning)
d - low chance of survival upon transplanting
e - undesirable species (e.g. *Leucaena leucocephala* which is an invasive, exotic and self-seeding tree)
f - trees grown under poor conditions which have limited the formation of proper root ball necessary for transplanting

Sean WONG

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Provision of Major Community Facilities and Open Space in Tsuen Wan
荃灣的主要社區設施和休憩用地供應

Type of Facilities 設施	**Hong Kong Planning Standards and Guidelines (HKPSG) 《香港規劃標準與準則》的人口標準**	**HKPSG Requirement (based on planned population) 按照人口標準而計算的設施數量**	**Provision 供應情況**		**Surplus/ Shortfall (against planned provision) 剩餘/短缺 (按照已計劃的供應而計算)**
			Existing Provision 現有的供應	**Planned Provision (including Existing Provision) 已規劃的供應**	
District Open Space 地區休憩用地	10 ha per 100,000 persons[#] 每 100,000 人 10 公頃	~~26.98~~ ***27.19*** ha 公頃	27.48	39.95	+12.76
Local Open Space 鄰舍休憩用地	10 ha per 100,000 persons[#] 每 100,000 人 10 公頃	~~26.98~~ ***27.19*** ha 公頃	33.36	36.12	+8.93
Sports Centre 體育中心	1 per 50,000 to 65,000 persons[#] 每 50,000 至 65,000 人 1 間 (assessed on a district basis)	4	5	5	+1
Sports Ground/ Sport Complex 運動場館／運動場	1 per 200,000 to 250,000 persons[#] 每 200,000 至 250,000 人 1 間 (assessed on a district basis)	1	1	1	0
Swimming Pool Complex – standard 標準游泳池	1 complex per 287,000 persons[#] 每 287,000 人 1 間 (assessed on a district basis)	0	1	1	+1

Type of Facilities 設施	**Hong Kong Planning Standards and Guidelines (HKPSG) 《香港規劃標準與準則》的人口標準**	**HKPSG Requirement (based on planned population) 按照人口標準而計算的設施數量**	**Provision 供應情況**		**Surplus/ Shortfall (against planned provision) 剩餘/短缺 (按照已計劃的供應而計算)**
			Existing Provision 現有的供應	**Planned Provision (including Existing Provision) 已規劃的供應**	
District Police Station 警區警署	1 per 200,000 to 500,000 persons 每 200,000 至 500,000 人 1 間 (assessed on a regional basis)	0	1	1	+1
Divisional Police Station 分區警署	1 per 100,000 to 200,000 persons 每 100,000 至 200,000 人 1 間 (assessed on a regional basis)	1	0	0	-1
Magistracy (with 8 courtrooms) 裁判法院 (8 個法庭)	1 per 660,000 persons 每 660,000 人 1 間 (assessed on a regional basis)	0	0	0	0
Community Hall 社區會堂	No set standard 沒有既定標準	N.A.	4	5	N.A.
Library 圖書館	1 district library for every 200,000 persons 每 200,000 人 1 間 (assessed on a district basis)	1	2	2	+1
Kindergarten/ Nursery 幼稚園／幼兒園	34 classrooms for 1,000 children aged 3 to under 6 每 1,000 人屬於 3-6 歲年齡組別 34 間全日制課室	123 classrooms 課室	156	170	+47

