

This document is received on 27 JAN 2023  
The Town Planning Board will formally acknowledge  
the date of receipt of the application only upon receipt  
of all the required information and documents.

Form No. S16-I  
表格第 S16-I 號

APPLICATION FOR PERMISSION  
UNDER SECTION 16 OF  
THE TOWN PLANNING ORDINANCE  
(CAP.131)

根據《城市規劃條例》(第131章)  
第16條遞交的許可申請

Applicable to proposals not involving or not only involving:  
適用於建議不涉及或不祇涉及:

- (i) Construction of "New Territories Exempted House(s)";  
興建「新界豁免管制屋宇」;
- (ii) Temporary use/development of land and/or building not exceeding 3 years in rural areas; and  
位於鄉郊地區土地上及/或建築物內進行為期不超過三年的臨時用途/發展;及
- (iii) Renewal of permission for temporary use or development in rural areas  
位於鄉郊地區的臨時用途或發展的許可續期

Applicant who would like to publish the notice of application in local newspapers to meet one of the Town Planning Board's requirements of taking reasonable steps to obtain consent of or give notification to the current land owner, please refer to the following link regarding publishing the notice in the designated newspapers:  
[https://www.info.gov.hk/tpb/en/plan\\_application/apply.html](https://www.info.gov.hk/tpb/en/plan_application/apply.html)

申請人如欲在本地報章刊登申請通知,以採取城市規劃委員會就取得現行土地擁有人的同意或通知現行土地擁有人所指定的其中一項合理步驟,請瀏覽以下網址有關在指定的報章刊登通知:  
[https://www.info.gov.hk/tpb/tc/plan\\_application/apply.html](https://www.info.gov.hk/tpb/tc/plan_application/apply.html)

**General Note and Annotation for the Form**  
**填寫表格的一般指引及註解**

# "Current land owner" means any person whose name is registered in the Land Registry as that of an owner of the land to which the application relates, as at 6 weeks before the application is made  
「現行土地擁有人」指在提出申請前六星期,其姓名或名稱已在土地註冊處註冊為該申請所關乎的土地的擁有人的人

& Please attach documentary proof 請夾附證明文件

^ Please insert number where appropriate 請在適當地方註明編號

Please fill "NA" for inapplicable item 請在不適用的項目填寫「不適用」

Please use separate sheets if the space provided is insufficient 如所提供的空間不足,請另頁說明

Please insert a 「✓」 at the appropriate box 請在適當的方格內上加上「✓」號

2300228 20% by hand

For Official Use Only 請勿填寫此欄	Application No. 申請編號	A/SC/11
	Date Received 收到日期	27 JAN 2023

- The completed form and supporting documents (if any) should be sent to the Secretary, Town Planning Board (the Board), 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong.  
申請人須把填妥的申請表格及其他支持申請的文件 (倘有), 送交香港北角渣華道 333 號北角政府合署 15 樓城市規劃委員會(下稱「委員會」)秘書收。
- Please read the "Guidance Notes" carefully before you fill in this form. The document can be downloaded from the Board's website at <http://www.info.gov.hk/tpb/>. It can also be obtained from the Secretariat of the Board at 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong (Tel: 2231 4810 or 2231 4835), and the Planning Enquiry Counters of the Planning Department (Hotline: 2231 5000) (17/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong and 14/F, Sha Tin Government Offices, 1 Sheung Wo Che Road, Sha Tin, New Territories).  
請先細閱《申請須知》的資料單張, 然後填寫此表格。該份文件可從委員會的網頁下載 (網址: <http://www.info.gov.hk/tpb/>), 亦可向委員會秘書處 (香港北角渣華道 333 號北角政府合署 15 樓 - 電話: 2231 4810 或 2231 4835) 及規劃署的規劃資料查詢處 (熱線: 2231 5000) (香港北角渣華道 333 號北角政府合署 17 樓及新界沙田上禾輦路 1 號沙田政府合署 14 樓) 索取。
- This form can be downloaded from the Board's website, and obtained from the Secretariat of the Board and the Planning Enquiry Counters of the Planning Department. The form should be typed or completed in block letters. The processing of the application may be refused if the required information or the required copies are incomplete.  
此表格可從委員會的網頁下載, 亦可向委員會秘書處及規劃署的規劃資料查詢處索取。申請人須以打印方式或以正楷填寫表格。如果申請人所提交的資料或文件副本不齊全, 委員會可拒絕處理有關申請。

### 1. Name of Applicant 申請人姓名/名稱

( ☐ Mr. 先生 / ☐ Mrs. 夫人 / ☐ Miss 小姐 / ☐ Ms. 女士 / ☒ Company 公司 / ☐ Organisation 機構 )

Sunrise Victory Limited

### 2. Name of Authorised Agent (if applicable) 獲授權代理人姓名/名稱 (如適用)

( ☐ Mr. 先生 / ☐ Mrs. 夫人 / ☐ Miss 小姐 / ☐ Ms. 女士 / ☒ Company 公司 / ☐ Organisation 機構 )

Townland Consultants Limited

### 3. Application Site 申請地點

(a) Full address / location / demarcation district and lot number (if applicable) 詳細地址/地點/丈量約份及地段號碼 (如適用)	Kwai Chung Town Lot No. 531, Junction of Mei Ching Road and Container Port Road South, Kwai Chung, New Territories
(b) Site area and/or gross floor area involved 涉及的地盤面積及/或總樓面面積	<input checked="" type="checkbox"/> Site area 地盤面積 55,245 sq.m 平方米 <input checked="" type="checkbox"/> About 約 <input checked="" type="checkbox"/> Gross floor area 總樓面面積 138,000 sq.m 平方米 <input checked="" type="checkbox"/> About 約
(c) Area of Government land included (if any) 所包括的政府土地面積 (倘有)	N/A sq.m 平方米 <input type="checkbox"/> About 約



(d) Name and number of the related statutory plan(s) 有關法定圖則的名稱及編號	Approved Stonecutters Island Outline Zoning Plan No. S/SC/10
(e) Land use zone(s) involved 涉及的土地用途地帶	"Other Specified Uses" annotated "Container Related Uses and Underground Sewage Treatment Works with Ancillary Above Ground Facilities"
(f) Current use(s) 現時用途	Vacant  (If there are any Government, institution or community facilities, please illustrate on plan and specify the use and gross floor area) (如有任何政府、機構或社區設施，請在圖則上顯示，並註明用途及總樓面面積)

#### 4. "Current Land Owner" of Application Site 申請地點的「現行土地擁有人」

The applicant 申請人 –

- ☒ is the sole "current land owner"<sup>#&</sup> (please proceed to Part 6 and attach documentary proof of ownership).  
是唯一的「現行土地擁有人」<sup>#&</sup> (請繼續填寫第 6 部分，並夾附業權證明文件)。 ✓
- ☐ is one of the "current land owners"<sup>#&</sup> (please attach documentary proof of ownership).  
是其中一名「現行土地擁有人」<sup>#&</sup> (請夾附業權證明文件)。
- ☐ is not a "current land owner"<sup>#</sup>.  
並不是「現行土地擁有人」<sup>#</sup>。

- ☐ The application site is entirely on Government land (please proceed to Part 6).  
申請地點完全位於政府土地上 (請繼續填寫第 6 部分)。

#### 5. Statement on Owner's Consent/Notification

##### 就土地擁有人的同意/通知土地擁有人的陳述

- (a) According to the record(s) of the Land Registry as at ..... (DD/MM/YYYY), this application involves a total of ..... "current land owner(s)"<sup>#</sup>.  
根據土地註冊處截至 ..... 年 ..... 月 ..... 日的記錄，這宗申請共牽涉 ..... 名「現行土地擁有人」<sup>#</sup>。

(b) The applicant 申請人 –

- ☐ has obtained consent(s) of ..... "current land owner(s)"<sup>#</sup>.  
已取得 ..... 名「現行土地擁有人」<sup>#</sup>的同意。

Details of consent of "current land owner(s)" <sup>#</sup> obtained 取得「現行土地擁有人」 <sup>#</sup> 同意的詳情		
No. of 'Current Land Owner(s)' 「現行土地擁有人」數目	Lot number/address of premises as shown in the record of the Land Registry where consent(s) has/have been obtained 根據土地註冊處記錄已獲得同意的地段號碼/處所地址	Date of consent obtained (DD/MM/YYYY) 取得同意的日期 (日/月/年)

(Please use separate sheets if the space of any box above is insufficient. 如上列任何方格的空間不足，請另頁說明)

- ☐ has notified ..... “current land owner(s)”<sup>#</sup>  
已通知 ..... 名「現行土地擁有人」<sup>#</sup>。

Details of the “current land owner(s)” <sup>#</sup> notified 已獲通知「現行土地擁有人」 <sup>#</sup> 的詳細資料		
No. of ‘Current Land Owner(s)’ 「現行土地擁有人」數目	Lot number/address of premises as shown in the record of the Land Registry where notification(s) has/have been given 根據土地註冊處記錄已發出通知的地段號碼／處所地址	Date of notification given (DD/MM/YYYY) 通知日期(日/月/年)

(Please use separate sheets if the space of any box above is insufficient. 如上列任何方格的空間不足，請另頁說明)

- ☐ has taken reasonable steps to obtain consent of or give notification to owner(s):  
已採取合理步驟以取得土地擁有人的同意或向該人發給通知。詳情如下：

Reasonable Steps to Obtain Consent of Owner(s) 取得土地擁有人的同意所採取的合理步驟

- ☐ sent request for consent to the “current land owner(s)” on ..... (DD/MM/YYYY)<sup>#&</sup>  
於..... (日/月/年)向每一名「現行土地擁有人」<sup>#</sup>郵遞要求同意書<sup>&</sup>

Reasonable Steps to Give Notification to Owner(s) 向土地擁有人發出通知所採取的合理步驟

- ☐ published notices in local newspapers on ..... (DD/MM/YYYY)<sup>&</sup>  
於..... (日/月/年)在指定報章就申請刊登一次通知<sup>&</sup>
- ☐ posted notice in a prominent position on or near application site/premises on ..... (DD/MM/YYYY)<sup>&</sup>  
於..... (日/月/年)在申請地點／申請處所或附近的顯明位置貼出關於該申請的通知<sup>&</sup>
- ☐ sent notice to relevant owners’ corporation(s)/owners’ committee(s)/mutual aid committee(s)/management office(s) or rural committee on ..... (DD/MM/YYYY)<sup>&</sup>  
於..... (日/月/年)把通知寄往相關的業主立案法團/業主委員會/互助委員會或管理處，或有關的鄉事委員會<sup>&</sup>

Others 其他

- ☐ others (please specify)  
其他（請指明）

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Note: May insert more than one 「✓」.

Information should be provided on the basis of each and every lot (if applicable) and premises (if any) in respect of the application.

註：可在多於一個方格內加上「✓」號

申請人須就申請涉及的每一地段（倘適用）及處所（倘有）分別提供資料



**6. Type(s) of Application 申請類別**

- ☐ Type (i) Change of use within existing building or part thereof  
第(i)類 更改現有建築物或其部分內的用途
- ☐ Type (ii) Diversion of stream / excavation of land / filling of land / filling of pond as required under Notes of Statutory Plan(s)  
第(ii)類 根據法定圖則《註釋》內所要求的河道改道／挖土／填土／填塘工程
- ☐ Type (iii) Public utility installation / Utility installation for private project  
第(iii)類 公用事業設施裝置/私人發展計劃的公用設施裝置
- ☒ Type (iv) Minor relaxation of stated development restriction(s) as provided under Notes of Statutory Plan(s)  
第(iv)類 略為放寬於法定圖則《註釋》內列明的發展限制
- ☒ Type (v) Use / development other than (i) to (iii) above  
第(v)類 上述的(i)至(iii)項以外的用途／發展

Note 1: May insert more than one 「✓」.

註 1：可在多於一個方格內加上「✓」號

Note 2: For Development involving columbarium use, please complete the table in the Appendix.

註 2：如發展涉及靈灰安置所用途，請填妥於附件的表格。

**(i) For Type (i) application 供第(i)類申請**

(a) Total floor area involved 涉及的總樓面面積	sq.m 平方米		
(b) Proposed use(s)/development 擬議用途/發展	(If there are any Government, institution or community facilities, please illustrate on plan and specify the use and gross floor area) (如有任何政府、機構或社區設施，請在圖則上顯示，並註明用途及總樓面面積)		
(c) Number of storeys involved 涉及層數		Number of units involved 涉及單位數目	
(d) Proposed floor area 擬議樓面面積	Domestic part 住用部分 .....		sq.m 平方米 <input type="checkbox"/> About 約
	Non-domestic part 非住用部分 .....		sq.m 平方米 <input type="checkbox"/> About 約
	Total 總計 .....		sq.m 平方米 <input type="checkbox"/> About 約
(e) Proposed uses of different floors (if applicable) 不同樓層的擬議用途(如適用) (Please use separate sheets if the space provided is insufficient) (如所提供的空間不足，請另頁說明)	Floor(s) 樓層	Current use(s) 現時用途	Proposed use(s) 擬議用途

**(ii) For Type (ii) application 供第(ii)類申請**

<p>(a) Operation involved 涉及工程</p>	<p><input type="checkbox"/> Diversion of stream 河道改道</p> <p><input type="checkbox"/> Filling of pond 填塘  Area of filling 填塘面積 ..... sq.m 平方米 <input type="checkbox"/> About 約  Depth of filling 填塘深度 ..... m 米 <input type="checkbox"/> About 約</p> <p><input type="checkbox"/> Filling of land 填土  Area of filling 填土面積 ..... sq.m 平方米 <input type="checkbox"/> About 約  Depth of filling 填土厚度 ..... m 米 <input type="checkbox"/> About 約</p> <p><input type="checkbox"/> Excavation of land 挖土  Area of excavation 挖土面積 ..... sq.m 平方米 <input type="checkbox"/> About 約  Depth of excavation 挖土深度 ..... m 米 <input type="checkbox"/> About 約</p> <p>(Please indicate on site plan the boundary of concerned land/pond(s), and particulars of stream diversion, the extent of filling of land/pond(s) and/or excavation of land)  (請用圖則顯示有關土地/池塘界線，以及河道改道、填塘、填土及/或挖土的細節及/或範圍))</p>
<p>(b) Intended use/development 有意進行的用途/發展</p>	

**(iii) For Type (iii) application 供第(iii)類申請**

<p>(a) Nature and scale 性質及規模</p>	<p><input type="checkbox"/> Public utility installation 公用事業設施裝置</p> <p><input type="checkbox"/> Utility installation for private project 私人發展計劃的公用設施裝置</p> <p>Please specify the type and number of utility to be provided as well as the dimensions of each building/structure, where appropriate  請註明有關裝置的性質及數量，包括每座建築物/構築物(倘有)的長度、高度和闊度</p> <table border="1"> <thead> <tr> <th>Name/type of installation 裝置名稱/種類</th> <th>Number of provision 數量</th> <th>Dimension of each installation /building/structure (m) (LxWxH) 每個裝置/建築物/構築物的尺寸 (米) (長 x 闊 x 高)</th> </tr> </thead> <tbody> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> </tbody> </table> <p>(Please illustrate on plan the layout of the installation 請用圖則顯示裝置的布局)</p>	Name/type of installation 裝置名稱/種類	Number of provision 數量	Dimension of each installation /building/structure (m) (LxWxH) 每個裝置/建築物/構築物的尺寸 (米) (長 x 闊 x 高)									
Name/type of installation 裝置名稱/種類	Number of provision 數量	Dimension of each installation /building/structure (m) (LxWxH) 每個裝置/建築物/構築物的尺寸 (米) (長 x 闊 x 高)											



**(iv) For Type (iv) application 供第(iv)類申請**

- (a) Please specify the proposed minor relaxation of stated development restriction(s) and **also fill in the proposed use/development and development particulars in part (v) below** –  
請列明擬議略為放寬的發展限制並填妥於第(v)部分的擬議用途/發展及發展細節 –

- ☐ Plot ratio restriction 地積比率限制 From 由 ..... to 至 .....
- ☐ Gross floor area restriction 總樓面面積限制 From 由 .....sq. m 平方米 to 至 .....sq. m 平方米
- ☐ Site coverage restriction 上蓋面積限制 From 由 .....% to 至 ..... %
- ☒ Building height restriction 建築物高度限制  
From 由 .....m 米 to 至 ..... m 米  
From 由 .....40..... mPD 米 (主水平基準上) to 至 .....48.....mPD 米 (主水平基準上)  
From 由 ..... storeys 層 to 至 ..... storeys 層
- ☐ Non-building area restriction 非建築用地限制 From 由 .....m to 至 ..... m
- ☐ Others (please specify) 其他 (請註明) .....

**(v) For Type (v) application 供第(v)類申請**

(a) Proposed use(s)/development  
擬議用途/發展

Proposed Minor Relaxation of Building Height Restriction for Permitted Logistics Centre (Cold Storage) Development with Public Vehicle Park

(Please illustrate the details of the proposal on a layout plan 請用平面圖說明建議詳情)

**(b) Development Schedule 發展細節表**

- Proposed gross floor area (GFA) 擬議總樓面面積 .....138,000..... sq.m 平方米 ☒ About 約
- Proposed plot ratio 擬議地積比率 .....2.50..... ☒ About 約
- Proposed site coverage 擬議上蓋面積 ..... Not more than 50 ..... % ☐ About 約
- Proposed no. of blocks 擬議座數 .....1.....
- Proposed no. of storeys of each block 每座建築物的擬議層數 .....7..... storeys 層  
☐ include 包括..... storeys of basements 層地庫  
☒ exclude 不包括.....2..... storeys of basements 層地庫
- Proposed building height of each block 每座建築物的擬議高度 Not more than 48 mPD 米(主水平基準上) ☐ About 約  
..... m 米 ☐ About 約

☐ Domestic part 住用部分

GFA 總樓面面積 ..... sq. m 平方米 ☐ About 約

number of Units 單位數目 .....

average unit size 單位平均面積 .....sq. m 平方米 ☐ About 約

estimated number of residents 估計住客數目 .....

☒ Non-domestic part 非住用部分

GFA 總樓面面積

☒ eating place 食肆 (canteen) ..... 400 ..... sq. m 平方米 ☒ About 約

☐ hotel 酒店 ..... sq. m 平方米 ☐ About 約

(please specify the number of rooms  
請註明房間數目) .....

☐ office 辦公室 ..... sq. m 平方米 ☐ About 約

☐ shop and services 商店及服務行業 ..... sq. m 平方米 ☐ About 約

☐ Government, institution or community facilities (please specify the use(s) and concerned land  
政府、機構或社區設施 area(s)/GFA(s) 請註明用途及有關的地面面積／總  
樓面面積)

.....

.....

.....

☒ other(s) 其他 (please specify the use(s) and concerned land  
area(s)/GFA(s) 請註明用途及有關的地面面積／總  
樓面面積)

Cargo Handling and Forwarding Facility: about 137,600 sq. m  
.....

.....

.....

☐ Open space 休憩用地

(please specify land area(s) 請註明地面面積)

☐ private open space 私人休憩用地 ..... sq. m 平方米 ☐ Not less than 不少於

☐ public open space 公眾休憩用地 ..... sq. m 平方米 ☐ Not less than 不少於

## (c) Use(s) of different floors (if applicable) 各樓層的用途 (如適用)

[Block number] [座數]	[Floor(s)] [層數]	[Proposed use(s)] [擬議用途]
..... 1 .....	..... B1-B2 .....	Car Park .....
.....	..... G/F .....	Lobby, Loading/ Unloading, Canteen, Car Park, Cold Storage .....
.....	..... 1/F-6/F .....	Loading/ Unloading, Cold Storage .....
.....	..... R/F .....	Car Park .....
.....	.....	.....

## (d) Proposed use(s) of uncovered area (if any) 露天地方 (倘有) 的擬議用途

Car park, driveway, landscaped area .....

.....

.....

.....

.....



## 7. Anticipated Completion Time of the Development Proposal

### 擬議發展計劃的預計完成時間

Anticipated completion time (in month and year) of the development proposal (by phase (if any)) (e.g. June 2023)

擬議發展計劃預期完成的年份及月份 (分期 (倘有)) (例: 2023 年 6 月)

(Separate anticipated completion times (in month and year) should be provided for the proposed public open space and Government, institution or community facilities (if any))

(申請人須就擬議的公眾休憩用地及政府、機構或社區設施 (倘有) 提供個別擬議完成的年份及月份)

Q4 2027

## 8. Vehicular Access Arrangement of the Development Proposal

### 擬議發展計劃的行車通道安排

<p>Any vehicular access to the site/subject building?          是否有車路通往地盤／有關建築物？</p>	<p>Yes 是</p> <p>No 否</p>	<p><input checked="" type="checkbox"/> There is an existing access. (please indicate the street name, where appropriate)          有一條現有車路。(請註明車路名稱(如適用))</p> <p>.....  <u>Container Port Road South</u></p> <p><input type="checkbox"/> There is a proposed access. (please illustrate on plan and specify the width)          有一條擬議車路。(請在圖則顯示，並註明車路的闊度)</p> <p><input type="checkbox"/></p>																
<p>Any provision of parking space for the proposed use(s)?          是否有為擬議用途提供停車位？</p>	<p>Yes 是</p> <p>No 否</p>	<p><input checked="" type="checkbox"/> (Please specify type(s) and number(s) and illustrate on plan)          請註明種類及數目並於圖則上顯示)</p> <table border="0"> <tr> <td>Private Car Parking Spaces 私家車車位</td> <td style="text-align: right;">209</td> </tr> <tr> <td>Motorcycle Parking Spaces 電單車車位</td> <td style="text-align: right;">23</td> </tr> <tr> <td>Light Goods Vehicle Parking Spaces 輕型貨車泊車位</td> <td style="text-align: right;">70</td> </tr> <tr> <td>Medium Goods Vehicle Parking Spaces 中型貨車泊車位</td> <td></td> </tr> <tr> <td>Heavy Goods Vehicle Parking Spaces 重型貨車泊車位</td> <td style="text-align: right;">202</td> </tr> <tr> <td>Others (Please Specify) 其他 (請列明)</td> <td></td> </tr> <tr> <td><u>Container Vehicle Parking Spaces 貨櫃車泊車位</u></td> <td style="text-align: right;"><u>457</u></td> </tr> <tr> <td>_____</td> <td style="text-align: right;">_____</td> </tr> </table> <p><input type="checkbox"/></p>	Private Car Parking Spaces 私家車車位	209	Motorcycle Parking Spaces 電單車車位	23	Light Goods Vehicle Parking Spaces 輕型貨車泊車位	70	Medium Goods Vehicle Parking Spaces 中型貨車泊車位		Heavy Goods Vehicle Parking Spaces 重型貨車泊車位	202	Others (Please Specify) 其他 (請列明)		<u>Container Vehicle Parking Spaces 貨櫃車泊車位</u>	<u>457</u>	_____	_____
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_____	_____																	
<p>Any provision of loading/unloading space for the proposed use(s)?          是否有為擬議用途提供上落客貨車位？</p>	<p>Yes 是</p> <p>No 否</p>	<p><input checked="" type="checkbox"/> (Please specify type(s) and number(s) and illustrate on plan)          請註明種類及數目並於圖則上顯示)</p> <table border="0"> <tr> <td>Taxi Spaces 的士車位</td> <td style="text-align: right;">3</td> </tr> <tr> <td>Coach Spaces 旅遊巴車位</td> <td style="text-align: right;">1</td> </tr> <tr> <td>Light Goods Vehicle Spaces 輕型貨車車位</td> <td></td> </tr> <tr> <td>Medium Goods Vehicle Spaces 中型貨車車位</td> <td></td> </tr> <tr> <td>Heavy Goods Vehicle Spaces 重型貨車車位</td> <td style="text-align: right;">78</td> </tr> <tr> <td>Others (Please Specify) 其他 (請列明)</td> <td></td> </tr> <tr> <td><u>Container Vehicle Spaces 貨櫃車車位</u></td> <td style="text-align: right;"><u>26</u></td> </tr> <tr> <td>_____</td> <td style="text-align: right;">_____</td> </tr> </table> <p><input type="checkbox"/></p>	Taxi Spaces 的士車位	3	Coach Spaces 旅遊巴車位	1	Light Goods Vehicle Spaces 輕型貨車車位		Medium Goods Vehicle Spaces 中型貨車車位		Heavy Goods Vehicle Spaces 重型貨車車位	78	Others (Please Specify) 其他 (請列明)		<u>Container Vehicle Spaces 貨櫃車車位</u>	<u>26</u>	_____	_____
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_____	_____																	

## 9. Impacts of Development Proposal 擬議發展計劃的影響

If necessary, please use separate sheets to indicate the proposed measures to minimise possible adverse impacts or give justifications/reasons for not providing such measures.

如需要的話，請另頁註明可盡量減少可能出現不良影響的措施，否則請提供理據/理由。

<p>Does the development proposal involve alteration of existing building? 擬議發展計劃是否包括現有建築物的改動?</p>	<p>Yes 是</p> <p>No 否</p>	<p><input type="checkbox"/> Please provide details 請提供詳情</p> <p>.....</p> <p>.....</p> <p>.....</p> <p>.....</p> <p>.....</p> <p><input checked="" type="checkbox"/></p>																													
<p>Does the development proposal involve the operation on the right? 擬議發展是否涉及右列的工程? (Note: where Type (ii) application is the subject of application, please skip this section. 註：如申請涉及第(ii)類申請，請跳至下一條問題。)</p>	<p>Yes 是</p> <p>No 否</p>	<p><input checked="" type="checkbox"/> (Please indicate on site plan the boundary of concerned land/pond(s), and particulars of stream diversion, the extent of filling of land/pond(s) and/or excavation of land) (請用地盤平面圖顯示有關土地／池塘界線，以及河道改道、填塘、填土及／或挖土的細節及／或範圍)</p> <p><input type="checkbox"/> Diversion of stream 河道改道</p> <p><input type="checkbox"/> Filling of pond 填塘 Area of filling 填塘面積 ..... sq.m 平方米 <input type="checkbox"/> About 約 Depth of filling 填塘深度 ..... m 米 <input type="checkbox"/> About 約</p> <p><input type="checkbox"/> Filling of land 填土 Area of filling 填土面積 ..... sq.m 平方米 <input type="checkbox"/> About 約 Depth of filling 填土厚度 ..... m 米 <input type="checkbox"/> About 約</p> <p><input checked="" type="checkbox"/> Excavation of land 挖土 Area of excavation 挖土面積...29,430..... sq.m 平方米 <input checked="" type="checkbox"/> About 約 Depth of excavation 挖土深度 .....15.....m 米 <input checked="" type="checkbox"/> About 約</p> <p><input type="checkbox"/> Depth of excavation subject to detailed design</p>																													
<p>Would the development proposal cause any adverse impacts? 擬議發展計劃會否造成不良影響?</p>	<table border="0"> <tr> <td>On environment 對環境</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input checked="" type="checkbox"/></td> </tr> <tr> <td>On traffic 對交通</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input checked="" type="checkbox"/></td> </tr> <tr> <td>On water supply 對供水</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input checked="" type="checkbox"/></td> </tr> <tr> <td>On drainage 對排水</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input checked="" type="checkbox"/></td> </tr> <tr> <td>On slopes 對斜坡</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input checked="" type="checkbox"/></td> </tr> <tr> <td>Affected by slopes 受斜坡影響</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input checked="" type="checkbox"/></td> </tr> <tr> <td>Landscape Impact 構成景觀影響</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input checked="" type="checkbox"/></td> </tr> <tr> <td>Tree Felling 砍伐樹木</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input checked="" type="checkbox"/></td> </tr> <tr> <td>Visual Impact 構成視覺影響</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input checked="" type="checkbox"/></td> </tr> <tr> <td>Others (Please Specify) 其他 (請列明)</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input type="checkbox"/></td> </tr> </table> <p>.....</p> <p>.....</p> <p>Please state measure(s) to minimise the impact(s). For tree felling, please state the number, diameter at breast height and species of the affected trees (if possible) 請註明盡量減少影響的措施。如涉及砍伐樹木，請說明受影響樹木的數目、及胸高度的樹幹直徑及品種(倘可)</p> <p>Please see attached Supplementary Planning Statement.</p> <p>.....</p> <p>.....</p> <p>.....</p> <p>.....</p> <p>.....</p>	On environment 對環境	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>	On traffic 對交通	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>	On water supply 對供水	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>	On drainage 對排水	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>	On slopes 對斜坡	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>	Affected by slopes 受斜坡影響	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>	Landscape Impact 構成景觀影響	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>	Tree Felling 砍伐樹木	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>	Visual Impact 構成視覺影響	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>	Others (Please Specify) 其他 (請列明)	Yes 會 <input type="checkbox"/>	No 不會 <input type="checkbox"/>
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## 10. Justifications 理由

The applicant is invited to provide justifications in support of the application. Use separate sheets if necessary.  
現請申請人提供申請理由及支持其申請的資料。如有需要，請另頁說明。

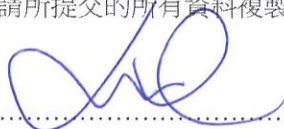
Please see attached Supplementary Planning Statement.

**11. Declaration 聲明**

I hereby declare that the particulars given in this application are correct and true to the best of my knowledge and belief.  
本人謹此聲明，本人就這宗申請提交的資料，據本人所知及所信，均屬真實無誤。

I hereby grant a permission to the Board to copy all the materials submitted in this application and/or to upload such materials to the Board's website for browsing and downloading by the public free-of-charge at the Board's discretion. 本人現准許委員會酌情將本人就此申請所提交的所有資料複製及/或上載至委員會網站，供公眾免費瀏覽或下載。

Signature  
簽署



☐ Applicant 申請人 / ☒ Authorised Agent 獲授權代理人

Vincent Chi King LAU

Associate Director

Name in Block Letters  
姓名（請以正楷填寫）

Position (if applicable)  
職位（如適用）

Professional Qualification(s) ☒ Member 會員 / ☐ Fellow of 資深會員

專業資格

☒ HKIP 香港規劃師學會 / ☐ HKIA 香港建築師學會 /

☐ HKIS 香港測量師學會 / ☐ HKIE 香港工程師學會 /

☐ HKILA 香港園境師學會 / ☐ HKIUD 香港城市設計學會

☒ RPP 註冊專業規劃師 RPP No. 378

Others 其他 RTPI

on behalf of  
代表

Townland Consultants Limited



☒ Company 公司 / ☐ Organisation Name and Chop (if applicable) 機構名稱及蓋章（如適用）

Date 日期

19/01/2023

(DD/MM/YYYY 日/月/年)

**Remark 備註**

The materials submitted in this application and the Board's decision on the application would be disclosed to the public. Such materials would also be uploaded to the Board's website for browsing and free downloading by the public where the Board considers appropriate.

委員會會向公眾披露申請人所遞交的申請資料和委員會對申請所作的決定。在委員會認為合適的情況下，有關申請資料亦會上載至委員會網頁供公眾免費瀏覽及下載。

**Warning 警告**

Any person who knowingly or wilfully makes any statement or furnish any information in connection with this application, which is false in any material particular, shall be liable to an offence under the Crimes Ordinance.

任何人在明知或故意的情況下，就這宗申請提出在任何要項上是虛假的陳述或資料，即屬違反《刑事罪行條例》。

**Statement on Personal Data 個人資料的聲明**

1. The personal data submitted to the Board in this application will be used by the Secretary of the Board and Government departments for the following purposes:

委員會就這宗申請所收到的個人資料會交給委員會秘書及政府部門，以根據《城市規劃條例》及相關的城市規劃委員會規劃指引的規定作以下用途：

- (a) the processing of this application which includes making available the name of the applicant for public inspection when making available this application for public inspection; and  
處理這宗申請，包括公布這宗申請供公眾查閱，同時公布申請人的姓名供公眾查閱；以及
- (b) facilitating communication between the applicant and the Secretary of the Board/Government departments.  
方便申請人與委員會秘書及政府部門之間進行聯絡。

2. The personal data provided by the applicant in this application may also be disclosed to other persons for the purposes mentioned in paragraph 1 above.

申請人就這宗申請提供的個人資料，或亦會向其他人士披露，以作上述第 1 段提及的用途。

3. An applicant has a right of access and correction with respect to his/her personal data as provided under the Personal Data (Privacy) Ordinance (Cap. 486). Request for personal data access and correction should be addressed to the Secretary of the Board at 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong.

根據《個人資料(私隱)條例》(第 486 章)的規定，申請人有權查閱及更正其個人資料。如欲查閱及更正個人資料，應向委員會秘書提出有關要求，其地址為香港北角渣華道 333 號北角政府合署 15 樓。



**For Developments involving Columbarium Use, please also complete the following:**  
**如發展涉及靈灰安置所用途，請另外填妥以下資料：**

Ash interment capacity 骨灰安放容量<sup>@</sup>

Maximum number of sets of ashes that may be interred in the niches

在龕位內最多可安放骨灰的數量

Maximum number of sets of ashes that may be interred other than in niches

在非龕位的範圍內最多可安放骨灰的數量

Total number of niches 龕位總數

Total number of single niches

單人龕位總數

Number of single niches (sold and occupied)

單人龕位數目 (已售並佔用)

Number of single niches (sold but unoccupied)

單人龕位數目 (已售但未佔用)

Number of single niches (residual for sale)

單人龕位數目 (待售)

Total number of double niches

雙人龕位總數

Number of double niches (sold and fully occupied)

雙人龕位數目 (已售並全部佔用)

Number of double niches (sold and partially occupied)

雙人龕位數目 (已售並部分佔用)

Number of double niches (sold but unoccupied)

雙人龕位數目 (已售但未佔用)

Number of double niches (residual for sale)

雙人龕位數目 (待售)

Total no. of niches other than single or double niches (please specify type)

除單人及雙人龕位外的其他龕位總數 (請列明類別)

Number of niches (sold and fully occupied)

龕位數目 (已售並全部佔用)

Number of niches (sold and partially occupied)

龕位數目 (已售並部分佔用)

Number of niches (sold but unoccupied)

龕位數目 (已售但未佔用)

Number of niches (residual for sale)

龕位數目 (待售)

Proposed operating hours 擬議營運時間

<sup>@</sup> Ash interment capacity in relation to a columbarium means –  
就靈灰安置所而言，骨灰安放容量指：

- the maximum number of containers of ashes that may be interred in each niche in the columbarium;  
每個龕位內可安放的骨灰容器的最高數目；
- the maximum number of sets of ashes that may be interred other than in niches in any area in the columbarium; and  
在該靈灰安置所並非龕位的範圍內，總共最多可安放多少份骨灰；以及
- the total number of sets of ashes that may be interred in the columbarium.  
在該骨灰安置所內，總共最多可安放多少份骨灰。

## Gist of Application 申請摘要

(Please provide details in both English and Chinese as far as possible. This part will be circulated to relevant consultees, uploaded to the Town Planning Board's Website for browsing and free downloading by the public and available at the Planning Enquiry Counters of the Planning Department for general information.)

(請盡量以英文及中文填寫。此部分將會發送予相關諮詢人士、上載至城市規劃委員會網頁供公眾免費瀏覽及下載及於規劃署規劃資料查詢處供一般參閱。)

Application No. 申請編號	(For Official Use Only) (請勿填寫此欄)		
Location/address 位置／地址	Kwai Chung Town Lot No. 531, Junction of Mei Ching Road and Container Port Road South, Kwai Chung, New Territories 葵涌美青路與貨櫃碼頭南路交界的葵涌市地段第531號用地		
Site area 地盤面積	55,245 sq. m 平方米 <input checked="" type="checkbox"/> About 約 (includes Government land of 包括政府土地 sq. m 平方米 <input type="checkbox"/> About 約)		
Plan 圖則	Approved Stonecutters Island Outline Zoning Plan No. S/SC/10 昂船洲分區計劃大綱核准圖編號S/SC/10		
Zoning 地帶	"Other Specified Uses" annotated "Container Related Uses and Underground Sewage Treatment Works with Ancillary Above Ground Facilities" 「其他指定用途」註明「與貨櫃有關用途及地下污水處理廠連附屬地面設施」		
Applied use/ development 申請用途／發展	Proposed Minor Relaxation of Building Height Restriction for Permitted Logistics Centre (Cold Storage) Development with Public Vehicle Park 就准許的物流中心（冷藏庫）及公眾停車場擬議略為放寬建築物高度限制		
(i) Gross floor area and/or plot ratio 總樓面面積及／或地積比率		sq.m 平方米	Plot Ratio 地積比率
	Domestic 住用	<input type="checkbox"/> About 約 <input type="checkbox"/> Not more than 不多於	<input type="checkbox"/> About 約 <input type="checkbox"/> Not more than 不多於
	Non-domestic 非住用	138,000 <input checked="" type="checkbox"/> About 約 <input type="checkbox"/> Not more than 不多於	2.50 <input checked="" type="checkbox"/> About 約 <input type="checkbox"/> Not more than 不多於
(ii) No. of block 幢數	Domestic 住用		
	Non-domestic 非住用	1	
	Composite 綜合用途		



(iii) Building height/No. of storeys 建築物高度／層數	Domestic 住用		m 米 <input type="checkbox"/> (Not more than 不多於)
			mPD 米(主水平基準上) <input type="checkbox"/> (Not more than 不多於)
			Storeys(s) 層 <input type="checkbox"/> (Not more than 不多於)  ( <input type="checkbox"/> Include 包括/ <input type="checkbox"/> Exclude 不包括 <input type="checkbox"/> Carport 停車間 <input type="checkbox"/> Basement 地庫 <input type="checkbox"/> Refuge Floor 防火層 <input type="checkbox"/> Podium 平台)
	Non-domestic 非住用		m 米 <input type="checkbox"/> (Not more than 不多於)
		48 maximum main roof height	mPD 米(主水平基準上) <input checked="" type="checkbox"/> (Not more than 不多於)
			7 Storeys(s) 層 <input checked="" type="checkbox"/> (Not more than 不多於)  ( <input type="checkbox"/> Include 包括/ <input checked="" type="checkbox"/> Exclude 不包括 <input type="checkbox"/> Carport 停車間 2 storeys 層 <input checked="" type="checkbox"/> Basement 地庫 <input type="checkbox"/> Refuge Floor 防火層 <input type="checkbox"/> Podium 平台)
	Composite 綜合用途		m 米 <input type="checkbox"/> (Not more than 不多於)
			mPD 米(主水平基準上) <input type="checkbox"/> (Not more than 不多於)
			Storeys(s) 層 <input type="checkbox"/> (Not more than 不多於)  ( <input type="checkbox"/> Include 包括/ <input type="checkbox"/> Exclude 不包括 <input type="checkbox"/> Carport 停車間 <input type="checkbox"/> Basement 地庫 <input type="checkbox"/> Refuge Floor 防火層 <input type="checkbox"/> Podium 平台)
(iv) Site coverage 上蓋面積		Not more than 50	% <input type="checkbox"/> About 約
(v) No. of units 單位數目			-
(vi) Open space 休憩用地	Private 私人		sq.m 平方米 <input type="checkbox"/> Not less than 不少於
	Public 公眾		sq.m 平方米 <input type="checkbox"/> Not less than 不少於

(vii) No. of parking spaces and loading / unloading spaces 停車位及上落客貨車位數目	Total no. of vehicle parking spaces 停車位總數	
	Private Car Parking Spaces 私家車車位 209 Motorcycle Parking Spaces 電單車車位 23 Light Goods Vehicle Parking Spaces 輕型貨車泊車位 70 Medium Goods Vehicle Parking Spaces 中型貨車泊車位 Heavy Goods Vehicle Parking Spaces 重型貨車泊車位 202 Others (Please Specify) 其他 (請列明) Container Vehicle Parking Spaces 457	
	Total no. of vehicle loading/unloading bays/lay-bys 上落客貨車位／停車處總數	
	Taxi Spaces 的士車位 3 Coach Spaces 旅遊巴車位 1 Light Goods Vehicle Spaces 輕型貨車車位 Medium Goods Vehicle Spaces 中型貨車位 Heavy Goods Vehicle Spaces 重型貨車車位 78 Others (Please Specify) 其他 (請列明) Container Vehicle Spaces 26	

Submitted Plans, Drawings and Documents 提交的圖則、繪圖及文件		
	Chinese 中文	English 英文
<b>Plans and Drawings 圖則及繪圖</b>		
Master layout plan(s)/Layout plan(s) 總綱發展藍圖／布局設計圖	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Block plan(s) 樓宇位置圖	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Floor plan(s) 樓宇平面圖	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Sectional plan(s) 截視圖	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Elevation(s) 立視圖	<input type="checkbox"/>	<input type="checkbox"/>
Photomontage(s) showing the proposed development 顯示擬議發展的合成照片	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Master landscape plan(s)/Landscape plan(s) 園境設計總圖／園境設計圖	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Others (please specify) 其他 (請註明)	<input type="checkbox"/>	<input type="checkbox"/>
<hr/>		
<b>Reports 報告書</b>		
Planning Statement/Justifications 規劃綱領/理據	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Environmental assessment (noise, air and/or water pollutions) 環境評估 (噪音、空氣及／或水的污染)	<input type="checkbox"/>	<input type="checkbox"/>
Traffic impact assessment (on vehicles) 就車輛的交通影響評估	<input type="checkbox"/>	<input type="checkbox"/>
Traffic impact assessment (on pedestrians) 就行人的交通影響評估	<input type="checkbox"/>	<input type="checkbox"/>
Visual impact assessment 視覺影響評估	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Landscape impact assessment 景觀影響評估	<input type="checkbox"/>	<input type="checkbox"/>
Tree Survey 樹木調查	<input type="checkbox"/>	<input type="checkbox"/>
Geotechnical impact assessment 土力影響評估	<input type="checkbox"/>	<input type="checkbox"/>
Drainage impact assessment 排水影響評估	<input type="checkbox"/>	<input type="checkbox"/>
Sewerage impact assessment 排污影響評估	<input type="checkbox"/>	<input type="checkbox"/>
Risk Assessment 風險評估	<input type="checkbox"/>	<input type="checkbox"/>
Others (please specify) 其他 (請註明)	<input type="checkbox"/>	<input type="checkbox"/>
<hr/>		
<hr/>		

Note: May insert more than one 「✓」, 註：可在多於一個方格內加上「✓」號



Note: The information in the Gist of Application above is provided by the applicant for easy reference of the general public. Under no circumstances will the Town Planning Board accept any liabilities for the use of the information nor any inaccuracies or discrepancies of the information provided. In case of doubt, reference should always be made to the submission of the applicant.