Type of Facilities 設施	**Hong Kong Planning Standards and Guidelines (HKPSG) 《香港規劃標準與準則》的人口標準**	**HKPSG Requirement (based on planned population) 按照人口標準而計算的設施數量**	**Provision 供應情況**		**Surplus/ Shortfall (against planned provision) 剩餘/短缺 (按照已計劃的供應而計算)**
			Existing Provision 現有的供應	**Planned Provision (including Existing Provision) 已規劃的供應**	
Primary School 小學	1 whole-day classroom for 25.5 persons aged 6-11 每 25.5 人屬於 6-11 歲年齡組別 1 間全日制課室 (assessed by EDB on a district/school network basis)	382 classrooms 課室	424	475	+93
Secondary School 中學	1 whole-day classroom for 40 persons aged 12-17 每 40 人屬於 12-17 歲年齡組別 1 間全日制課室 (assessed by EDB on a territory-wide basis)	325 classrooms 課室	301	301	-24 (Sufficient at present based on EDB's assessment on a territory-wide basis[&])
Hospital 醫院	5.5 beds per 1,000 persons[^] 每 1,000 人 5.5 張病床 (assessed by Hospital Authority on a regional/cluster basis)	1572 beds 病床	1155	1195	-377 (Will be catered for in the 1st and 2nd Ten-year Hospital Development Plans based on Hospital Authority's assessment on a regional/cluster basis[^])

Type of Facilities 設施	**Hong Kong Planning Standards and Guidelines (HKPSG) 《香港規劃標準與準則》的人口標準**	**HKPSG Requirement (based on planned population) 按照人口標準而計算的設施數量**	**Provision 供應情況**		**Surplus/ Shortfall (against planned provision) 剩餘/短缺 (按照已計劃的供應而計算)**
			Existing Provision 現有的供應	**Planned Provision (including Existing Provision) 已規劃的供應**	
Clinic/Health Centre 診所／健康中心	1 per 100,000 persons 每 100,000 人 1 間 (assessed on a district basis)	2	2	3	+1
Child Care Centre 幼兒中心	100 aided places per 25,000 persons[#] 每 25,000 人設 100 個資助服務名額 (assessed by SWD on a local basis)	1087 places 名額	316	716	-371 (A long-term target assessed on a wider spatial context by SWD[~])
Integrated Children and Youth Services Centre 綜合青少年服務中心	1 for 12,000 persons aged 6-24[#] 每 12,000 人屬於 6-24 歲年齡組別 1 間 (assessed by SWD on a local basis)	3	6	6	+3
Integrated Family Services Centre 綜合家庭服務中心	1 for 100,000 to 150,000 persons[#] 每 100,000 至 150,000 人 1 間 (assessed by SWD on a service boundary basis)	1	2	2	+1

Type of Facilities 設施	**Hong Kong Planning Standards and Guidelines (HKPSG) 《香港規劃標準與準則》的人口標準**	**HKPSG Requirement (based on planned population) 按照人口標準而計算的設施數量**	**Provision 供應情況**		**Surplus/ Shortfall (against planned provision) 剩餘/短缺 (按照已計劃的供應而計算)**
			Existing Provision 現有的供應	**Planned Provision (including Existing Provision) 已規劃的供應**	
District Elderly Community Centres 長者地區中心	One in each new development area with a population of around 170,000 or above[#] 每個人口約為 170,000 人或以上的新發展區設 1 間 (assessed by SWD)	N.A.	1	1	N.A.
Neighbourhood Elderly Centres 長者鄰舍中心	One in a cluster of new and redeveloped housing areas with a population of 15,000 to 20,000 persons, including both public and private housing[#] 每個人口為 15,000 人至 20,000 人的新建和重新發展的住宅區 (包括公營及私營房屋) 設一間 (assessed by SWD)	N.A.	6	10	N.A.
Community Care Services Facilities 社區照顧服務設施	17.2 subsidised places per 1,000 elderly persons aged 65 or above[#] 每 1,000 名年滿 65 歲或以上的長者設 17.2 個資助服務名額 (assessed by SWD on a district basis)	1540 places 名額	758	1417	-123 (A long-term target assessed on a wider spatial context by SWD[~])