註：上述申請摘要的資料是由申請人提供以方便市民大眾參考。對於所載資料在使用上的問題及文義上的歧異，城市規劃委員會概不負責。若有任何疑問，應查閱申請人提交的文件。

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**SECTION 16 PLANNING APPLICATION TOWN PLANNING ORDINANCE (CAP. 131)**

**PROPOSED MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION FOR  
PERMITTED LOGISTICS CENTRE (COLD STORAGE) DEVELOPMENT  
WITH PUBLIC VEHICLE PARK AT KWAI CHUNG TOWN LOT NO. 531,  
JUNCTION OF MEI CHING ROAD AND CONTAINER PORT ROAD SOUTH,  
KWAI CHUNG, NEW TERRITORIES**

**- Supplementary Planning Statement -**

**TOWNLAND CONSULTANTS LIMITED**

**PROPOSED MINOR RELAXATION OF BUILDING HEIGHT  
RESTRICTION FOR PERMITTED LOGISTICS CENTRE (COLD  
STORAGE) DEVELOPMENT WITH PUBLIC VEHICLE PARK  
AT KWAI CHUNG TOWN LOT NO. 531, JUNCTION OF MEI  
CHING ROAD AND CONTAINER PORT ROAD SOUTH, KWAI  
CHUNG, NEW TERRITORIES**

**SECTION 16 PLANNING APPLICATION**

**Supplementary Planning Statement**

---

**Applicant**

Sunrise Victory Limited

**Planning Consultant, Visual Impact  
Specialist & Submitting Agent**

Townland Consultants Limited

**Architect**

Wong Tung & Partners Limited

File Reference: MCRKC

For and on behalf of Townland Consultants Limited

Approved by : \_\_\_\_\_

Position : \_\_\_\_\_

Date : \_\_\_\_\_



associate Director

19/01/2023

19 January 2023



## **CONTENTS**

### **EXECUTIVE SUMMARY**

#### **1. INTRODUCTION**

- 1.1 Introduction and Purpose
- 1.2 Development Objective

#### **2. SITE CONTEXT**

- 2.1 Site Location
- 2.2 Land Status
- 2.3 Existing Uses and Surrounding Land Uses
- 2.4 Accessibility

#### **3. PLANNING CONTEXT**

- 3.1 Statutory Planning Context
- 3.2 Planning History
- 3.3 Non-Statutory Planning Context

#### **4. SITE CONSTRAINTS AND REQUIREMENTS FOR MODERN LOGISTICS AND COLD STORAGE**

- 4.1 Site Constraints
- 4.2 Minimum No. of Storeys Required to Achieve the Permissible GFA
- 4.3 Operational and Structural Requirements for Modern Logistics and Cold Storage
- 4.4 Limitations to Deeper Excavation

#### **5. THE DEVELOPMENT PROPOSAL**

- 5.1 Proposed Minor Relaxation of BH Restriction for Permitted Logistics Centre (Cold Storage) Development with Public Vehicle Park
- 5.2 OZP Compliant Scheme
- 5.3 The Proposed Development
- 5.4 Justified Ceiling/ F-t-F Height to Meet the Operational and Structural Requirements for Modern Logistics and Cold Storage
- 5.5 Technical and Accommodation Schedule
- 5.6 Internal Transport Arrangement
- 5.7 Development Programme

#### **6. PLANNING JUSTIFICATIONS**

- 6.1 In Line with the Government Policy
- 6.2 Utilising the Permissible GFA on the Application Site
- 6.3 Significant Excavation is not Preferred
- 6.4 In Line with the Planning Intention of the "OU" annotated "Container Related Uses and Underground Sewage Treatment Works with Ancillary Above Ground Facilities" Zone
- 6.5 Enabling Better Visual Amenity through Provision of Rooftop Garden and Sensitive Façade Treatment
- 6.6 Consideration of Green Building Design
- 6.7 No Adverse Visual Impact
- 6.8 No Adverse Landscape Impact
- 6.9 No Adverse Air Ventilation Impact
- 6.10 No Adverse Infrastructural Impact

#### **7. CONCLUSION**

### **APPENDICES**

- Appendix 1** Architectural Drawings of the OZP Compliant Scheme and Proposed Development
- Appendix 2** Visual Impact Assessment

## EXECUTIVE SUMMARY

This Section 16 Planning Application is submitted on behalf of Sunrise Victory Limited (the “**Applicant**”) to seek permission from the TOWN PLANNING BOARD (“**TPB**”/the “**BOARD**”) for Minor Relaxation of Building Height (“**BH**”) Restriction for a Permitted Logistics Centre (Cold Storage) Development with Public Vehicle Park (“**Proposed Development**”) at Kwai Chung Town Lot (“**KCTL**”) No. 531, at the junction of Mei Ching Road and Container Port Road South, Kwai Chung, New Territories (“**Application Site**”).

The Application Site is zoned "Other Specified Uses" annotated "Container Related Uses and Underground Sewage Treatment Works with Ancillary Above Ground Facilities" (referred to as “**OU**”) on the Approved Stonecutters Island Outline Zoning Plan No. S/SC/10 (“**Approved OZP**”). For uses other than sewerage treatment/screening Plant, a maximum BH of 40 metres above Principal Datum (“**mPD**”) and a maximum site coverage (“**SC**”) of 50% are imposed on the Application Site/Proposed Development. The Application Site was purchased through Government Land Sale for logistics services and public vehicle park purposes with a permissible Gross Floor Area (“**GFA**”) of 138,000m<sup>2</sup>.

In line with Government policy direction and vision for the Application Site to develop high value-added modern logistics and enhance the competitiveness of the logistics sector of Hong Kong, the Proposed Development is envisioned to be a state-of-the-art cold storage and modern logistics facility. In accordance with standards and requirements of modern logistics for cold chain, adequate floor-to-floor height is required to ensure sufficient room for stacking, internal circulation by good vehicles and structural loading. Minor relaxation of the BH Restriction from 40mPD to 48mPD (20%) is thus sought to ensure the development is in line with modern requirements and to fully utilise the permissible GFA. The proposed average ceiling height / floor-to-floor height remain below the industry average and previous Government assumptions for logistics development on the Application Site.

The Proposed Development is justified on the following grounds:

- The Proposed Development is in line with Government’s Policy for promoting high value-added modern logistics development in Hong Kong and Vision of developing a multi-storey modern logistics facility at the Application Site;
- The Proposed Development helps meet the rising demand for cold storage to enhance the competitiveness of the logistics sector of Hong Kong in terms of high-end and high value-added logistics services (including cold chain);
- The proposed Minor Relaxation of BH Restriction is required to accommodate the GFA permitted under the Lease with sufficient headroom to allow for adequate stacking and safe movement of goods;
- The Application Site is subject to various constraints and there is limited flexibility to increase the building footprint or increase excavation;
- The proposed F-t-F height is not excessive and well-justified to meet the operation and structural requirements of modern logistics and cold storage;
- The proposed Minor Relaxation of BH Restriction will provide greater design flexibility for greening opportunities and sustainability initiatives at the roof level such as the installation of PV panels and/or rainwater harvesting system, which is line with the “Hong Kong’s Climate Action Plan 2050” on energy saving and green buildings;
- The proposed Minor Relaxation of BH Restriction is considered minor in nature and deemed acceptable in terms of visual impact; and
- The proposed Minor Relaxation will have no adverse impact on the road network or other infrastructural provision.

Based on the above justifications and as detailed in this Supplementary Planning Statement, we respectfully request the BOARD to give favourable consideration to this Application.

## 行政摘要

（內文如有差異，以英文版本為準）

根據《城市規劃條例》第十六條，我司代表 **Sunrise Victory Limited**（下稱「**申請人**」）向城市規劃委員會（下稱「**城規會**」）呈交規劃申請書，要求略為放寬位於葵涌美青路與貨櫃碼頭南路交界的葵涌市地段第 **531** 號用地（下稱「**申請地點**」）的建築物高度限制，以發展准許的物流中心（冷藏庫）及公眾停車場（下稱「**擬議發展**」）。

申請地點座落於〈昂船洲分區計劃大綱核准圖編號 **S/SC/10**〉（下稱「**核准圖**」）中的「其他指定用途」註明「與貨櫃有關用途及地下污水處理廠連附屬地面設施」地帶（下稱「**其他指定用途地帶**」）。就污水處理／隔篩廠以外的用途，申請地點／擬議發展的建築物高度和上蓋面積限制分別為主水平基準上 **40** 米和 **50%**。申請地點經政府招標購入並指定作物流服務及公眾停車場用途，其最高的樓面總面積可達 **138,000** 平方米。

為配合政府發展高增值現代物流設施和加強香港物流業的競爭性的政策及政府對申請地點的願景，擬議發展將發展為先進冷藏庫和現代物流設施。按現代冰鮮鏈物流的標準和要求，充裕的層與層之間的高度以確保足夠堆放空間、貨車內部行車空間和承重量是必須的。因此，申請人要求把建築物高度限制由主水平基準上 **40** 米略為放寬至主水平基準上 **48** 米，以配合現代要求及充分利用准許的樓面總面積。擬議的平均樓底高度／層與層之間的高度仍較業界平均水平和早前政府假設作物流發展的假定低。

擬議發展具備以下充分理據的支持：

- 擬議發展符合政府發展高增值現代物流設施政策和政府對申請地點發展作多層現代物流設施的願景；
- 擬議發展有助應付對冷藏庫不斷增加的需求以加強香港物流業的競爭性，尤其是高端和高增值物流服務（包括冰鮮鏈）；
- 擬議發展需要略為放寬築物高度限制以容納地契容許的樓面總面積和提供充裕樓底高度讓貨物適當地堆放和安全地運送；
- 申請地點受制於不同限制並且沒有空間以增加建築物面積或挖掘深度；
- 擬議層與層之間的高度並不過分及充分地滿足現代物流設施和冷藏庫的營運和結構要求；
- 擬議略為放寬築物高度限制將就天台層提供更大彈性予綠化和可持續發展設計，如太陽能發電和／或雨水收集裝置，與《香港氣候行動藍圖 2050》中的節能綠建策略一致；
- 擬議略為放寬築物高度限制為輕微並在視覺影響方面是可以接受的；和
- 擬議略為放寬築物高度限制不會對道路系統和其他基礎設施帶來不良影響。

基於上述原因及這份補充規劃文件中詳述的理由，我司懇請城規會考慮批准是次規劃申請。



Reference: MCRKC/EC/01  
Date: 18 January 2023

**TO THE TOWN PLANNING BOARD:**

**SECTION 16 PLANNING APPLICATION  
THE TOWN PLANNING ORDINANCE (CHAPTER 131)**

**PROPOSED MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION FOR  
PERMITTED LOGISTICS CENTRE (COLD STORAGE) DEVELOPMENT  
WITH PUBLIC VEHICLE PARK  
AT KWAI CHUNG TOWN LOT NO. 531,  
JUNCTION OF MEI CHING ROAD AND CONTAINER PORT ROAD SOUTH,  
KWAI CHUNG, NEW TERRITORIES**

**1. INTRODUCTION**

**1.1 Introduction and Purpose**

- 1.1.1 We are instructed by Sunrise Victory Limited (the “**Applicant**”), to submit this Section 16 (“**S16**”) Planning Application to seek permission from the Town Planning Board (“**TPB**”/ the “**BOARD**”) for Minor Relaxation of Building Height (“**BH**”) Restriction for a Permitted Logistics Centre (Cold Storage) Development with Public Vehicle Park (“**Proposed Development**”) at Kwai Chung Town Lot (“**KCTL**”) No. 531, at the junction of Mei Ching Road and Container Port Road South, Kwai Chung, New Territories (“**Application Site**”).
- 1.1.2 The Application Site falls within an "Other Specified Uses" annotated "Container Related Uses and Underground Sewage Treatment Works with Ancillary Above Ground Facilities" zone (referred to as “**OU**”) on the Approved Stonecutters Island Outline Zoning Plan No. S/SC/10 (“**Approved OZP**”). According to the Remarks of the OU zone, for uses other than sewerage treatment/ screening plant, a maximum BH of 40 metres above Principal Datum (“**mPD**”), a maximum gross floor area (“**GFA**”) of 253,450m<sup>2</sup> and a maximum site coverage (“**SC**”) of 50% shall apply. Minor Relaxation of the BH Restriction from 40mPD to 48mPD (+20%) is hereby sought to accommodate the GFA permissible under the Lease for the Proposed Modern Logistics and Cold Storage Development taking into account operational requirements and specific site constraints.
- 1.1.3 This Supplementary Planning Statement (“**SPS**”) provides relevant information on the Application to facilitate the BOARD’s consideration. The following Sections will provide a description of the Application Site and its surroundings, the planning context, details of the Proposed Development and justifications in support of the Application.

**1.2 Development Objective**

- 1.2.1 Hong Kong continues to see a high demand for new supply of cold logistics and new modern logistics to cater to the growing e-commerce demand in Hong Kong and to serve cross-border requirements to China. Recognising the strategic location of the Application Site being easily accessible to established road networks that connect to Hong Kong’s central business districts, international airport, and the border to Mainland China, the Applicant intends to develop a Prime Cold Storage and Modern Logistics Facility with Public Vehicle Park at the Application Site.
- 1.2.2 The Proposed Development is formulated in line with Government policy direction and vision for the Site to develop high value-added modern logistics to enhance the competitiveness of the logistics sector of Hong Kong. The Proposed Development will be a state-of-the-art cold storage facility that fulfils the standards and requirements of modern logistics and cold storage.

## 2. SITE CONTEXT

### 2.1 Site Location

- 2.1.1 The Application Site with a site area of approx. 55,245m<sup>2</sup> is located near the Kwai Tsing Container Terminal at the junction of Mei Ching Road and Container Port Road South, Kwai Chung (**Figure 2.1** refers).

### 2.2 Land Status

- 2.2.1 The Application Site is also known as KCTL No. 531, which was acquired by the Applicant through Government Land Sale in July 2022. In accordance with the Lease, the Application Site is designated for logistics services and public vehicle park purposes, with a maximum attainable GFA of 138,000m<sup>2</sup>.

### 2.3 Existing Uses and Surrounding Land Uses

- 2.3.1 The Application Site, currently vacant, is located at the north-eastern portion of the “OU” zoning, intended for Container Related Uses and Underground Sewage Treatment Works with Ancillary Above Ground Facilities. An underground Biological Treatment Plant (“BTP”) was intended to be provided within this zone in relation to the Harbour Area Treatment Scheme (“HATS”) Stage 2B. However, a review study of HATS Stage 2B revealed that HATS Stage 2A has already provided adequate capacity to cater to the projected sewage flow and the water quality in most parts of Victoria Harbour will comply with the Water Quality Objectives. Therefore, it is concluded that there is no urgent need to implement HATS Stage 2B.

- 2.3.2 In terms of the surrounding context of the Site, as the Site is located adjacent to the Kwai Tsing Container Terminals in the west, the immediate surrounding of the Site is characterised by container related uses, such as logistics facilities, container storage and open-air carpark for goods vehicles. A summary of the surrounding area is provided below (**Figure 2.2** also refers):

- To the immediate north of the Site is a large open-air car park and the Food and Environmental Hygiene Department (“FEHD”)’s Transport Section Tat Mei Road Depot. A large-scale private housing estate, Mei Foo Sun Chuen, is located to the further northeast on the opposite side of Lai Chi Kok Park and West Kowloon Highway.
- A large open-air carpark abuts the eastern and southern boundary of the Application Site. To the further east of the Site are the Tsing Sha Highway, Kowloon Motor Bus Depot and multiple shipyards. The Stonecutters Island Sewage Treatment Works and West Kowloon Refuse Transfer Station are located to the further southeast of the Site.
- To the west and southwest of the Site and across Container Port Road South is the Container Terminal 8 of Kwai Tsing Container Terminals and Rambler Channel.
- Container Terminals 6 and 7 of Kwai Tsing Container Terminals, Kwai Chung Custom House and the China Resources Int’l Logistics Centre are located to the further northwest of the Site.

### 2.4 Accessibility

- 2.4.1 Vehicular access to the Application Site will be provided at Container Port Road South per the requirements under the Lease. The Application Site is well served by various major expressways, e.g. Tsing Sha Highway (Route 8), Tsing Kwai Highway (Route 3) and West Kowloon Highway (Route 3), which connect the Site to various places in Hong Kong, particularly the container terminals and airport. In terms of public transport, the Site can be accessed by minibuses to/ from Kwai Fong (Route 87A) and Lai Chi Kok (Route 44M). A minibus stop is located along Container Port Road South to the south of the Site.

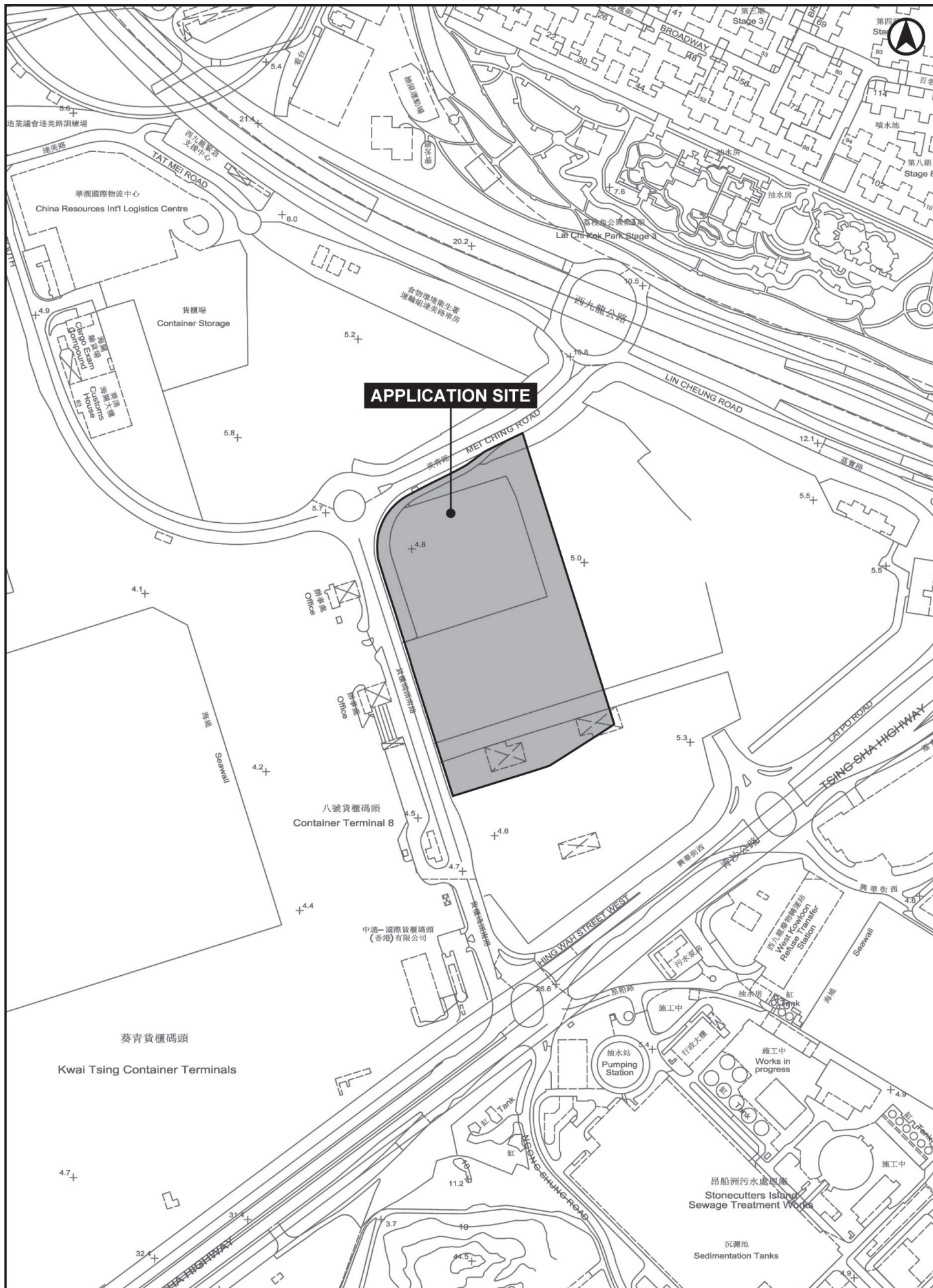
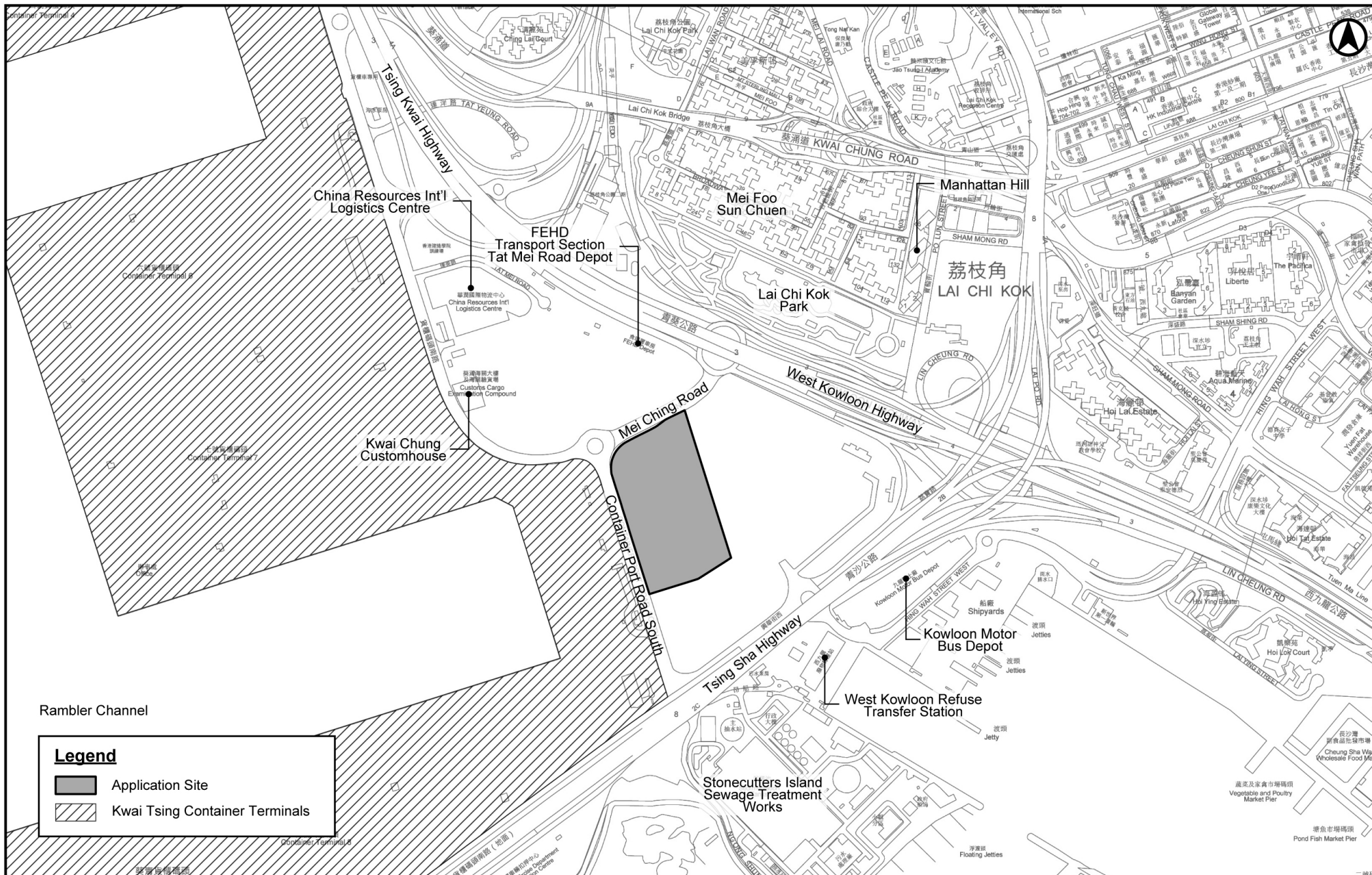


FIGURE 2.1 SITE LOCATION PLAN  
SCALE 1 : 5,000





MCRKC

**FIGURE 2.2 SITE LOCATION PLAN**  
SCALE 1 : 10,000

### 3. PLANNING CONTEXT

#### 3.1 Statutory Planning Context

*Approved Stonecutters Island Outline Zoning Plan No. S/SC/10*

- 3.1.1 The Application Site is zoned “Other Specified Uses” annotated “Container Related Uses and Underground Sewage Treatment Works with Ancillary Above Ground Facilities” (referred to as “OU”) on the Approved OZP. ‘Cargo Handling and Forwarding Facility’, ‘Eating Place (Canteen, Cooked Food Centre only)’ and ‘Public Vehicle Park’ are Column 1 uses which are always permitted (**Figures 3.1** and **3.2** refer).
- 3.1.2 According to the Statutory Notes of the Approved OZP, the “OU” zone is intended “*primarily to cater for the container related uses, including container freight station, parking area for goods vehicles and container trailers/tractors, loading/ unloading facilities, and container storage and repairs, and to provide land for the development of an underground sewage treatment plant with ancillary above ground facilities*”.
- 3.1.3 According to the Remarks of the “OU” zone, for uses other than sewerage treatment/screening plant, a maximum BH of 40mPD, a maximum GFA of 253,450m<sup>2</sup> and a maximum SC of 50% is imposed (The maximum SC is understood to apply to individual developments in the “OU” zone.). Based on individual merits of a development proposal, minor relaxation of these development restrictions may be considered by the TPB on application under section 16 of the Town Planning Ordinance.
- 3.1.4 With reference to para. 7.3.8 of the Explanatory Statement (“**ES**”) of the Approved OZP, the maximum GFA, SC and BH restrictions stipulated in the “OU” zone are to provide a proper control on the development intensity and built form of the future developments to minimize any adverse visual impact on the surrounding residential areas.