Type of Facilities 設施	**Hong Kong Planning Standards and Guidelines (HKPSG) 《香港規劃標準與準則》的人口標準**	**HKPSG Requirement (based on planned population) 按照人口標準而計算的設施數量**	**Provision 供應情況**		**Surplus/ Shortfall (against planned provision) 剩餘/短缺 (按照已計劃的供應而計算)**
			Existing Provision 現有的供應	**Planned Provision (including Existing Provision) 已規劃的供應**	
Residential Care Homes for the Elderly 安老院舍	21.3 subsidised beds per 1,000 elderly persons aged 65 or above[#] 每 1,000 名 65 歲或以上的長者設 21.3 個資助床位 (assessed by SWD on a cluster basis)	1907 beds 床位	2074	2284	+377
Pre-school Rehabilitation Services 學前康復服務	23 subvented places per 1,000 children aged 0-6[#] 每 1,000 名 0 至 6 歲兒童設 23 個資助服務名額 (assessed by SWD on a district basis)	188 places 名額	240	280	+92
Day Rehabilitation Services 日間康復服務	23 subvented places per 10,000 persons aged 15 or above[#] 每 10,000 名 15 歲或以上人士設 23 個資助服務名額 (assessed by SWD on a district basis)	537 places 名額	490	570	+33 (A long-term target assessed on a wider spatial context by SWD[~])

Type of Facilities 設施	**Hong Kong Planning Standards and Guidelines (HKPSG) 《香港規劃標準與準則》的人口標準**	**HKPSG Requirement (based on planned population) 按照人口標準而計算的設施數量**	**Provision 供應情況**		**Surplus/ Shortfall (against planned provision) 剩餘/短缺 (按照已計劃的供應而計算)**
			Existing Provision 現有的供應	**Planned Provision (including Existing Provision) 已規劃的供應**	
Residential Care Services 住宿照顧服務	36 subvented places per 10,000 persons aged 15 or above[#] 每 10,000 名 15 歲或以上人士設有 36 個資助服務名額 (assessed by SWD on a cluster basis)	841 places 名額	400	430	-411 (A long-term target assessed on a wider spatial context by SWD[~])
Community Rehabilitation Day Centre 日間社區康復中心	1 centre per 420,000 persons[#] 每 420,000 人設 1 間中心 (assessed by SWD on a district basis)	0	0	0	0
District Support Centre for Persons with Disabilities 殘疾人士地區支援中心	1 centre per 280,000 persons[#] 每 280,000 人設 1 間中心 (assessed by SWD on a district basis)	0	1	1	+1
Integrated Community Centre for Mental Wellness 精神健康綜合社區中心	1 standard scale centre per 310,000 persons[#] 每 310,000 人設 1 間標準規模中心 (assessed by SWD on a district basis)	0.8	0.9	0.9	+0.1

Note :
The planned resident including Usual Residents (UR) and Mobile Residents (MR) population is about ~~272,200~~ ***272,000***. If including transients, the overall planned population is about 285,900. All population figures have been adjusted to the nearest hundred.

Remark :
The requirements exclude planned population of transients.

& The deficit in provision is based on OZP planned population while according to the Education Bureau (EDB), general speaking, the provision of public sector primary school places is planned on a district basis and the public sector secondary school places is on a territory-wide basis. Under the prevailing mechanism, EDB will make reference to the school-age population projections, which are compiled based on the population projections updated regularly by the Census and Statistics Department, and take into account the actual number of students at various levels as well as the latest demographic changes (including the number of newly-arrived children from the Mainland) in estimating the future demand for school places and related resources. EDB will consider factors such as the latest projections, other factors that may affect the demand for school places in certain districts, different options to increase the supply of school places in particular districts, the prevailing education policies (including to enhance teaching and learning environment through reprovisioning) etc. before deciding whether it is necessary to allocate school premises for setting up new school(s) or reprovisioning of existing school(s). According to EDB's assessment, at present, there are sufficient number of school places for the eligible school-aged population in Tsuen Wan District.

^ The deficit in provision is based on OZP planned population while the Hospital Authority plans its services on a cluster basis, and takes into account a number of factors in planning and developing various public healthcare services. The Kowloon West Cluster (KWC) provides services for residents in Sham Shui Po, Kwai Chung, Tsuen Wan and North Lantau districts. There are a number of hospital redevelopment projects planned in the First and Second Ten-year Hospital Development Plans (HDPs), which will provide additional beds for serving the population in KWC. The projected service demand will be catered for in the First and Second Ten-year HDPs.