#### 3.2 Planning History

*Planning Application No. Y/SC/1*

- 3.2.1 A Section 12A Planning Application (TPB Ref: Y/SC/1) (“**Rezoning Request**”) submitted by the Environmental Protection Department (“**EPD**”) to amend the Approved Stonecutters Island OZP No. S/SC/8 to facilitate Government’s HATS Stage 2B and co-use of land for aboveground container related uses was partially agreed by the Metro Planning Committee of the TPB on 18/12/2009. The Rezoning Request covers the Application Site and the wider “OU” zone (total 21.5ha).
- 3.2.2 As part of the Rezoning Request, an Indicative Concept was prepared to demonstrate a development option of Proposed Container Related Uses (including container storage yards, container vehicle parks and logistics centre) at the proposed “OU” zone. The proposed logistics centre with container vehicle park was proposed at the eastern portion of the “OU” zone. The development parameters are provided in **Table 3.1**.

**Table 3.1 Major Development Parameters of Proposed Container Related Uses under Planning Application No. Y/SC/1**

Major Development Parameters	Indicative Master Concept Plan
Site Area (m <sup>2</sup> )	144,307
Plot Ratio	1.76
GFA (m <sup>2</sup> )	253,435
Maximum BH	35m (for logistics centres)
No. of Storeys	5 (for logistics centres)
Average Floor-to-Floor (“ <b>F-t-F</b> ”) Height	7m (for logistics centres)

- 3.2.3 Several recommended amendments were proposed by Planning Department (“**PlanD**”) with a view to clearly delineate the proposed land uses. During the meeting, some members raised concerns regarding the massing and built form of the above ground structures in relation to the visual impact on the surrounding residential area and agreed to stipulate development parameters for above ground uses in the Notes of the subject “OU” zone.





FIGURE 3.1 APPROVED STONECUTTERS ISLAND OUTLINE ZONING  
PLAN NO. S/SC/10 (EXTRACT)  
SCALE 1 : 5,000



OTHER SPECIFIED USES (Cont'd)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
<u>For “Container Related Uses and Underground Sewage Treatment Works with Ancillary Above Ground Facilities” only</u>	
Cargo Handling and Forwarding Facility	Ambulance Depot
Container Storage/Repair Yard	Dangerous Goods Godown
Container Vehicle Park/Container Vehicle Repair Yard	Eating Place (not elsewhere specified)
Eating Place (Canteen, Cooked Food Centre only)	Industrial Use
Government Refuse Collection Point	Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances
Government Use (not elsewhere specified)	Petrol Filling Station
Public Convenience	Place of Recreation, Sports or Culture
Public Transport Terminus or Station	Public Clinic
Public Utility Installation	Refuse Disposal Installation
Public Vehicle Park	Shop and Services (Bank only)
Shop and Services (Service Trades only)	Social Welfare Facility
Underground Sewage Treatment/ Screening Plant with Ancillary Above Ground Facilities	Utility Installation for Private Project
Warehouse (excluding Dangerous Goods Godown)	Vehicle Repair Workshop

Planning Intention

This zone is intended primarily to cater for the container related uses, including container freight station, parking area for goods vehicles and container trailers/tractors, loading/unloading facilities, and container storage and repairs, and to provide land for the development of an underground sewage treatment plant with ancillary above ground facilities.

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

For “Container Related Uses and Underground Sewage Treatment Works  
with Ancillary Above Ground Facilities” only (Cont'd)

Remarks

- (1) For uses other than the sewage treatment/screening plant, no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum gross floor area of 253 450m<sup>2</sup> and a maximum building height of 40 metres above Principal Datum (mPD), or the gross floor area and height of the existing building, whichever is the greater.
- (2) For the ancillary above ground facilities of the underground sewage treatment/screening plant, no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum gross floor area of 12 600m<sup>2</sup> and a maximum building height of 30mPD, or the gross floor area and height of the existing building, whichever is the greater.
- (3) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum site coverage of 50%, or the site coverage of the existing building, whichever is the greater.
- (4) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the development 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.

(Please see next page)

*Proposed Amendments to the Approved Stonecutters Island Outline Zoning Plan No. S/SC/8  
(MPC Paper No. 13/10)*

- 3.2.4 Taking forward the Rezoning Request, Proposed Amendments to the Approved Stonecutters Island Outline Zoning Plan No. S/SC/8 were made and considered by the TPB on 25 June 2010. The “OU” zone was adopted to facilitate Government’s HATS Stage 2B and co-use of land for aboveground container related uses. The development parameters as proposed under the Indicative Conceptual Master Plan form the basis of the development restrictions imposed on the zoning. In response to the concerns by TPB Members, a maximum site coverage of 50% was proposed to further control the build form and massing of all future developments in the subject zone. The proposed BH Restriction of 40mPD for container related uses was made with reference to the then under construction logistics centre at KCTL No. 507 (i.e. China Resources Int’l Logistics Centre) disposed of by the Government in 2008 (**Para. 5.2 of MPC Paper No. 13/10** refers). The proposed amendments were agreed by the MPC and the Draft Stonecutters Island Outline Zoning Plan No. S/SC/9 which reflected the proposed amendments was gazetted on 23 July 2010. No adverse representations were received during the exhibition period and the proposed amendments were approved by the Chief Executive in Council. The Approved Stonecutters Island Outline Zoning Plan No. S/SC/10 (i.e. the prevailing OZP) was gazetted on 23 September 2011.

### 3.3 Non-Statutory Planning Context

*Support for Hong Kong Logistics Industry on National, Regional and Local Levels*

- 3.3.1 The 14th Five-Year Plan for National Economic and Social Development of the People’s Republic of China and the Long-Range Objectives Through the Year 2035 (“**14th Five-Year Plan**”) supports Hong Kong to enhance its role as an international maritime centre and international aviation hub and developing towards a high-end and high value-added direction to integrate into the national development. As shown in the Outline Development Plan for Guangdong-Hong Kong-Macao Greater Bay Area (“**GBA**”), Hong Kong’s advantages in international maritime logistics is recognised and will be leveraged to form a world-class port cluster and international maritime logistics hub with other cities in the GBA. According to a written reply by the Secretary for Transport and Logistics to the member of Legislative Council dated 6 July 2022, the Government indicated their awareness of the great importance of the Hong Kong port and logistics industry and will fully support the development of high value-added logistics to strengthen Hong Kong’s international competitive edge and to capture the opportunities arising from national development. Part of the measures to achieve this objective is through identifying suitable sites for the development of multi-storey buildings for modern logistics facilities. The Site is identified as a suitable site for Government sale. The Government indicates they will continuously support the development of high-value added logistics service in Hong Kong.

*Policy Address*

- 3.3.2 The Policy Address (“**Policy Address**”) is the annual address made by the Chief Executive (“**CE**”) of Hong Kong outlining the policy objectives of the Government for the following year. In the Chief Executive’s 2022 Policy Address, the CE continued to promote high value-added modern logistics development in the following directions: “(i) *reinforcing intermodal transport by integrating air, sea and land transport to strengthen the key role played by Hong Kong in the logistics chain of the GBA*; (ii) *leveraging our strengths in handling high-value goods to promote the development of high-end and high value-added logistics services, such as the processing of cold chain goods, fresh food and pharmaceuticals*; and (iii) *encouraging a wider application of smart logistics solutions by the logistics trade to enhance competitiveness through technology*” (**Para 49 of the CE’s 2022 Policy Address** refers).
- 3.3.3 The importance of developing high value-added logistics to strengthen the logistics industry as one of the pillars of Hong Kong’s economy and to enhance Hong Kong’s status as an international transportation centre was also highlighted in The Chief Executive’s 2021 Policy Address (**Para. 43 of the CE’s 2022 PA** refers). In particular, the Application Site is one of the port back-sites being studied for multi-storey port back-up and modern logistics facilities according to 2021 Policy Address Supplement.



*Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030 (“HK2030+”)*

- 3.3.4 HK2030+ is a long-term planning framework to guide Hong Kong's city planning, land and infrastructure development, and shape Hong Kong as a liveable, competitive and sustainable “Asia's World City” beyond 2030. One of the “Building Blocks” to achieve the vision and planning goal in 2030+ is embracing new economic opportunities and challenges through adequate land supply at strategic locations for different economic activities and conducive environment to harness innovation and technology. A key strategic direction under this Building Block is to create capacity for sustaining economic growth and broadening economic base. For the logistics industry, the Government will plan new logistics sites with direct connection and short distance to strategic transport infrastructure to enhance the competitiveness of Hong Kong as a prime transportation hub with the finest transport and logistics infrastructure linking to the global logistics supply chain (***Final Recommendations Booklet of HK2030+*** refers).

*Land Sale by Public Tender of the Application Site*

- 3.3.5 On 25 March 2022, the Government announced the Application Site would be disposed by public tender for logistics services and public vehicle purposes. THB remarked that “*The logistic industry is a very important part of the Hong Kong economy and makes significant contributions to the Hong Kong community. With a view to promoting modern logistics development progressively, the Government will continue to identify more suitable sites for the development of multi-storey modern logistics facilities, so as to strengthen Hong Kong's role as a regional logistics hub. Subject to the market reaction to the land disposal of the aforementioned Kwai Chung site, we will continue to identify suitable logistics sites for conducting feasibility studies*”.

*Agreement No. CE 22/2017 (CE) – Study on Multi-storey Heavy Goods Vehicle Car Park cum Modern Logistics Building in Kwai Chung – Feasibility Study*

- 3.3.6 Prior to Government's disposal of the Site, Transport and Housing Bureau (“**THB**”) entrusted Civil Engineering and Development Department (“**CEDD**”) to review the feasibility of developing a multi-storey heavy goods vehicle car park cum modern logistics building at the “OU” zone under Agreement No. CE 22/2017 (CE) (“**The Feasibility Study**”).
- 3.3.7 The Study comprised technical assessments and building design as well as business model, operation mode, financial viability and economic impact of a proposed Multi-storey Heavy Goods Vehicle Car Park cum Modern Logistics Building (“**MSC&MLB**”). The MSC&MLB would accommodate the car parks currently operated under Short Term Tenancies (“**STT**”)s within the Kwai Tsing District and modern logistics facilities. As a portion of the Study Site is reserved for co-use with an underground Biological Treatment Plant (“**BTP**”) under the HATS Stage 2B to be developed at a time much later than the MSC&MLB (proposed under Agreement No. CE 44/2009 (DS) “Review of the Harbour Area Treatment Scheme Stage 2B – Feasibility Study” by EPD), the Study evaluated and developed viable schemes to facilitate the co-use of the Study Site to suit the different development programme/special requirement of the co-users. The Study concluded that the Application Site is most appropriate to accommodate the proposed MSC&MLB with assessment based on a Recommended Scheme of an Integrated Block with one 2-way Ramp Drum and Space for MSC and MLB on different floors (i.e. MSC and MLB uses integrated vertically).

## 4. SITE CONSTRAINTS AND REQUIREMENTS FOR MODERN LOGISTICS AND COLD STORAGE

### 4.1 Site Constraints

4.1.1 In addition to the 50% SC restriction on the “OU” zone under the Approved OZP, the Application Site is also subject to a number of Site Constraints including various non-building areas (“NBAs”), that limit a larger building footprint and significantly limit design flexibility of the Proposed Development. These are summarized in **Figure 4.1** and the following bullets:

- Three (3) existing drainage facilities of 7-8m wide run in the east-west direction at the northern, middle and southern portions of the Site.
- A large area along the eastern boundary is reserved for carrying out the construction of sewage treatment works (“**Works Area for STW**”) where the Government will take possession of the said area for not more than 8 consecutive years from 2031 or later (after the commencement of the Proposed Development), and as such, is deemed undevelopable.
- A drainage reserve (“**DR**”) of 10m wide abutting the Works Area for STW is stipulated where only minor structures are allowed.
- To facilitate the future road widening of Container Port Road South, a NBA is stipulated along the western boundary of the Site and to be surrendered to the Government when required.

4.1.2 Based on these NBAs and development constraints, the building footprint is confined to centre portion of the Site with the drainage facility in the middle bisecting the Site. To avoid the inefficient architectural arrangement of constructing two separate buildings on the Site (i.e. requiring additional statutory and operational provisions such as additional set of ramp and fire escape facilities) rendered by the drainage facility in the middle portion of the Site, the Applicant has submitted a drainage diversion proposal to Drainage Services Department (“**DSD**”) to divert the drainage facility to the northern portion of the Site<sup>1</sup>. After diversion, the buildable area is restricted to about 28,054m<sup>2</sup> (50.7% of the Site Area). It is noted that under Building (Planning) Regulation (“**B(P)R**”), a permissible SC of up to 82.5% is permitted for a non-domestic building over 30m but not exceeding 36m (assuming compliance with the BH restriction of 40mPD at mean street level of about 4.64mPD) for Class B site. As such, it is evident that the Site is subject to a number of unique site constraints and statutory requirements that has limited the building design.

### 4.2 Minimum No. of Storeys Required to Achieve the Permissible GFA

4.2.1 In order to realise the Applicant's intention to develop a Prime Cold Storage and Modern Logistics Facility at the Application Site, a number of operational and structural requirements and market standards has influenced the design of the Proposed Development. To implement a modern logistics facility integrating various logistics functions, including materials handling, production, storage and transportation and to meet the unique nature of cold storage, a purpose-built design approach with higher requirements for building specifications is required.

4.2.2 Based on the unique site constraints mentioned in **Section 4.1**, the maximum SC of 50% according to the Approved OZP, and taking into account of the potential GFA concessions (subject to the approval by the Building Authority at the detail design stage), it is estimated that a minimum of seven (7) storeys is required to accommodate the allowable GFA (i.e. 138,000m<sup>2</sup>) permitted under the Lease.

<sup>1</sup> The proposed drainage diversion will have the same coverage per the existing facilities, therefore, the drainage effect will be similar after diversion. The new drainage facility will have sufficient capacity to cater for the runoff generated in terms of its flood storage volume. The discharge path of the Site/ Proposed Development will not be changed as a result of the drainage diversion.

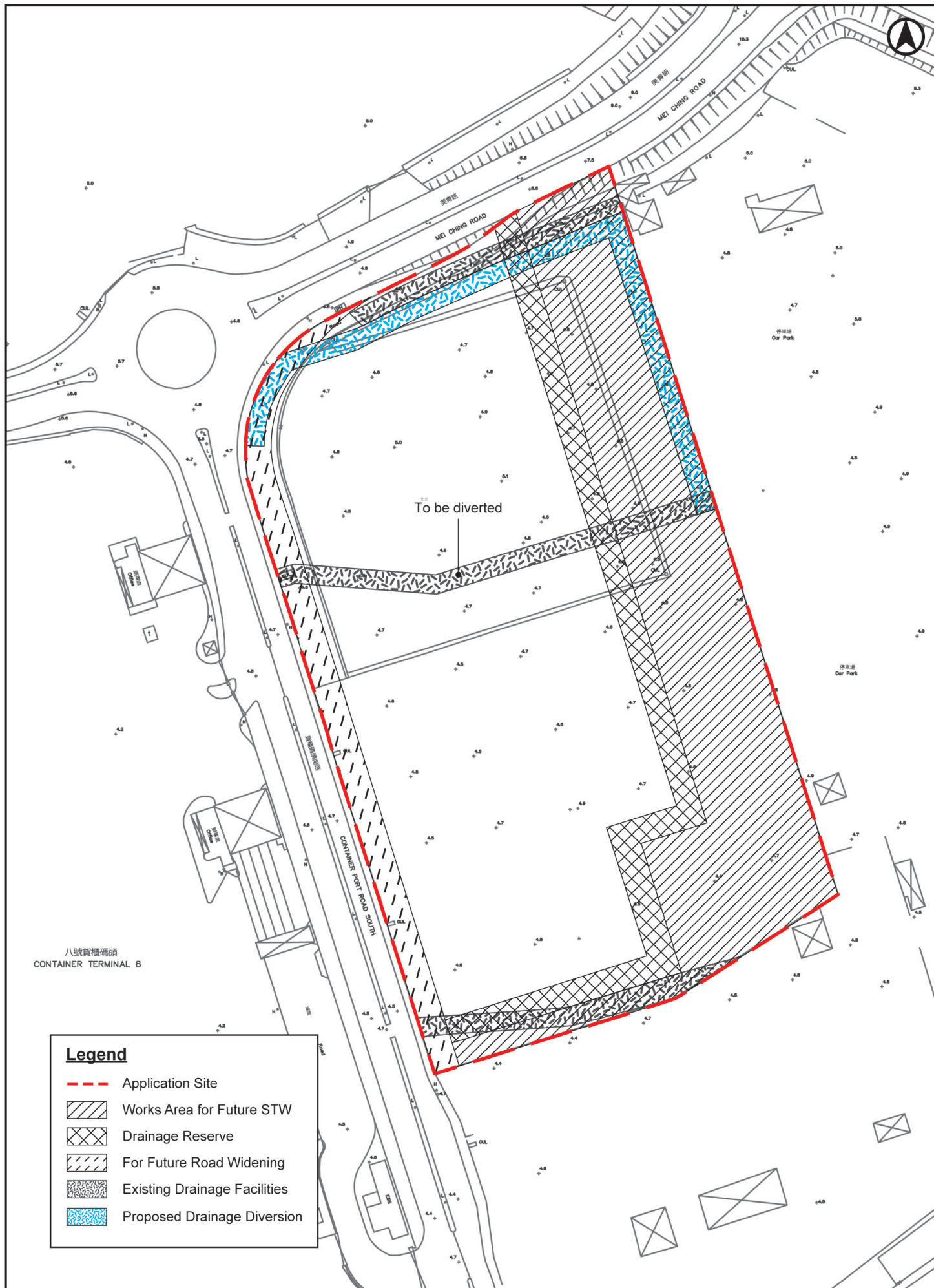


FIGURE 4.1 LOCATIONS OF NON-BUILDING AREAS  
SCALE 1 : 2,000



### 4.3 Operational and Structural Requirements for Modern Logistics and Cold Storage

- 4.3.1 Cold Storage plays a critical role in the cold chain logistics industry where uninterrupted series of production, storage, and distribution activities are operated within strictly controlled low-temperature environments. Cold chain goods are perishable, thus, adequate cold storage is crucial to prevent quantitative and qualitative losses. It is also a matter of public health concern when it comes to food and pharmaceutical products with associated licensing requirements by FEHD for food cold storages and additional requirements by the Department of Health for pharmaceutical cold storages.

#### *Direct Access between Cold Storage Warehouses and HGV Loading/Unloading Facilities*

- 4.3.2 One such specification is providing all floors within a Modern Logistics Facility with direct vehicular access between Storage areas and Heavy Goods Vehicles (“HGV”)<sup>2</sup> or container vehicles (up to 16m long) docking facilities. This is critical to the loading/ unloading (“L/UL”) process for cold storage in respect to the quality control of temperature-sensitive products. To minimise exposure to ambient temperature, direct and short transfer process between cold storage warehouse and L/UL facilities is recommended. Sealed loading docks should also be provided if practicable. As such, a 4.7m clear headroom is required at docking facilities, as well as the circular ramp system accessing all floors.
- 4.3.3 While a lower F-t-F height may be achieved with the traditional L/UL arrangement adopted in conventional industrial buildings and warehouses served with goods lifts, this approach will lengthen the exposure of goods to ambient temperature and is considered out-of-date and not in line with the requirement of modern logistics.

#### *Structural Loading Requirements*

- 4.3.4 A higher specification for the beam depth is required to allow for the structural loading to support HGV and container vehicles (up to 16m long) access through the Modern Logistics Facility. Per the specification of modern logistics and the lease requirement of the Site, substantial parking spaces for goods vehicles up to 16m long is required. In this regard, 16m wide aisle for manoeuvring is needed, requiring 16m structural grid arrangement in at least one dimension. 16m structural grid is considered long span requiring deeper beams to support the specified loading. The deeper beams imply a higher structural zone than the traditional warehouses.
- 4.3.5 Furthermore, the Building (Construction) Regulation (“B(C)R”) prescribes particular loading requirements for Cold Storage (considered heavy structural loading). Typical 4m storage height translates to a 20kPa load requirement by code, requiring a beam depth of approx. 1m, while a minimum of 15kPa loading requirement for cold storage up to 3m (an additional 5kPa loading requirement is prescribed for each additional meter of storage height).

#### *Cold Storage Requirements*

- 4.3.6 Cold chain is extremely sensitive to temperature change and cold storage facilities rely on continuous refrigeration support. As a result, significant and uninterrupted power supply is anticipated. To assure cold storage operates without interruption at all times, an on-site 132kV electricity substation is required to cater the significant electricity demand. The electricity substation and a series of associated transformer rooms will occupy some additional floor spaces and require relatively high headroom. Other Building Services, including sprinkler pipes, sprinklers, refrigeration pipes, air duct, cable containment, etc., will also be required; needing sufficient E/M space to be provided.
- 4.3.7 To minimise the consumption of electricity for refrigeration, ceiling and floor insulation layers shall be provided to minimise the temperature loss and this will contribute to additional F-t-F height and loading requirement when compared to ordinary warehouse.

<sup>2</sup> Heavy Goods Vehicles refer collectively to Medium Goods Vehicles (“MGV”) and Heavy Goods Vehicles (“HGV”), which both share the same Space and Loading/Unloading Bay requirements, and Container Vehicles up to 16m long.

- 4.3.8 Cold Storage goods are normally stacked up pallets and are usually manoeuvred by manned or automated forklifts. When designing cold storage facilities, critical circulation dimensions for forklifts to function needs to be considered. Pallets comes in ISO standard sizes. Common local practice often sees half pallet stacks without shelving racks. The half pallets stacks are approximately 1.2-1.4M each. Headroom provisions are to be made in consideration of pallet modular sizes, the operation of the forklifts, amongst other buildings provision.

#### **4.4 Limitations to Deeper Excavation**

- 4.4.1 As the Application Site is located on reclaimed land, significant excavation is not preferred. Deeper excavations, particularly in weak reclaimed soils with high-water table results in significantly greater soil loads and water pressures that acts on the temporary Excavation and Lateral Support (“**ELS**”) and permanent basement walls and slabs. These greater forces have to be resisted with larger structural element sizes and more reinforcement which increases the overall amount of materials required for construction which is not an efficient and sustainable approach to carbon neutrality. Also, given the presence of possibly contaminated Marine Deposits in deeper soil layers, increasing the amount excavation will also increase the volume of soil materials to be removed including the Marine Deposits and will increase the risk of impacting the environment.

## 5. THE DEVELOPMENT PROPOSAL

### 5.1 Proposed Minor Relaxation of BH Restriction for Permitted Logistics Centre (Cold Storage) Development with Public Vehicle Park

5.1.1 This S16 Planning Application seeks approval for Minor Relaxation of BH Restriction to accommodate the permissible GFA on the Site and to facilitate the Applicant's intention to develop a state-of-the-art Cold Storage and Modern Logistics Facility. As required under the Lease, the Proposed Development also includes a Public Vehicle Park providing parking for motor cycles (9 nos.), private cars (117 nos.), LGV (70 nos.), HGV (131 nos.) and container vehicle (433 nos.). Minor relaxation of BH Restriction will enable the Proposed Development to meet the operational requirements and market standards in terms of F-t-F heights and clear headroom heights, HGV L/UL facilities at all levels, and provide the required parking provision and public vehicle park imposed on the Site. The additional BH will also provide more design flexibility for enhanced visual amenity and sustainable building initiatives such as roof level landscaping, installation of PV panels and/ or rainwater harvesting systems. Other options to meet the BH Restriction such as increasing building footprint and lowering of F-t-F heights have been studied and are considered neither feasible nor desirable.

### 5.2 OZP Compliant Scheme

5.2.1 The Applicant is permitted as of right to develop a Logistics Centre with a BH of 40mPD and SC of 50% under the Approved OZP. To demonstrate this, an OZP Compliant Scheme is developed based on a BH of 40mPD, a SC of 50% to meet the Site Constraints, and the permitted GFA of 138,000m<sup>2</sup> allowed under the Lease ("**OZP Compliant Scheme**"). The Architectural Drawings of the OZP Compliant Scheme are attached at **Part I of Appendix 1**. The OZP Compliant Scheme consists of a 7-storey development plus 2 basement levels, with a total GFA of 138,000m<sup>2</sup> at a main roof level at 40mPD.

5.2.2 While the OZP Compliant Scheme complies with the OZP Restrictions, it will result in an inefficient and insufficient cold storage and logistics facility that is not in par with current market standards and cannot meet the operational requirements as outlined in **Section 4.2**, namely:

- 2 Levels of Storage are accessible only by van-type Light Goods Vehicles ("**LGV**"s) requiring goods lifts to make up the lack of HGVs access which leads to inefficient use of space and increasing the exposure of cold goods to ambient temperature.
- 4 Levels of Storage are limited to ceiling heights of 2, 2.1 and 3.1m only, which is significantly under market standard and unreasonable, while still requiring a specified structural loading required under B(C)R for cold storage.
- Portion of the roof (about 4,300m<sup>2</sup>) must be void/ open air to allow for HGV L/UL at 6/F and access to R/F parking without exceeding the main roof height of 40mPD, reducing opportunities for rooftop planting, installations of PV panels and/or rainwater harvesting facilities.

### 5.3 The Proposed Development

5.3.1 The Proposed Development adopts a similar building footprint as the OZP Compliant Scheme and consists of 7-storeys plus 2 basement levels at 48mPD. There is no change to the total GFA of 138,000m<sup>2</sup>. The Architectural Drawings of the Proposed Development are attached at **Part II of Appendix 1**.

5.3.2 The Minor Relaxation of BH Restriction directly responds to the shortcomings of the OZP Compliant Scheme and allows the Proposed Development to achieve requirements and standards for modern logistics and cold storage. Minor Relaxation of BH Restriction to 48mPD will enable the following planning and design merits and improvements against the OZP Compliant Scheme:

- (i) Meeting the requirements of modern logistics and cold storage and in line with Government Policy Direction and vision for the Site;
- (ii) More efficient use of available logistics land supply in the Kwai Tsing Logistics Cluster;



- (iii) Enhancement of cold storage services through provision of reasonable ceiling height and ancillary facilities (e.g. L/UL bays for various types of GVs and docking facilities);
- (iv) Improved sustainability through installations of PV panels and/or rainwater harvesting system; and
- (v) Increased landscaping and greening opportunities at roof level.

5.3.3 Given the merits set out above, the Proposed Development is highly preferred over the OZP Compliant Scheme from the architectural and operation perspectives.

#### **5.4 Justified Ceiling/ F-t-F Height to Meet the Operational and Structural Requirements for Modern Logistics and Cold Storage**

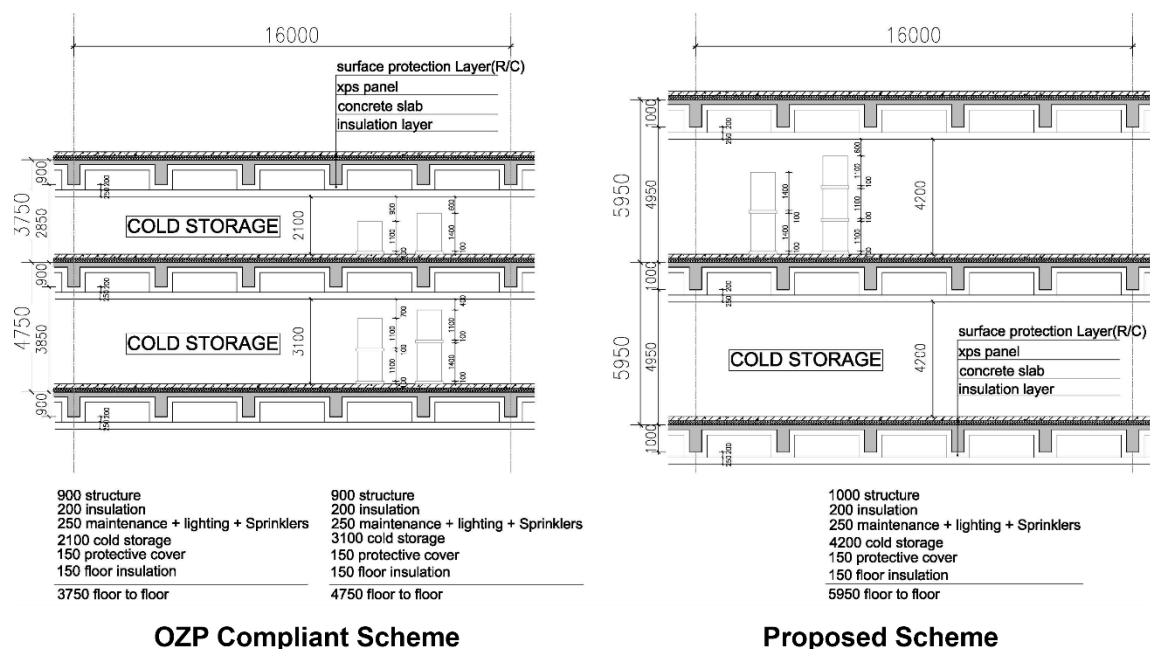
5.4.1 Operational and structural requirements for modern logistics and cold storage development have been considered in the design of the Proposed Development.

5.4.2 A circular ramp enabling HGV access to all floors is provided to allow more efficient and dynamic L/UL activities. The 4.7m clear headroom, together with 1.2m loading dock, will enable the Proposed Development to facilitate the transfer of cold chain goods in a quick, safe, and temperature-controlled manner. The circular ramp will also facilitate vehicular access to ancillary and public vehicle parking at B1/F, B2/F, and R/F of the Proposed Development.

5.4.3 The Proposed Development will provide a clear headroom of 4.2m for cold storage, vastly improving the standard of the Proposed Development as a Modern Logistics and Cold Storage Facility when compared to the OZP Compliant Scheme. As demonstrated in **Figure 5.1**, a ceiling height of 4.2m allows up to double stacking of pallets and 3 levels of shelves whereas the ceiling heights of 2.1m and 3m at some levels under the OZP Compliant Scheme do not allow for pallet stacking and only allow 1 to 2 levels of shelving. It is also doubtful whether forklift trucks can be operated in the storage area with the limited headroom. According to the research by Colliers<sup>3</sup>, the ceiling height of cold storage is averaged at about 4.8m and ranges between 4m to 5.4m. The proposed ceiling height of 4.2m is considered not excessive and has balanced the market needs and potential impact as a result of the minor relaxation of BH Restriction.

5.4.4 In this regard, a F-t-F height of 5.95m is adopted to facilitate a 4.2m clear headroom and to provide the necessary structural and building services requirements, including the beam depth to enable 16m structural grid and for structural loading of 20kPA (equivalent to about 2,040kg/m<sup>2</sup>) to meet the specification of modern logistics and the requirement under B(C)R for cold storage; and E&M facilities, including insulation, maintenance, lighting, sprinklers systems, protective cover, floor insulation, etc (**Figure 5.1** refers). A F-t-F height of 6.45m is adopted at G/F to accommodate to accommodate for the convergence of building services routings and the required surface fall. The Proposed F-t-F heights are highly reasonable with reference to the assumed average F-t-F height of 7m proposed by EPD in the 2009 Rezoning Request for this Site (**Section 3.2 refers.**)

**Figure 5.1 Comparison Section of Cold Storage Between OZP Compliant Scheme and Proposed Scheme**



- 5.4.5 The proposed Minor Relaxation of BH Restriction to 48mPD will facilitate a modern logistics and cold storage facility that meets operations and market standards, which otherwise cannot be achieved under the OZP Complain Scheme, resulting in a sub-standard logistics facility at this prime location and potential underutilisation of land resources.

## 5.5 Technical and Accommodation Schedule

- 5.5.1 The Technical and Accommodation Schedule at **Table 5.1** summarizes the major development parameters of the OZP Compliant Scheme and Proposed Development:

**Table 5.1 Technical and Accommodation Schedule**

TECHNICAL SCHEDULE		
	OZP Compliant Scheme	Proposed Development
Site Area	Approx. 55,245m <sup>2</sup>	
Site Classification	Class B	
Proposed GFA	Approx. 138,000m <sup>2</sup>	Approx. 138,000m <sup>2</sup>
Proposed Plot Ratio	Approx. 2.50	Approx. 2.50
Proposed SC	50%	50%
No. of Storeys	7 (excluding 2 basement levels)	7 (excluding 2 basement levels)
F-t-F Heights for Cold Storage	3.65m (5-6/F) 3.75m (4/F) 4.75m (3/F) 5.95m (1-2/F) 6.45m (G/F)	5.95m (1-6/F) 6.45m (G/F)
BH (Main Roof Level)	40mPD	48mPD
Greenery Coverage	Not less than 30%	Not less than 32%

ACCOMMODATION SCHEDULE		
	OZP Compliant Scheme	Proposed Development
B2/F	Car Park	Car Park
B1/F	Car Park	Car Park
G/F	Lobby, L/UL, Car Park, Canteen, Cold Storage	Lobby, L/UL, Car Park, Canteen, Cold Storage
1/F	L/UL, Cold Storage	L/UL, Cold Storage
2/F	L/UL, Cold Storage	L/UL, Cold Storage
3/F	L/UL, Cold Storage	L/UL, Cold Storage
4/F	Car Park, Cold Storage	L/UL, Cold Storage
5/F	Car Park, Cold Storage	L/UL, Cold Storage
6/F	L/UL, Cold Storage	L/UL, Cold Storage
R/F	Car Park	Car Park

## 5.6 Internal Transport Arrangement

- 5.6.1 Vehicular access of the Proposed Development will be provided at Container Port Road South per the Lease.
- 5.6.2 As required under the Lease, a substantial number of ancillary and public parking spaces shall be provided within the Site. The summary of the parking spaces provision is tabulated at **Table 5.2**. Parking spaces will be provided within 2 basement levels, at G/F (within the NBAs), and at roof level. The provision of parking spaces fulfils and does not exceed the requirement under the Lease. To enable direct docking facilities to cold storage, L/UL bays will be provided at all levels. Docking Facilities with 1.2m tall loading dock with dock seals will be equipped to level the cold storages and the loading compartment of the trucks and provide temperature control. Similar to other logistics developments, coach drop-off area is also reserved for future shuttle services for the workers.
- 5.6.3 To enable HGV access at all levels, a circular ramp with min. radius of 14.5m is provided throughout the Proposed Development. Adequate queuing spaces per the requirement under the Lease are also provided to avoid traffic queue tails to the public road.

**Table 5.2 Provision of Transport Facilities**

Types of Spaces	Provision (nos.)
<u>Public Vehicle Park</u>	
Motorcycle	9
Private Car	117
LGV	70
HGV	131
Container Vehicle	433
<u>Parking (for Logistics Use)</u>	
Motorcycle	14
Private Car	92
HGV	71
Container Vehicle	24
<u>Loading/Unloading (for Logistics Use)</u>	
HGV	78
Container Vehicle	26
<u>Queuing Spaces (for Logistics Use)</u>	
HGV	27
Container Vehicle	10
Coach Drop-off (for Shuttle Service for Workers)	1
Taxi and Private Cars Drop-off	3

## 5.7 Development Programme

- 5.7.1 The Proposed Development is anticipated to be completed in Q4 2027.



## 6. PLANNING JUSTIFICATIONS

### 6.1 In Line with the Government Policy

- 6.1.1 The Proposed Development is fully in line with Government's strategy to promote high value-added modern logistics development as announced in the Chief Executive's 2022 Policy Address. The Government will continue to adopt measures to support the Hong Kong logistics industry to develop high value-added logistics, so as to strengthen our international competitive edge and to seize the immense opportunities arising from the national development. This S16 Planning Application is the Applicant's direct response to Government's policy intention to leverage on strengths in handling high-value goods, including cold chain goods, such as fresh food and pharmaceutical products. Minor Relaxation of BH Restriction by 20% is proposed to increase F-t-F heights required for modern logistics and cold storage to meet operational needs and market standards.

### 6.2 Utilising the Permissible GFA on the Application Site

- 6.2.1 The Proposed Development will allow the permissible GFA of 138,000m<sup>2</sup> to contribute to enabling Cold Storage development at modern standards at the Application Site. This GFA is equivalent to 28% of existing licensed cold stores GFA<sup>3</sup>. The Minor Relaxation of BH restriction is required to allow sufficient floors of cold storage areas with sufficient headroom thereby increasing the accommodation capacity (i.e. through stacking of goods).
- 6.2.2 The emergence of e-commerce in the past years has significantly increased the demand for storage places for frozen food and other temperature-sensitive products. On the top of that, COVID-19 has increased the consumption of frozen food due to the need of dine-at-home amid the social distancing restrictions. According to the research by Colliers<sup>3</sup>, Hong Kong's retained imported frozen food increased by 49% between 2018 and 2020. Although there is a progression of returning to normal for society, the continuous shift in consumer habits from traditional retail channels (e.g. supermarket and wet markets) to online retail is expected to create a surging demand for cold storage. The rising concerns over food safety and public health also increase the importance of temperature-controlled environment for temperature-sensitive goods (e.g. fresh food and vaccines). IMARC Group<sup>4</sup> reviewed the Asia Pacific Cold Chain Market and anticipates a compound annual growth rate of 13.5% during 2023 to 2028, a valuable opportunity for the Hong Kong logistics sector to seize.
- 6.2.3 The Site, being located in the Kwai Tsing district, is a highly suitable location for cold storage with its proximity to various strategic road networks. According to Centre for Food Safety<sup>5</sup>, out of the 88 licensed cold stores for frozen meat, chilled meat, frozen poultry and chilled poultry, 36 (about 41%) are located in the Kwai Tsing district (as of 10 Oct 2022). Supply of cold storage at the Application Site will be accurately responding to the market needs.
- 6.2.4 Furthermore, supply of new en-bloc cold storage is rare in Hong Kong with the average building age of existing licensed cold stores at 32 years old and 27% in buildings over 40 years old<sup>3</sup>. Many new supplies of cold stores in Hong Kong are located in typical industrial building through building alteration (e.g. thickening the floor slab and installation of insulation layers). There is therefore a need for Hong Kong to enhance out-of-date practices and to ensure that new purpose-built facilities are optimised in terms of efficiency and design.

<sup>3</sup> Source: Colliers (2021) Cold Storage Demand Increasing (<https://www.colliers.com/download-article?itemId=b45319fe-90bc-4ba7-94bf-5651a7b38a97>)

<sup>4</sup> Source: IMARC Group (2022) Asia Pacific Cold Chain Market: Industry Trends, Share, Size, Growth, Opportunity and Forecast 2023-2028 (<https://www.imarcgroup.com/asia-pacific-cold-chain-market>)

<sup>5</sup> Source: Centre for Food Safety (2022) List of Licensed Cold Stores ([https://www.cfs.gov.hk/english/import/import\\_icfsg\\_07\\_app2.html](https://www.cfs.gov.hk/english/import/import_icfsg_07_app2.html))

### 6.3 Significant Excavation is not Preferred

- 6.3.1 Various scenarios have been considered to accommodate the required design and operational factors within the current BH Restriction, including maximising site excavation and/or lowering the development site formation level. However, this option is not preferred as the site is located on reclaimed land (**Section 4.4** refers), and lowering the Site beyond street level will require significant structural support and exacerbate flooding issues require drainage facilities (e.g. pump house). This is counter-productive towards the principle of energy saving and utilisation of floor space as the flooding issue can be effortlessly mitigated with a higher site formation level. Furthermore, lowering the G/F beyond the Street Level (at about 4.5mPD) would result vehicular manoeuvring issues (e.g. when turning) for good vehicles due to the significant level differences. Maintaining a similar site formation level with the mean street level is more logical and effective approach for the Proposed Development.

### 6.4 In Line with the Planning Intention of the "OU" annotated "Container Related Uses and Underground Sewage Treatment Works with Ancillary Above Ground Facilities" Zone

- 6.4.1 The Proposed Uses are fully in line with the Statutory Planning Intention of the "OU" annotated "Container Related Uses and Underground Sewage Treatment Works with Ancillary Above Ground Facilities" zone. 'Cargo Handling and Forwarding Facility', 'Eating Place (Canteen, Cooked Food Centre only)' and 'Public Vehicle Park' are uses always permitted. The Proposed Development will not hinder the development of underground STW with ancillary above ground facilities within the zoning, where a portion of the Application Site has been reserved for the works area of the future STW by Government, as required under the Lease.

### 6.5 Enabling Better Visual Amenity through Provision of Rooftop Garden and Sensitive Façade Treatment

- 6.5.1 Despite the Proposed Development having a slightly higher BH compared to the OZP Compliant Scheme, façade treatment (Artist's Impression provided at **Figure 6.1** refers) can help create visual interest when viewed at close range. By using contrasting horizontal bands with some highlights of sharp colours in tiles and paint to articulate the elevation, the building bulk will be lessened visually. With a larger floor plate at the roof level when compared to the OZP Compliant Scheme, more opportunity for rooftop planting exists to enhance visual amenity of the Proposed Development. Artist's Impressions in **Parts I and II of Appendix 1** illustrates the differences between the OZP Compliant Scheme and the Proposed Development, in particular the roof level. Complemented with landscaping, the provision of the rooftop garden will also contribute to higher well-being and public health, improvement to workplace quality and enhancing the quality of life.