~ The deficit in provision is based on OZP planned population while the Social Welfare Department (SWD) adopts a wider spatial context/cluster in the assessment of provision for such facility. In applying the population-based planning standards, the distribution of welfare facilities, supply in different districts, service demand as a result of the population growth and demographic changes as well as the provision of different welfare facilities have to be considered. As the HKPSG requirements for these facilities are a long-term goal, the actual provision will be subject to consideration of the SWD in the planning and development process as appropriate. The Government has been adopting a multi-pronged approach with long-, medium- and short-term strategies to identify suitable sites or premises for the provision of more welfare services which are in acute demand.

Nov 2024

Agenda Item 1

Confirmation of the Draft Minutes of the 717th MPC Meeting held on 21.4.2023

[Open Meeting]

1. The draft minutes of the 717th MPC meeting held on 21.4.2023 were confirmed without amendments.

Agenda Item 2

Matter Arising

[Open Meeting]

2. The Secretary reported that there were no matters arising.

General

[Mr Mann M.H. Chow, District Planning Officer/Hong Kong (DPO/HK), Ms Vivian M.F. Lai, District Planning Officer/Kowloon (DPO/K), Mr Derek P.K. Tse, District Planning Officer/Tsuen Wan and West Kowloon (DPO/TWK), Mr Stephen C.Y. Chan, Senior Town Planner/Metro & Urban Renewal (STP/M&UR) and Mr Joe T.C. Tam, Town Planner/Metro & Urban Renewal (TP/M&UR) were invited to the meeting at this point.]

Agenda Item 3

[Open Meeting]

Review of Sites Designated "Comprehensive Development Area" on Statutory Plans in the Metro Area for the Years 2021/23

(MPC Paper No. 4/23)

3. With the aid of a PowerPoint presentation, Mr Joe T.C. Tam, TP/M&UR, introduced the background to the review of "Comprehensive Development Area" ("CDA") sites. According to the Town Planning Board Guidelines No. 17A, a review of the "CDA"

sites designated for more than three years should be conducted on a biennial basis to assist the Committee to monitor the progress of "CDA" developments. The last "CDA" Review was conducted in 2021.

[Mr Stanley T.S. Choi, Miss Queenie Y.C. Ng and Ms Bernadette W.C. Tsui joined the meeting during Planning Department's (PlanD) presentation.]

4. Mr Joe T.C. Tam further presented the results of the latest review on "CDA" sites in the Metro Area, including the justifications for retention, review or, rezoning of the "CDA" sites, as detailed in the Paper and made the following main points:

(a) since the last CDA Review, eight "CDA" sites had been rezoned;

(b) as at the end of March 2023, there were a total of 50 "CDA" sites in the Metro Area that had been designated for more than three years, which were covered under the current review;

"CDA" Sites with No Valid Approved Master Layout Plan (MLP)

(c) 15 "CDA" sites had no valid approved MLP, and 13 of which were proposed for retention. One site at the junction of Kowloon City Road and Ma Tau Kok Road which was commonly known as "13 Streets" (K31) was subject to on-going review on the appropriate implementation mechanism to facilitate redevelopment of the site. One site at the periphery of the Tsuen Wan East Industrial Area (TW23) was proposed for rezoning to take into account the latest completed commercial and residential developments in the surrounding areas when opportunity arose;

"CDA" Sites with Approved MLP

(d) 35 "CDA" sites were with approved MLP, and 26 sites were proposed for retention to ensure implementation in accordance with the approved MLPs and fulfilment of approval conditions;

(e) there were 8 sites previously agreed by the Committee for rezoning to

appropriate zonings to reflect their as-built conditions when opportunity arose; and

(f) as the public housing development at 38 Sham Mong Road, Sham Shui Po (K25) known as Hoi Tat Estate, together with the ancillary facilities block and Sham Shui Po Leisure and Cultural Building had been completed, and that the remaining public transport interchange was anticipated to be completed by 2023, it was proposed to rezone the site to reflect the as-built conditions subject to full compliance with the approval conditions when opportunity arose.