**Figure 6.1 Indicative Façade Treatment**



## 6.6 Consideration of Green Building Design

- 6.6.1 The Proposed Development will comply with the Sustainable Building Design Guidelines (PNAP APP-152) (“SBDG”) (*Part II of Appendix 1* refers).
- 6.6.2 The Minor Relaxation of BH Restriction will allow the roof area to be used for rooftop greening and green building measures, including PV panel installation and/or rainwater harvesting systems to enhance the sustainability of the building and to put forward the concept of carbon neutrality. The rooftop landscaped areas will also improve the environmental quality and mitigate heat island effect as far as possible. Without the flexibility afforded by the Minor Relaxation of BH Relaxation, the roof area is reduced to accommodate an open-air area to allow for vehicular access to 6/F and R/F in the OZP Compliant Scheme.
- 6.6.3 The Proposed Development will provide electric vehicle (“EV”) charging facilities per the Lease requirement in respond to the popularisation of EVs.
- 6.6.4 The Applicant intends to seek BEAM Plus Platinum Certification introduced by Hong Kong Green Building Council and LEED Gold Certification introduced by U.S. Green Building Council upon completion.

## 6.7 No Adverse Visual Impact

- 6.7.1 A Visual Impact Assessment (“VIA”) is provided in *Appendix 2* to aid in visualising the three-dimensional relationship of the Proposed Development with the surrounding context and to consider the associated visual impacts. Five (5) Viewpoints (“VPs”) have been selected which best represent the key public viewing points looking towards the Proposed Development. Based on the VIA, the Proposed Development is considered to be **fully acceptable** in terms of visual impact.
- 6.7.2 The Proposed Development will maintain a coherent BH profile with the Kwai Tsing Container Terminal Area whilst preserving visual interest through provision of rooftop greening. The SC Restriction under the Approved OZP is also met.

## 6.8 No Adverse Landscape Impact

- 6.8.1 In accordance with the Lease, tree felling within the Site is subject to the approval of Lands Department and the Applicant will separately seek approval for any tree removal within the Site. As the S16 Planning Application aims to seek for minor relaxation of BH restriction without increase in building footprint as compared to the OZP Compliant Scheme, no additional landscape impact is anticipated as a result of the increased BH. The Proposed Development provides an additional 2% Greenery Coverage above the SBDG requirement, equivalent to approx. 1,100m<sup>2</sup> greenery, resulting in positive landscape impact when compared to the OZP Compliant Scheme.

## 6.9 No Adverse Air Ventilation Impact

- 6.9.1 With reference to the Site Wind Availability Data, the annual and summer prevailing winds for the Site are from East (E) and South-Southwest (SSW) respectively.
- 6.9.2 Under the annual prevailing wind condition, the unobstructed incoming wind from the East would travel over the Site through the building setback area along the northern and south-eastern site boundary to ventilate downwind areas. Besides, the Proposed Development is located in an area at Stonecutters Island where developments are of low rise nature and are in line with the Proposed Development. The Proposed Development is not anticipated to result in adverse impact of wind ventilation performance on the surrounding areas under annual prevailing winds.
- 6.9.3 Under the summer prevailing wind condition, the unobstructed incoming wind could pass the Site through the building setback area along the northern and south-eastern site boundary. Furthermore, there are two major air ventilation paths, which are Mei Ching Road as well as Tsing Sha Highway to ventilate the downwind areas, e.g. Mei Foo Sun Chuen and Hoi Lai Estate. Hence, the Proposed Development is not anticipated to result in adverse impact of wind performance on the downwind areas under summer prevailing wind.



## 6.10 No Adverse Infrastructural Impact

- 6.10.1 Prior to the land sale, the Feasibility Study conducted by CEDD (CE 22/2017 (CE)) concluded that a proposed logistics facility with public vehicle park at the Application Site would not result in significant adverse infrastructural impacts. The Proposed Development is in line with the proposed Development Intensity under The Feasibility Study, and as such no adverse infrastructural impact is anticipated.

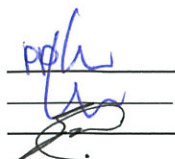
## 7. CONCLUSION

- 7.1 This Section 16 Planning Application seeks planning permission for Minor Relaxation of BH Restriction to enable full use of the permissible GFA on the Application Site with sufficient headroom and standards for a modern Prime Cold Store Facility. It has been demonstrated in this SPS that the Proposed Minor Relaxation of BH Restriction is justified on the following grounds:

- The Proposed Development is in line with Government's Policy for promoting high value-added modern logistics development in Hong Kong and Vision of developing a multi-storey modern logistics facility at the Application Site;
- The Proposed Development helps meet the rising demand for cold storage to enhance the competitiveness of the logistics sector of Hong Kong in terms of high-end and high value-added logistics services (including cold chain);
- The proposed Minor Relaxation of BH Restriction is required to accommodate the GFA permitted under the Lease with sufficient headroom to allow for adequate stacking and safe movement of goods;
- The Site is subject to various constraints and there is limited flexibility to increase the building footprint or increase excavation;
- The proposed F-t-F height is not excessive and well-justified to meet the operation and structural requirements of modern logistics and cold storage;
- The proposed Minor Relaxation of BH Restriction will provide greater design flexibility for greening opportunities and sustainability initiatives at the roof level such as the installation of PV panels and/or rainwater harvesting system;
- The proposed Relaxation of BH Restriction is considered minor in nature and deemed acceptable in terms of visual impact; and
- No adverse infrastructural impacts are anticipated.

- 7.2 In light of the justifications and planning merits put forth in this SPS, we sincerely request the BOARD to give favourable consideration to this Application.

Edited &  
Approved by: Cindy Tsang  
Edited by: Vincent Lau  
Prepared by: Eric Chan



Date: 19 January 2023  
File Ref: MCRKC

# *Appendix 1*

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ARCHITECTURAL DRAWINGS

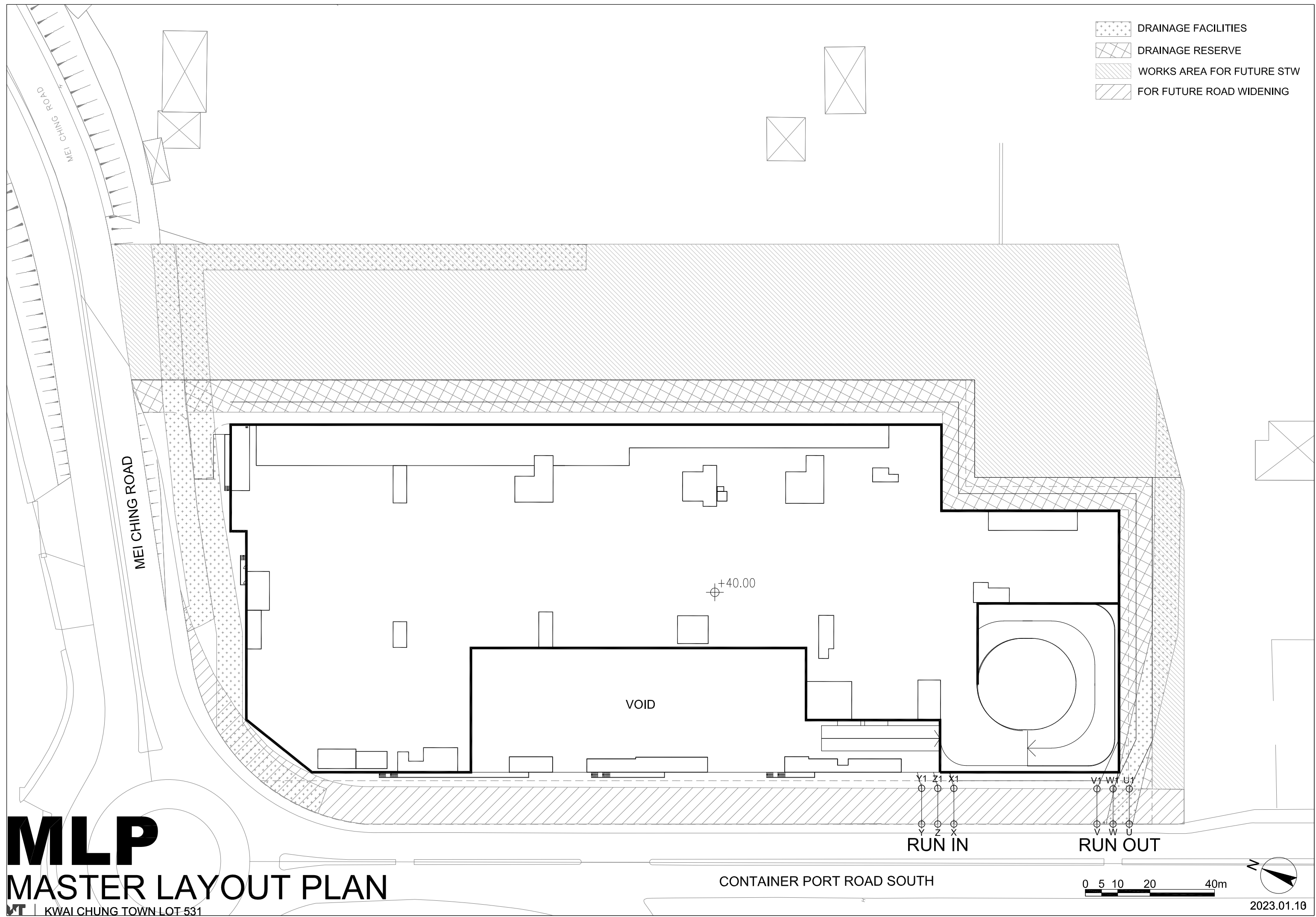
# *Appendix 1 (Part I)*

---

ARCHITECTURAL DRAWINGS OF OZP  
COMPLIANT SCHEME



-  DRAINAGE FACILITIES
-  DRAINAGE RESERVE
-  WORKS AREA FOR FUTURE STW
-  FOR FUTURE ROAD WIDENING



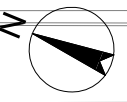
**MLP**  
**MASTER LAYOUT PLAN**  
KWAI CHUNG TOWN LOT 531

CONTAINER PORT ROAD SOUTH

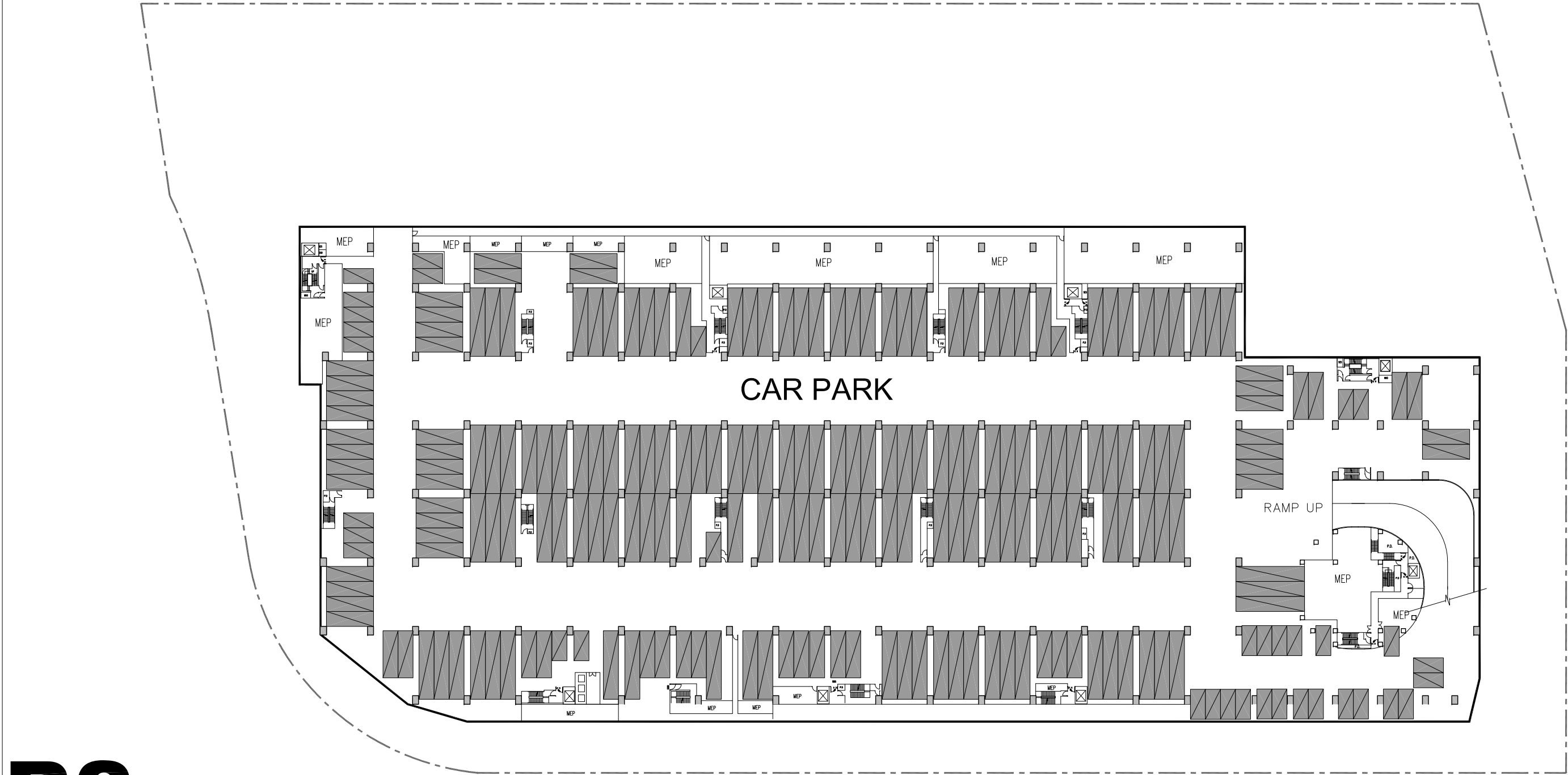
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RUN OUT

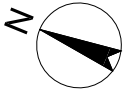
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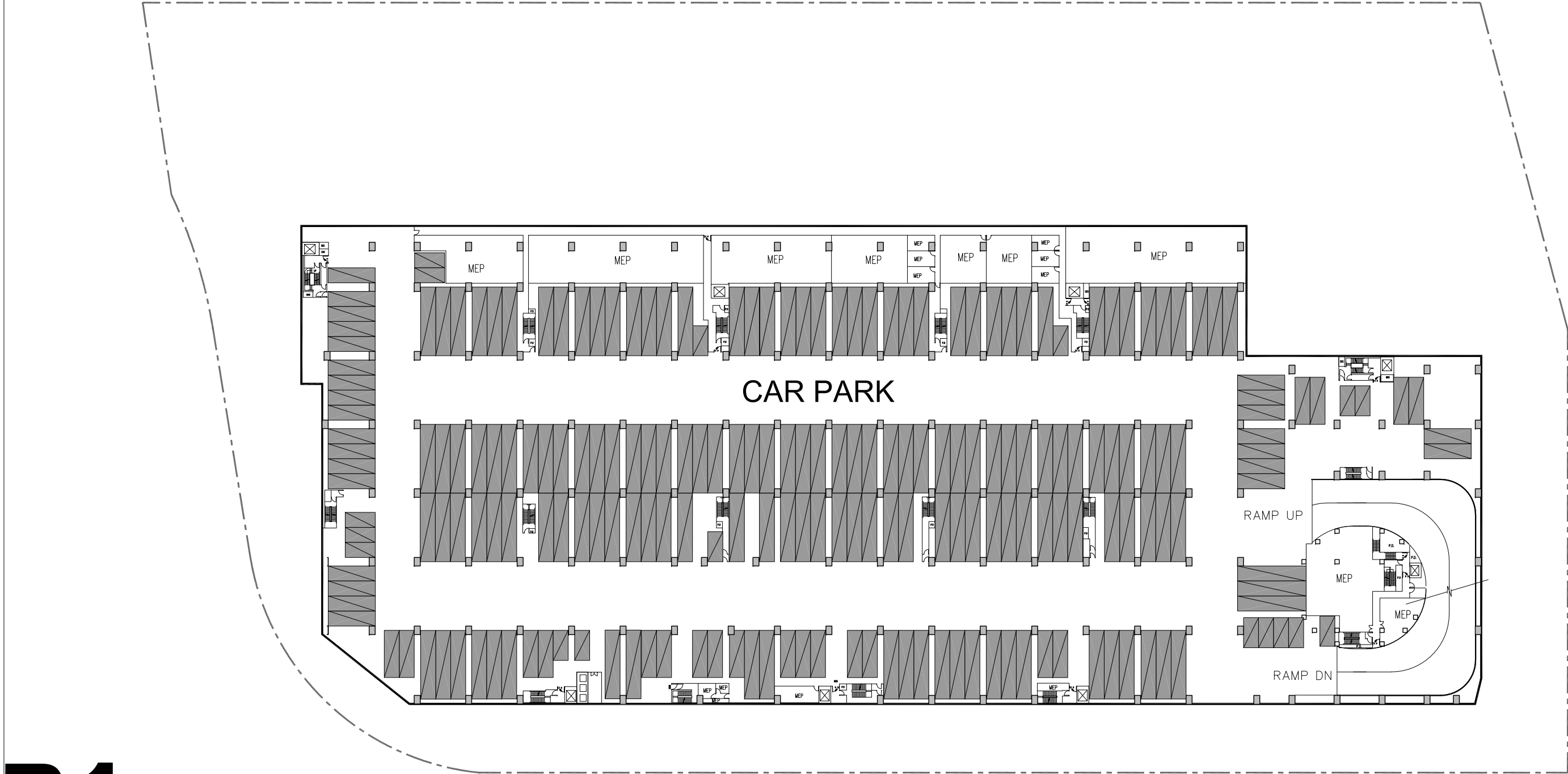


2023.01.10



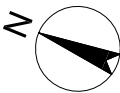
**B2**  
**BASEMENT 2 FLOOR**



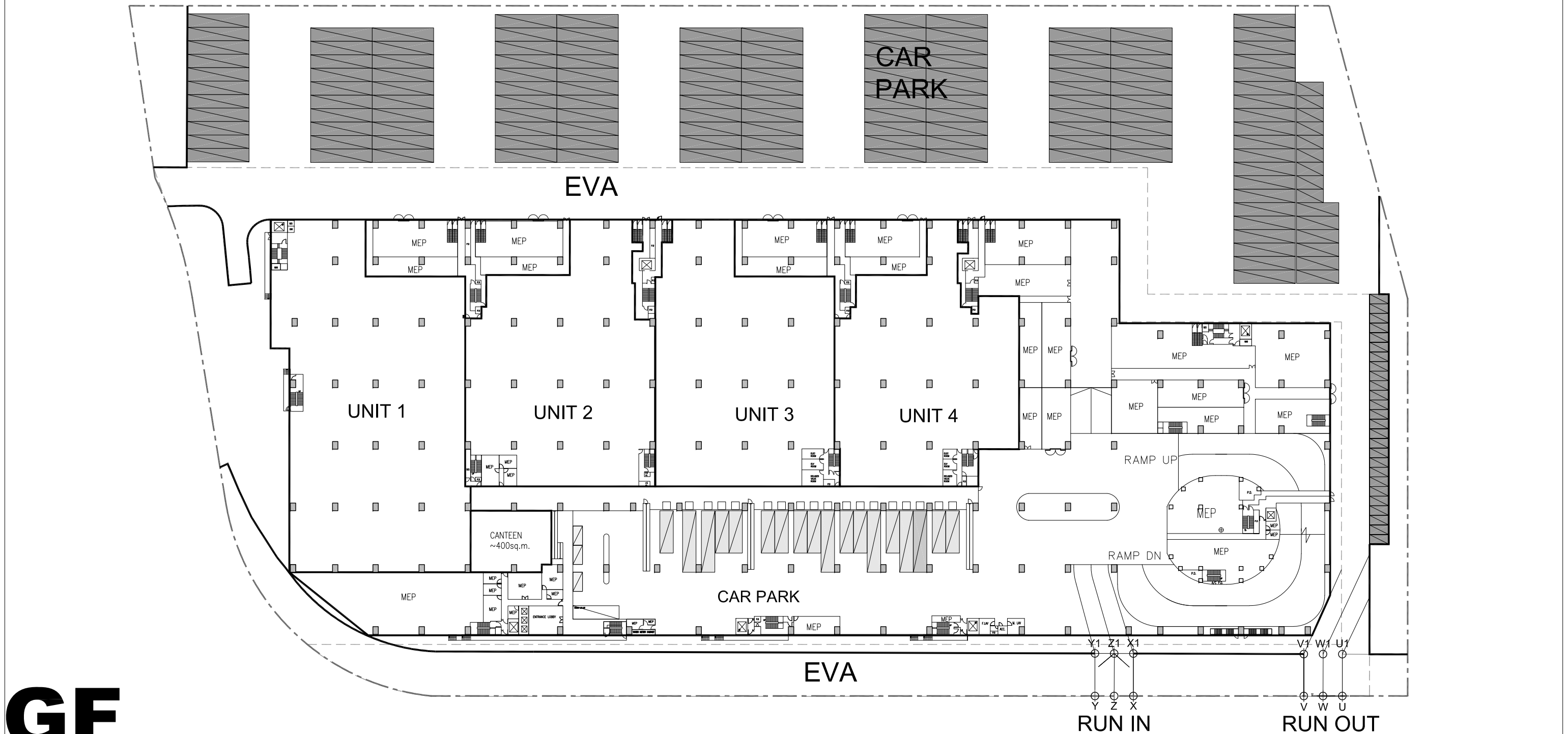


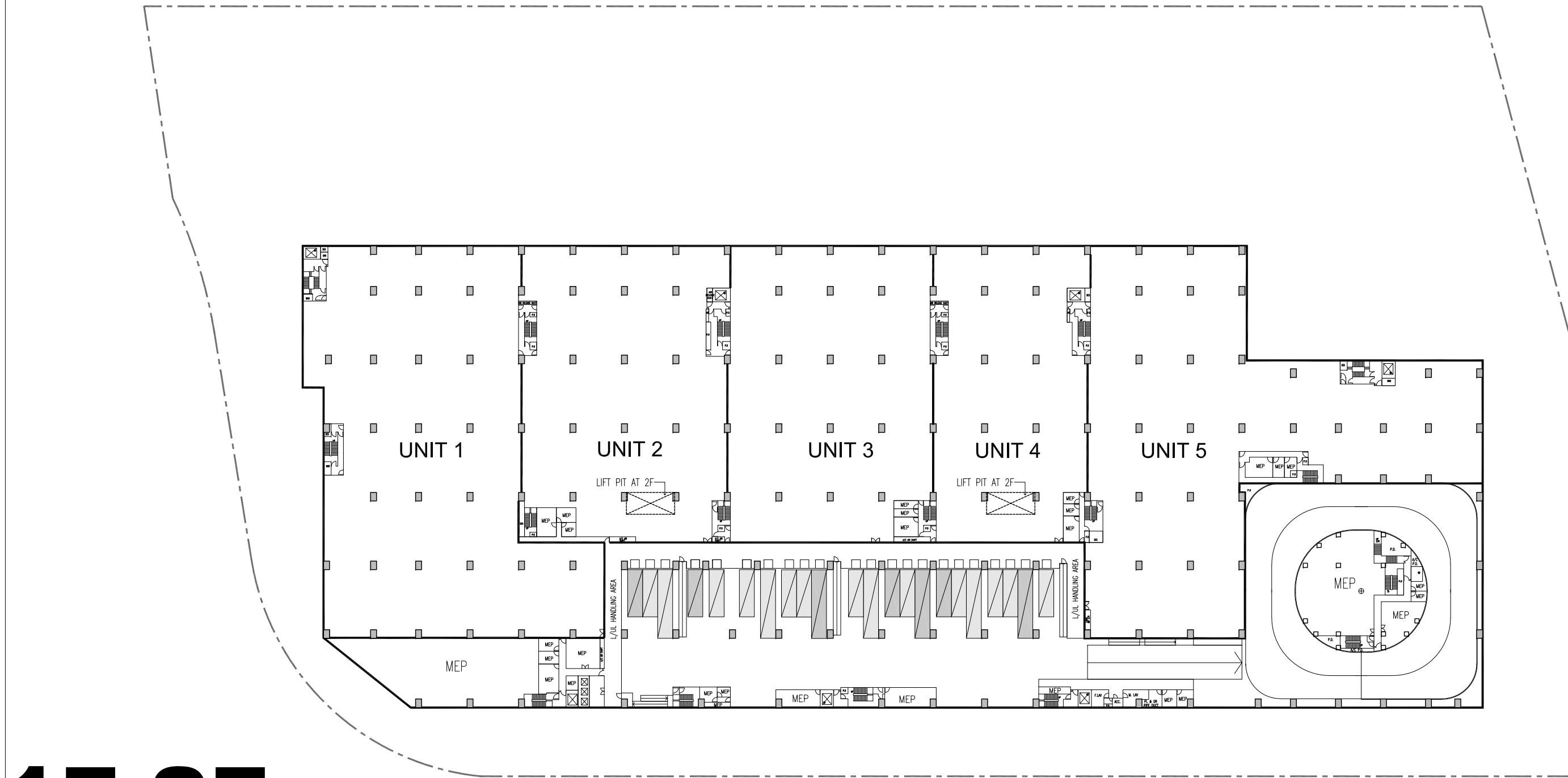
# B1

## BASEMENT 1 FLOOR







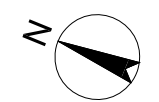


**1F-2F**

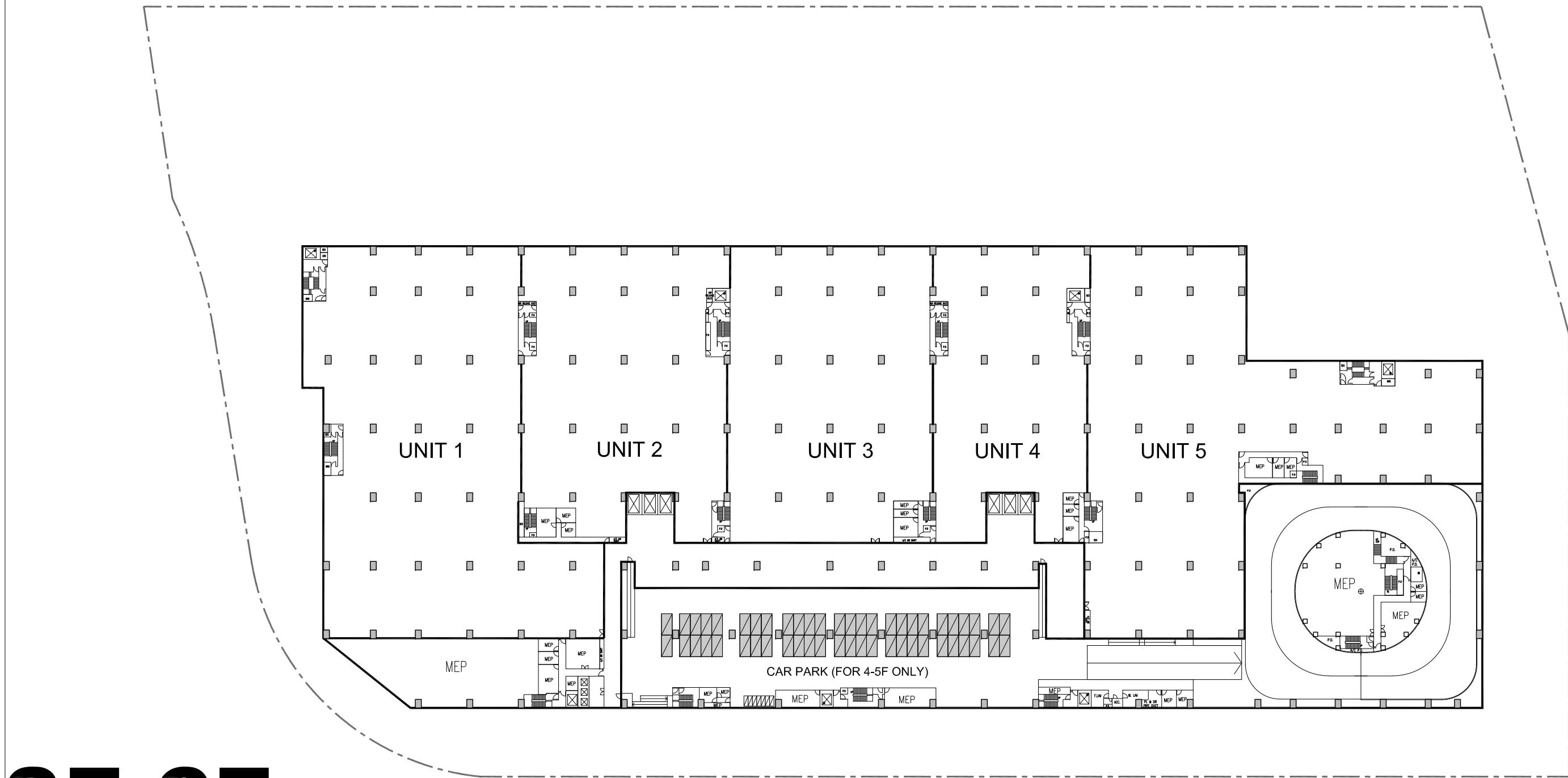
**FIRST AND SECOND FLOOR**

VT | KWAI CHUNG TOWN LOT 531

0 5 10 20 40m

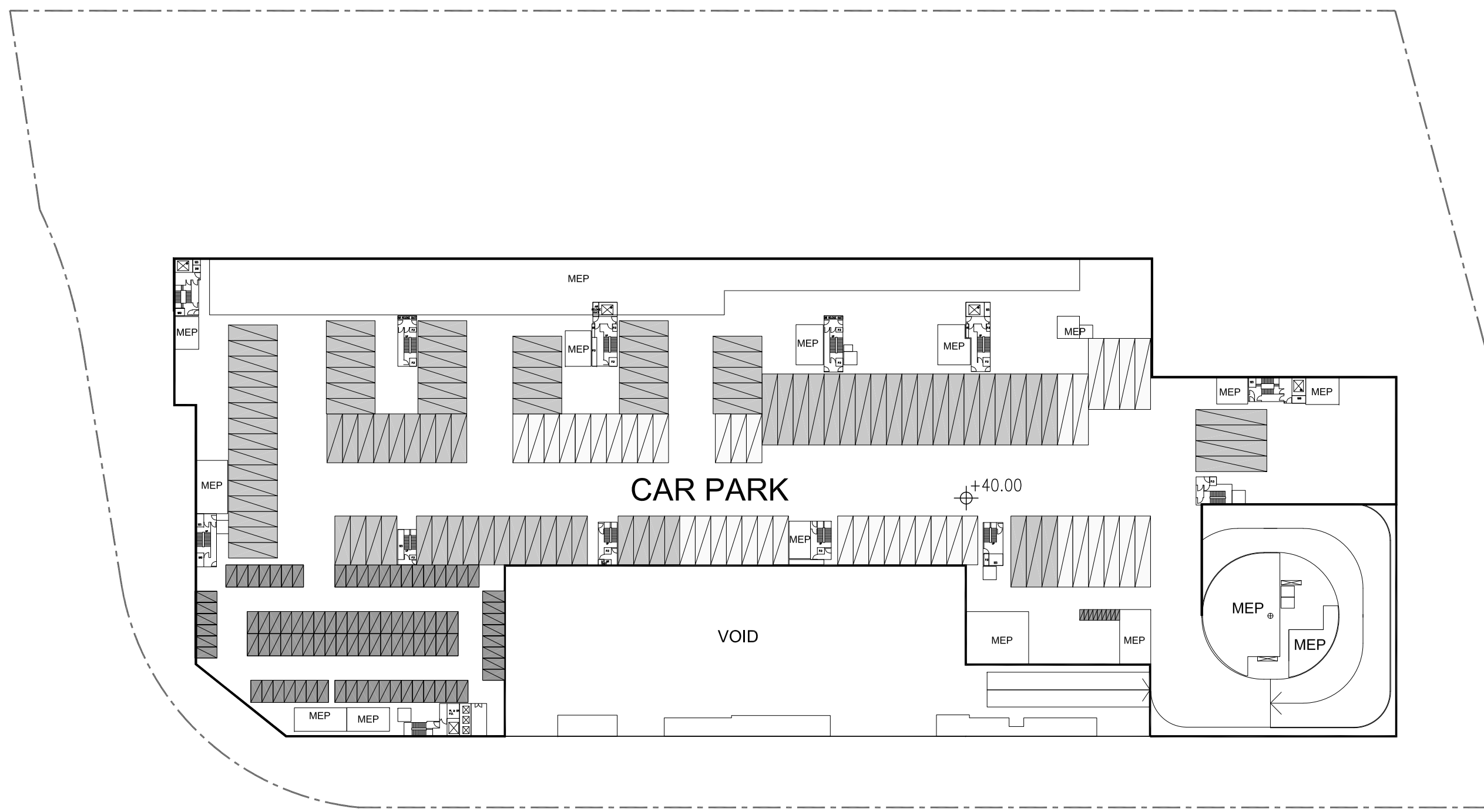


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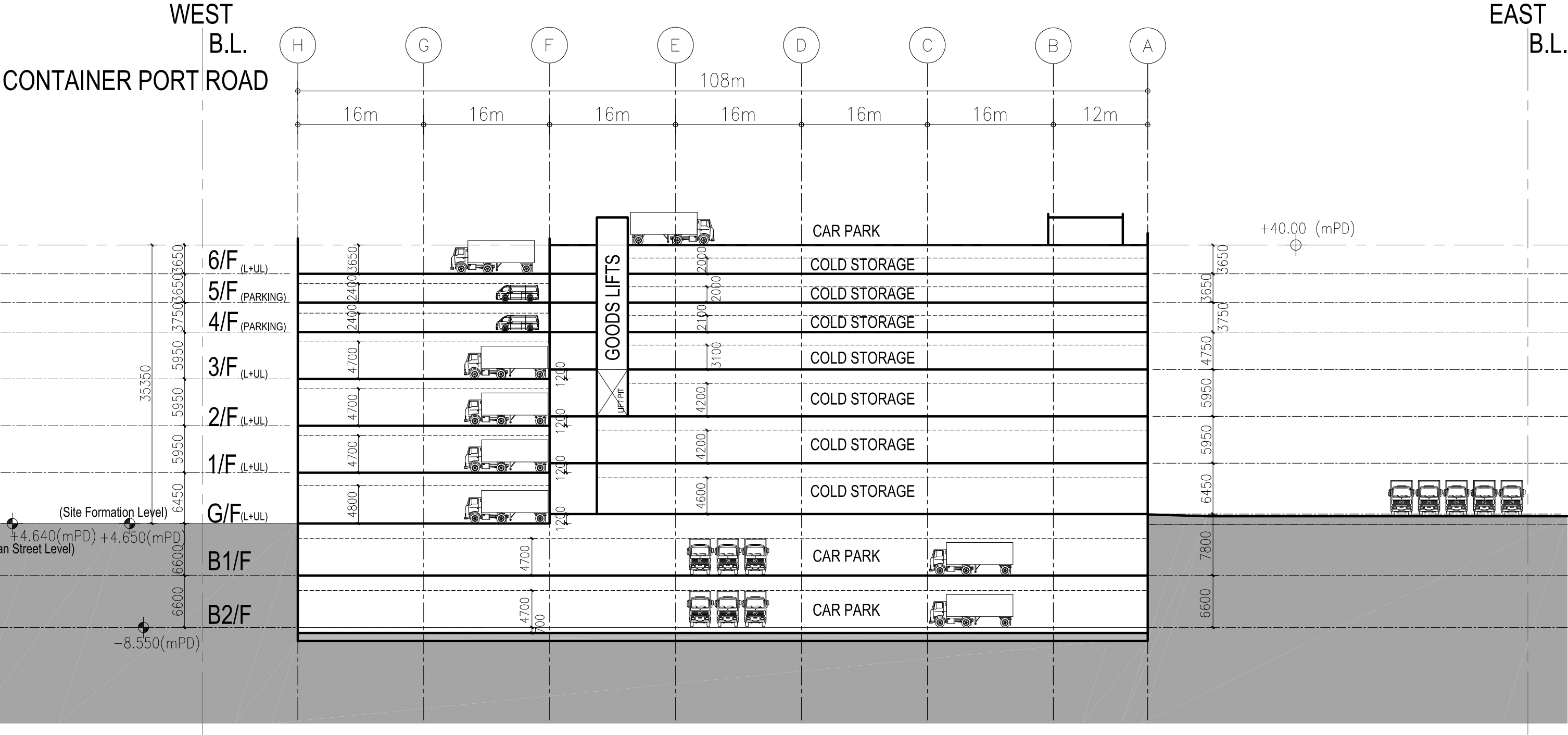