"CDA" Site Subject to On-going Review

5. Noting that the street names of "13 Streets" (K31) were related to Chinese auspicious animals, a Member expressed concern that sub-dividing the site into several CDAs would diminish the cultural heritage of Hong Kong and enquired if there were any plans or ways to preserve the street names upon redevelopment so that the history of the area would be retained. In response, Ms Vivian M.F. Lai, DPO/K, said that the proposal to sub-divide the "CDA" of "13 Streets" into two or three "CDAs" to facilitate redevelopment in the area was one of the proposals by the then Kowloon City District Urban Renewal Forum (KC DURF). Given the large number of owners, tenants and business operators involved, the Development Bureau and PlanD were currently assessing the appropriate implementation mechanism to facilitate redevlopment of the site, and would take into consideration all factors, including features with historic values.

Actions taken to facilitate development of "CDA" sites

6. In response to a Member's questions on the questionnaire issued to developer/their agent for the "CDA" sites with approved MLP to gauge a better understanding of the progress of implementation, Mr Stephen C.Y. Chan, STP/M&UR, said that the questionnaire survey was a supplementary means to get hold of the views on the developers' side with 15 replies received and no reply from the remaining 20. According to the replies received, the approved "CDA" schemes were at different stages of implementation; and there were no insurmountable difficulties on the developers' side that would hinder the

implementation of the approved schemes. Even though some developers/agents did not reply, it did not seem to have significant implementation difficulties for those "CDA" sites.

7. A Member opined that some "CDA" zones had been designated for many years with no progress in implementation, and expressed concern that the problems associated with ageing building stocks, fragmented land ownership, as well as market condition would further affect the prospect of implementation of the "CDAs". In response, Mr Stephen C.Y. Chan supplemented that possible measures to facilitate implmentation included subdivision of large "CDA" into smaller ones to reduce the difficulty in land assembly and rezoning the concerned site to other appropriate zonings so as to address development constraints and difficulties such as industrial/residential (I/R) interface issues.

8. Another Member opined that the Government should be more proactive in understanding the reason why landowners did not redevelop or delay redevelopment of their sites and the difficulties faced by them. The Chairman said that policy bureaux and departments had been working at multiple fronts, including the review of Land (Compulsory Sale for Redevelopment) Ordinance to streamline the compulsory sale process; and the Integrated Building Rehabilitation Assistance Scheme launched by Urban Renewal Authority to provide financial assistance and technical support to building owners to rehabilitate their buildings. In addition, PlanD had also been providing advice on pre-submissions of MLP to facilitate the implementation of "CDA" sites.

Considerations when designating "CDA" zones

9. The Chairman asked DPO/K and DPO/TWK to illustrate with examples e.g. K30, K31, K39, K40 and TW23 about the considerations when designating and reviewing "CDA" zones. Ms Vivian M.F. Lai, DPO/K, said that K30, K39 and K40 to the north of Mok Cheong Street were occupied by industrial buildings that were still in operation, and K31 (the "13 Streets") to the south of Mok Cheong Street comprised mainly residential buildings with vehicle repair workshops, eating place and shop and services uses on ground floor. The designation of those sites to the north of Mok Cheong Street as "CDAs" was to address the I/R interface problem. K31 was maintained as one single "CDA" zone, and subject to assessment of appropriate implementation mechanism to facilitate redevelopment of the site. K30, K39 and K40 were originally covered by a single "CDA" zone which was sub-divided

into three smaller "CDA" sites upon review to enhance their prospects for redevelopment. Planning permissions had been granted for residential developments at K39 (with two approved MLPs and approved building plans for the eastern portion of the site) and K40 (with one approved MLP).

10. Mr Derek P.K. Tse, DPO/TWK, supplemented that TW23 was at the periphery of the Tsuen Wan East Industrial Area, it was designated "CDA" together with abutting lots to address the I/R interface between the industrial area to the south and the residential area to the north. Taking into account that the surrounding residential/commercial developments to the north and east of TW23 had already been completed and rezoned to "Other Specified Uses" annotated "Commercial and Residential Development" ("OU(C&RD)") and "Commercial" ("C") respectively, it was considered an appropriate timing to consider alternative zoning of TW23 to facilitate and expedite the planning process if the lot owner proceeded with its redevelopment. PlanD had liaised with the concerned lot owner to understand their views on redevelopment and had offered advice on the planning procedures.

Progress of "CDA" sites on Government land and proposed for retention

11. In response to a Member's question on the implementation progress of CDA sites at Central Piers No. 4 to 6 (H21), Exhibition Centre Station (H61) and Hung Shing Temple at Fuk Tsun Street in Mong Kok (K52), Mr Mann M.H. Chow, DPO/HK, said that the "Urban Design Study for the New Central Harbourfront" recommended H21 together with the adjoining "Commercial" site (i.e. Site 2) to be developed as a new civic node and mixed-use precinct for public enjoyment. The Development Bureau would map out the implementation road map in due course and further work with the relevant stakeholders on the best way forward for the long-term development of the sites. H61 was originally intended for convention and meeting facilities and other commercial related uses. In the 2017 Policy Address, the Government had announced the plan to redevelop the Wanchai Tower, Revenue Tower and Immigration Tower and the Kong Wan Fire Station into convention and exhibition facilities, hotel and Grade-A office (Wan Chai North redevelopment project). The relevant amendments to the approved Wan Chai North Outline Zoning Plan (OZP) were gazetted in January 2023. The "CDA" designation for H61 was proposed to be retained pending the determination of alternative uses for the site.

12. For K52, Mr Derek P.K. Tse, DPO/TWK, said that the "CDA" was designated

with the intention that any redevelopment of the tenement building therein should also preserve the Hung Shing Temple and a mature tree within the "CDA" site in a comprehensive manner. The site was under the ownership of Secretary of Home Affairs Incorporated (SHAI), and SHAI had assigned the tenement building and the Hung Shing Temple compound to the Tung Wah Group of Hospitals (TWGHs) for management. The TWGHs recently advised that, since the existing building was renovated in 2017 and the co-living spaces provided were fully utilised, there was no redevelopment plan at this stage. Noting the above, a Member expressed that the PlanD should review whether "CDA" zoning needed to be retained as it was on government land. The Chairman noted Member's opinion and indicated PlanD would liaise with the relevant policy bureaux as appropriate about their plans for the site to decide whether the "CDA" zoning should be retained.

13. After deliberation, the Committee decided to:

(a) note the findings of the review of the sites designated "CDA" on statutory plans in the Metro Area;

(b) agree to the proposed retention of the "CDA" designation for the sites mentioned in paragraphs 4.1.1 and 4.2.1 and detailed at Appendices I and IV of the Paper;

(c) note the site which is subject to on-going review mentioned in paragraph 4.1.3 and detailed at Appendix II of the Paper;

(d) note the previous agreement of the Committee to rezone the sites mentioned in paragraph 4.2.2 and detailed at Appendix V of the Paper; and

(e) agree to the proposed rezoning of the sites mentioned in paragraphs 4.1.4 and 4.2.3 and detailed at Appendices III and VI of the Paper. Detailed rezoning proposals would be submitted to the Committee for consideration.

[The Chairman thanked Mr Mann M.H. Chow, DPO/TWK, Ms Vivian M.F. Lai, DPO/K, Mr Derek P.K. Tse, DPO/TWK, Mr Stephen C.Y. Chan, STP/M&UR and Mr Joe T.C. Tam, TP/M&UR for their attendance to answer Members' enquiries. They left the meeting at this point.]