# 3F-6F

## TYPICAL FLOOR







SCHEMATIC SECTION



# Artist's Impression







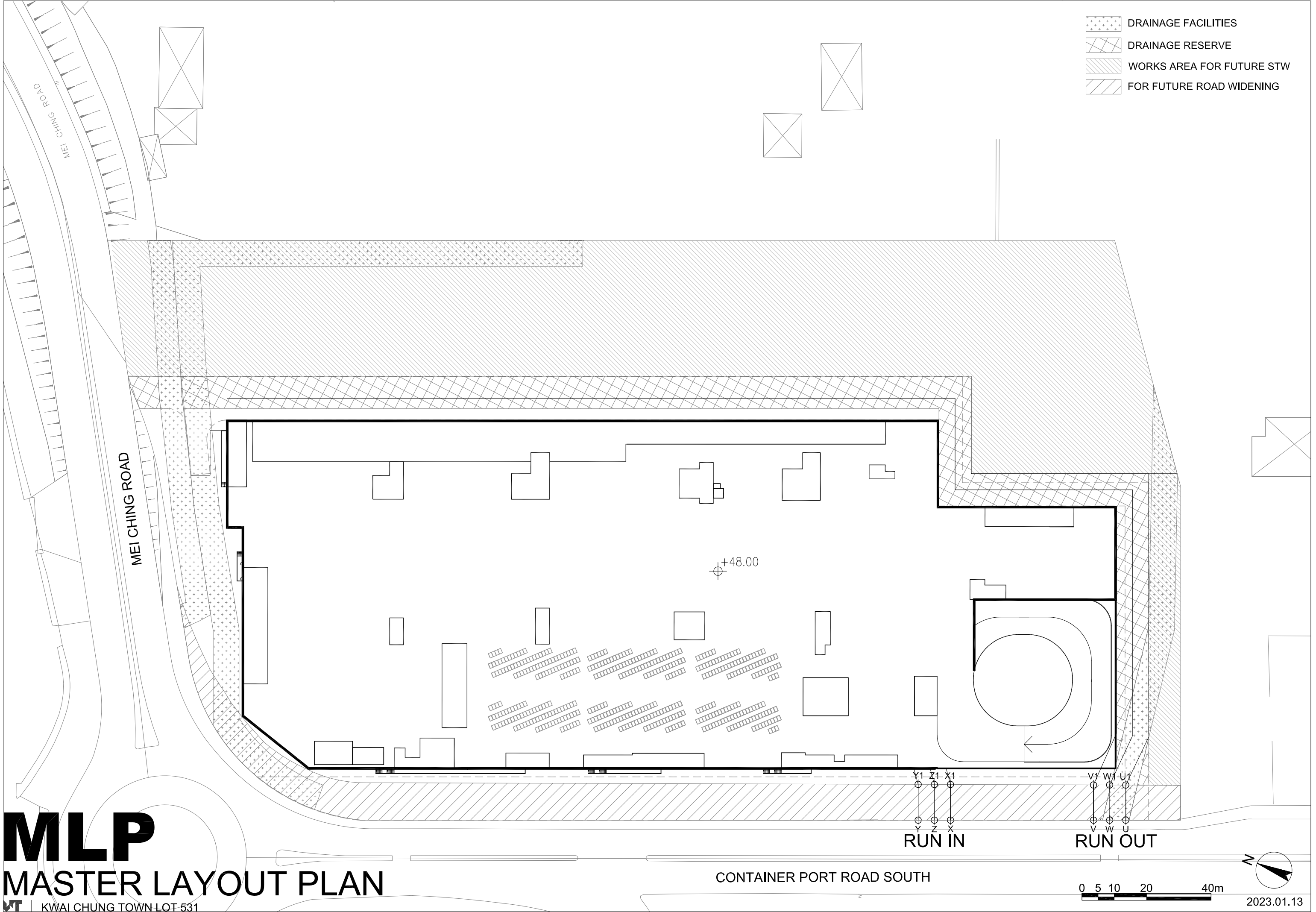


# *Appendix 1 (Part II)*

---

ARCHITECTURAL DRAWINGS OF  
PROPOSED DEVELOPMENT

-  DRAINAGE FACILITIES
-  DRAINAGE RESERVE
-  WORKS AREA FOR FUTURE STW
-  FOR FUTURE ROAD WIDENING



# MLP

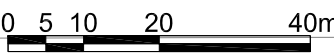
## MASTER LAYOUT PLAN

VT | KWAI CHUNG TOWN LOT 531

Y1 Z1 X1  
Y Z X  
RUN IN

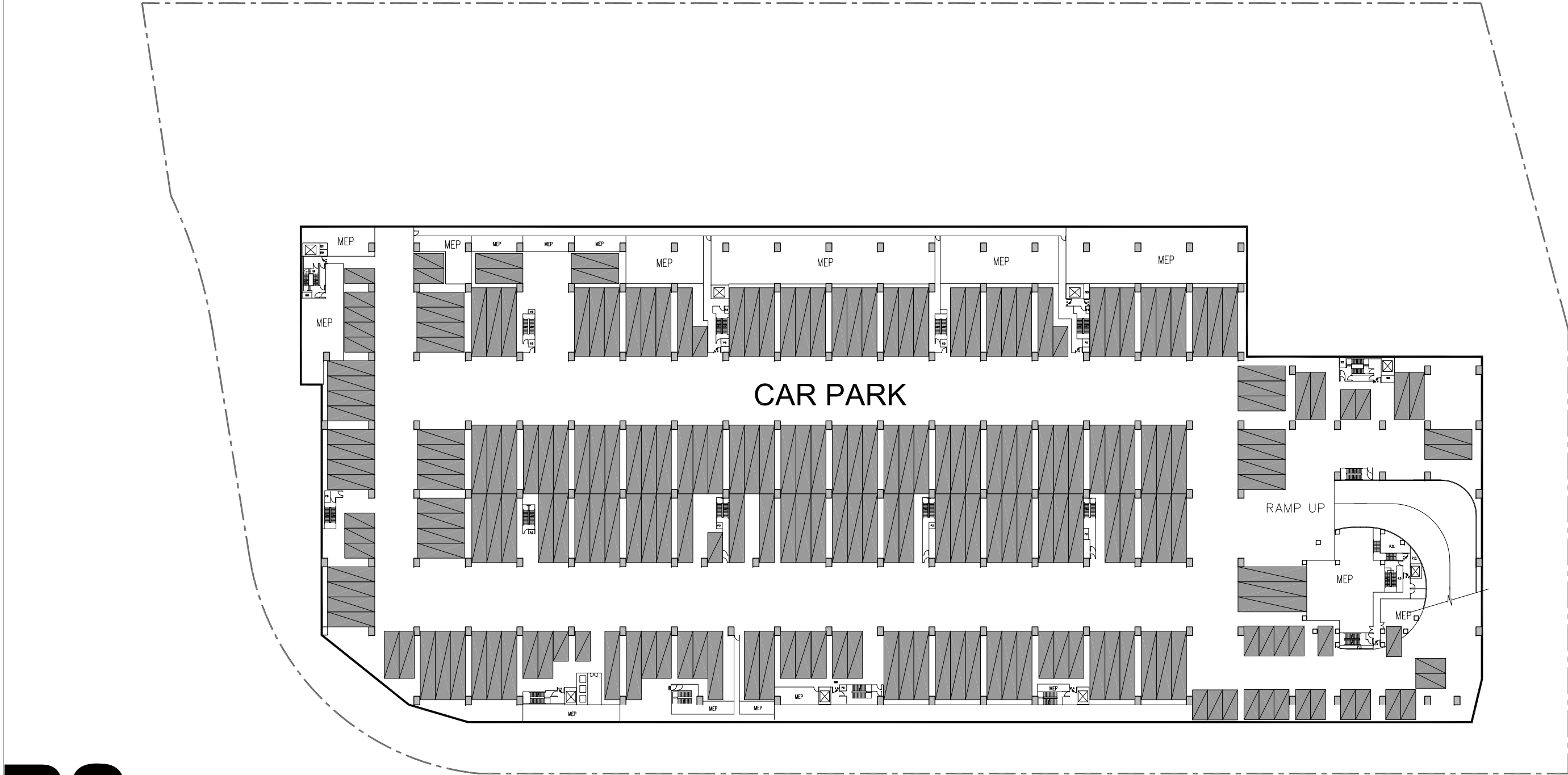
V1 W1 U1  
V W U  
RUN OUT

CONTAINER PORT ROAD SOUTH



2023.01.13



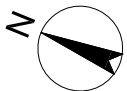


# B2

## BASEMENT 2 FLOOR

VT | KWAI CHUNG TOWN LOT 531

0 5 10 20 40m

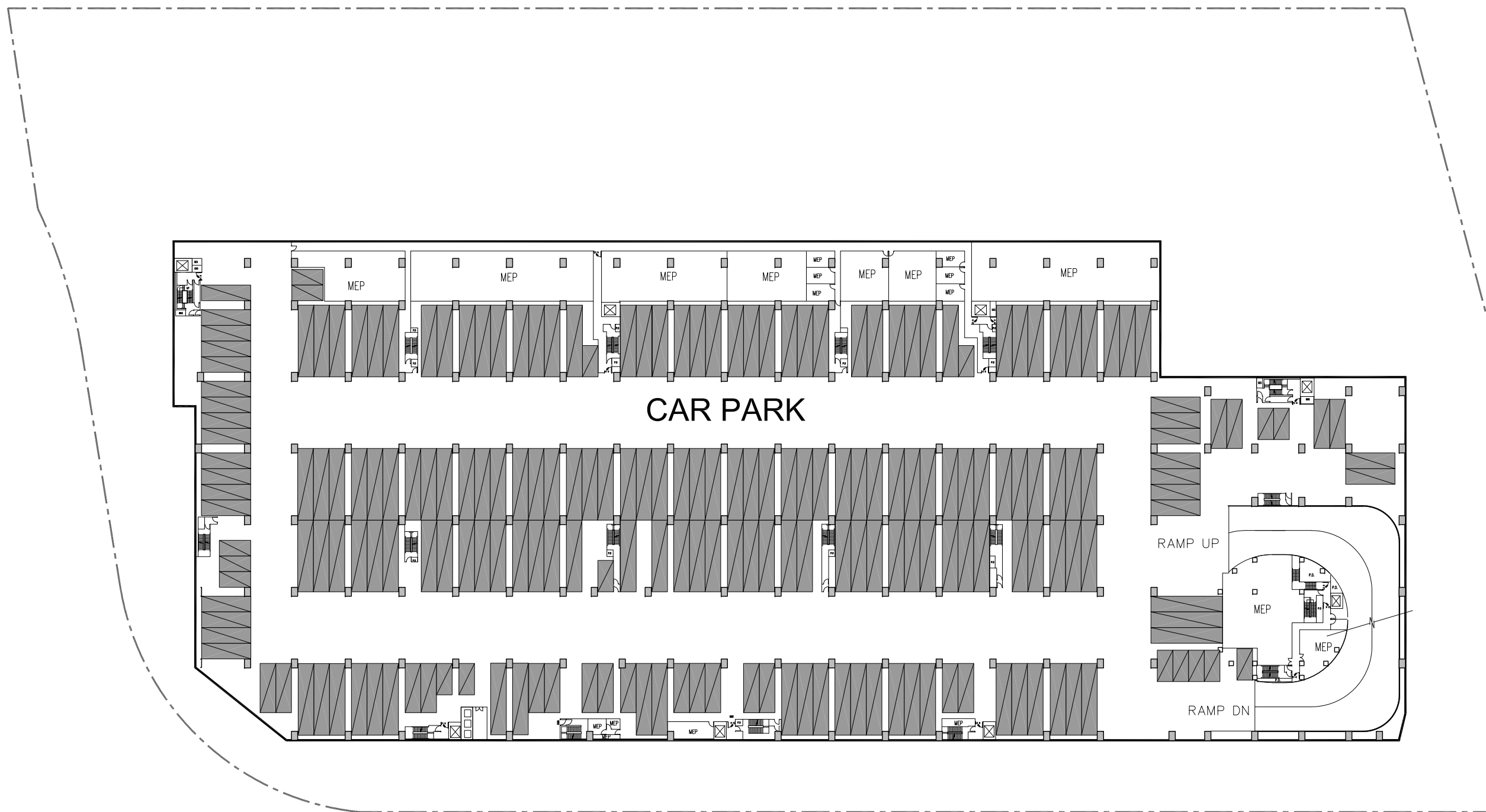


2023.01.13

# B1

## BASEMENT 1 FLOOR

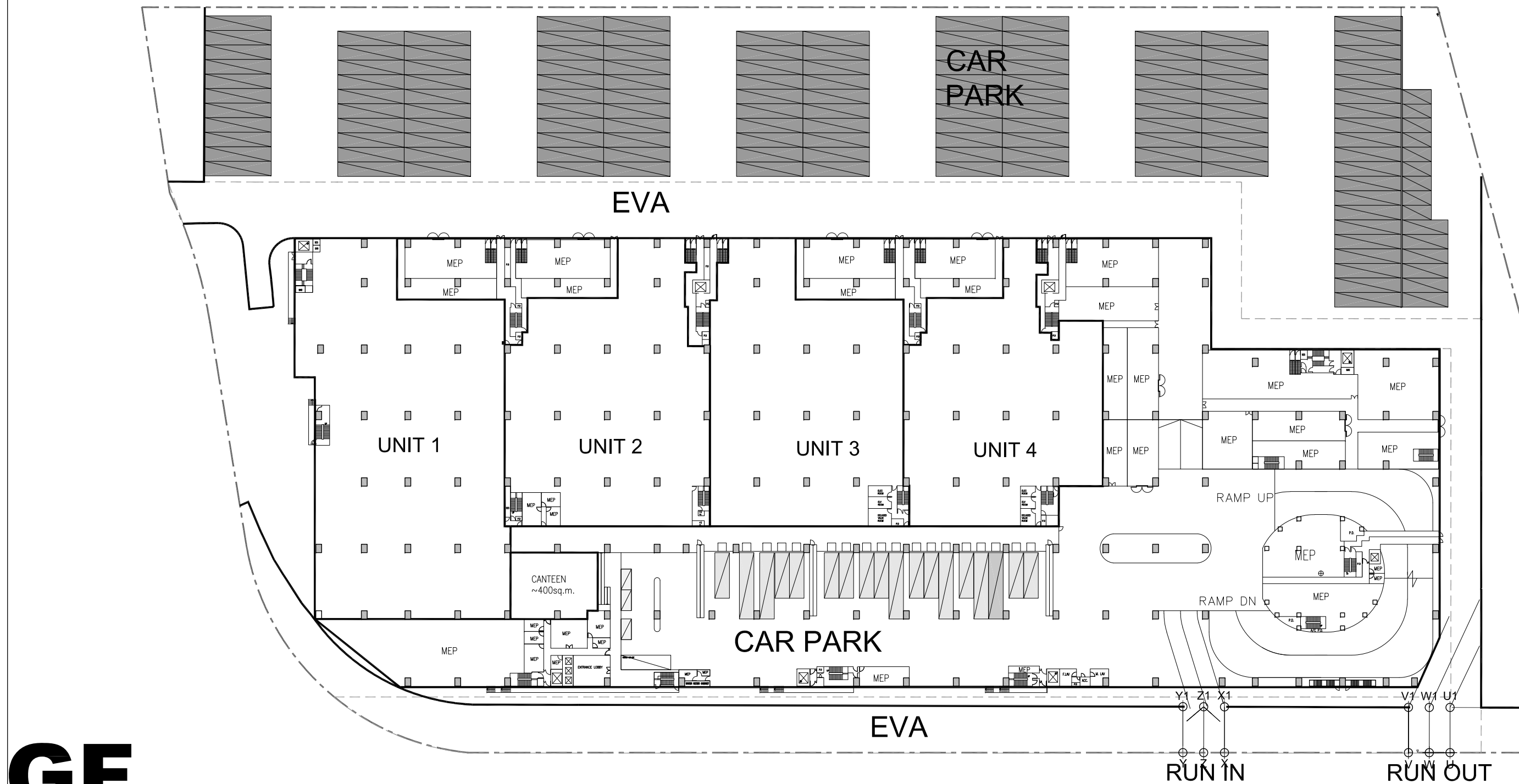
VT | KWAI CHUNG TOWN LOT 531



0 5 10 20 40m



2023.01.13



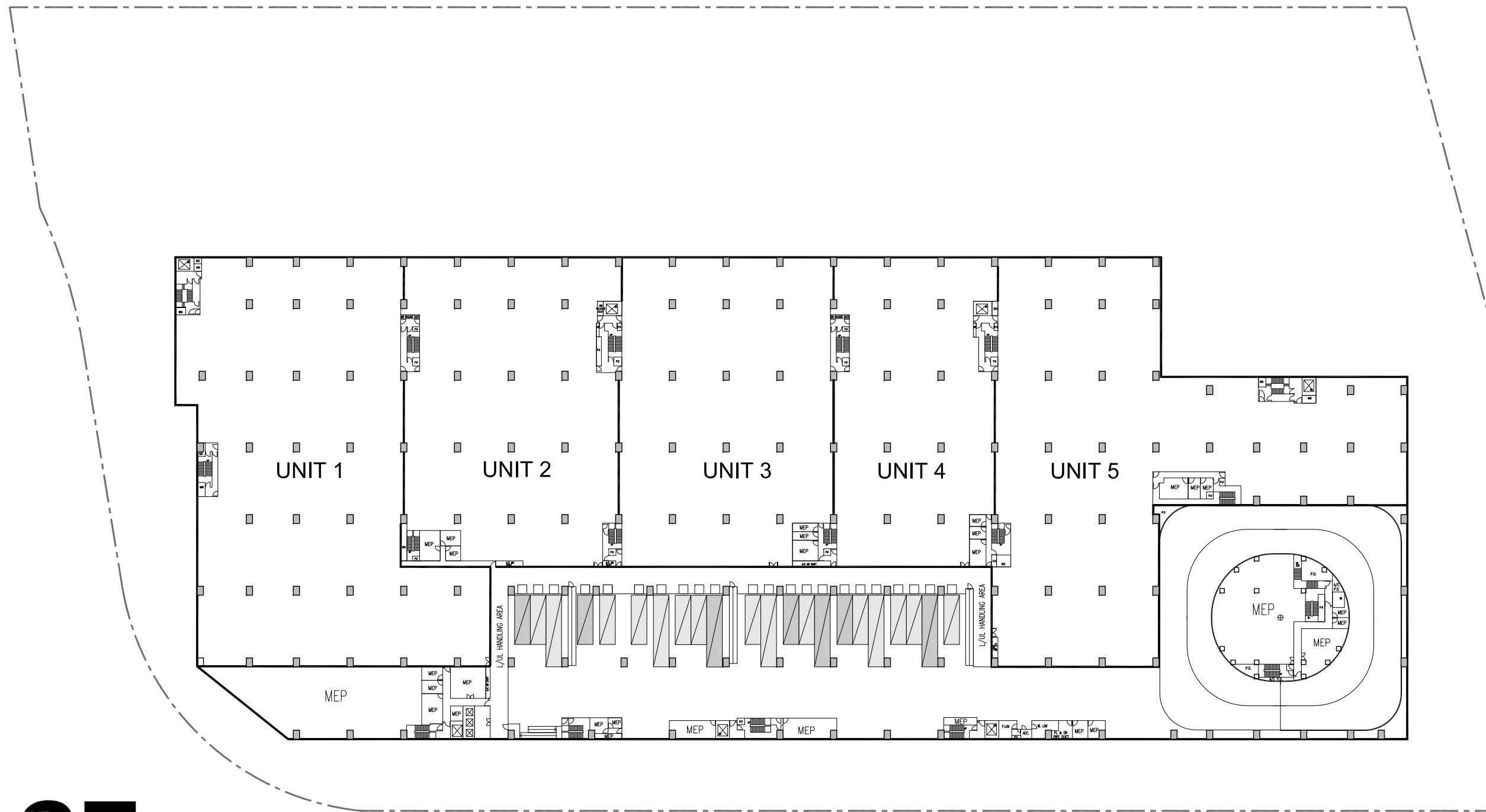
# GF

## GROUND FLOOR

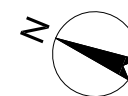
# 1F-6F

## TYPICAL FLOOR

VT | KWAI CHUNG TOWN LOT 531



0 5 10 20 40m

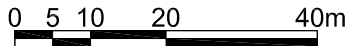
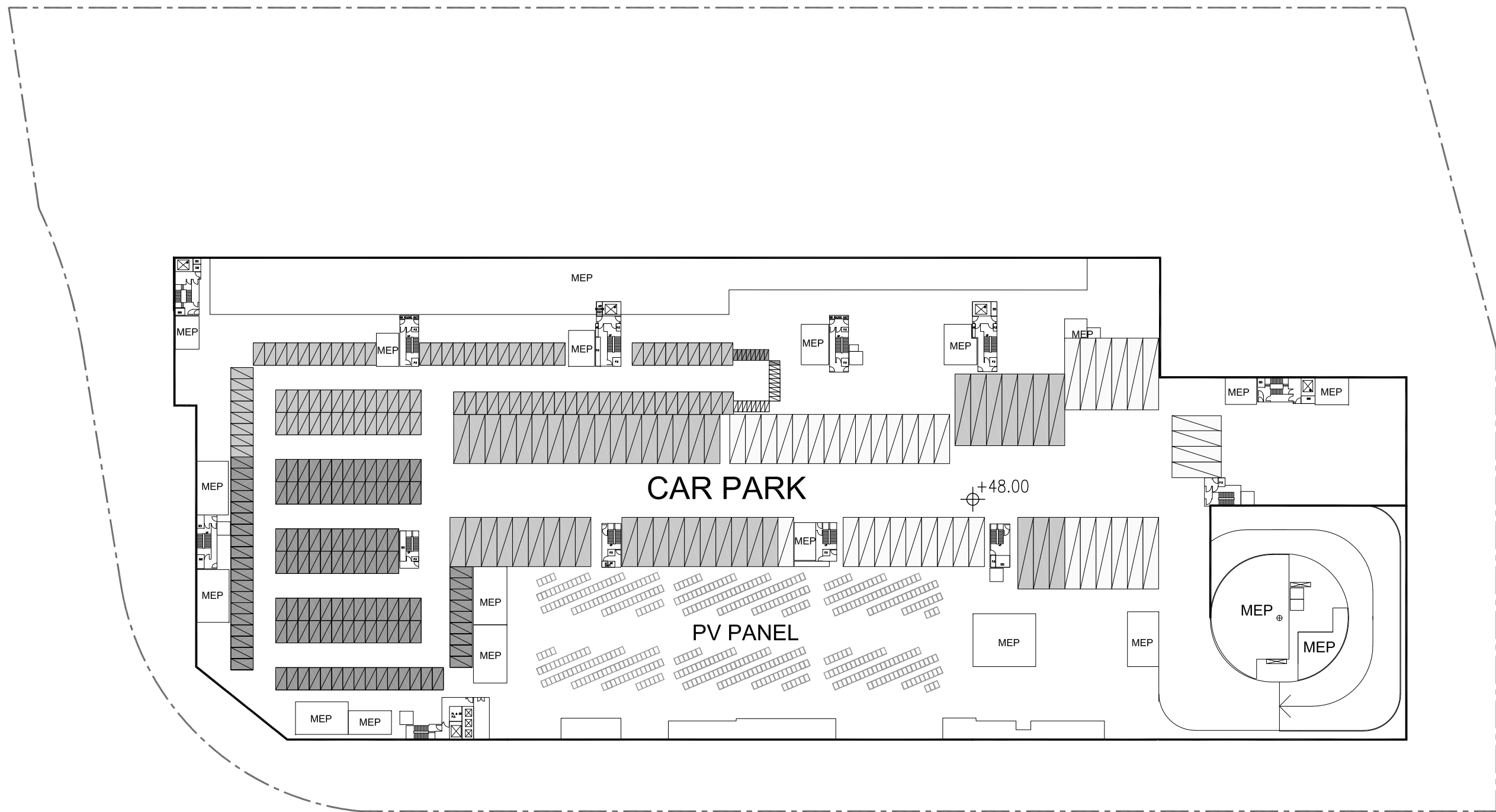


2023.01.13



# RF ROOF

VT | KWAI CHUNG TOWN LOT 531



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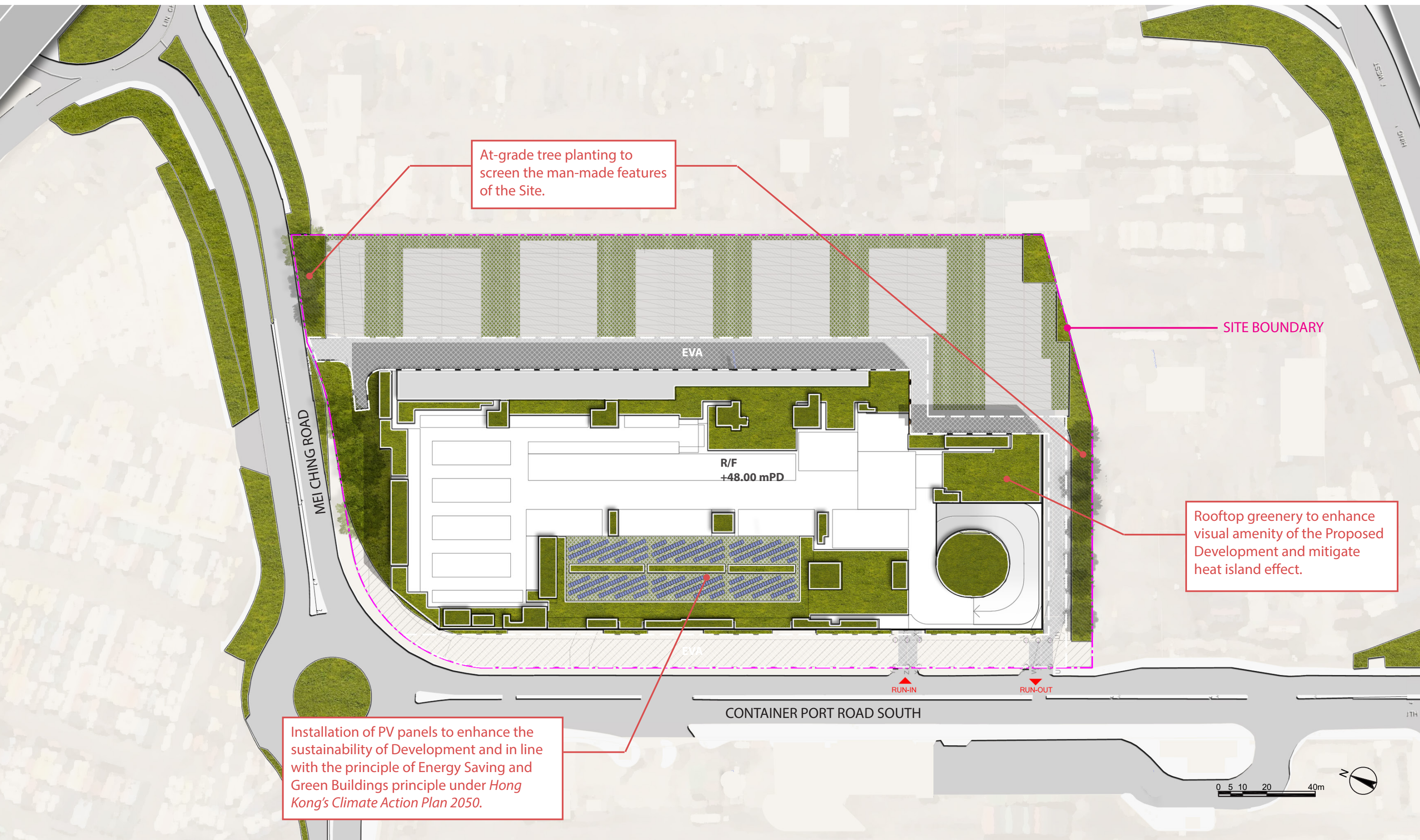


# Artist's Impression





# Conceptual Landscape Plan





BLOCK PLAN SHOWING BUILDING SET BACK

Building Setback Requirement:

No part of the building is within 7.5m from the centre line of the street.

Sustainable Building Design Calculation

- SITE AREA = 55252m<sup>2</sup> (> 20,000m<sup>2</sup>)
- MEAN STREET LEVEL = +4.64mPD
- HEIGHT OF THE BUILDING  
48-4.64 = 43.36m < 60m

GREENERY ON RF:	9488 sq.m.
GREENERY ON GF:	3809 sq.m.
GRASS PAVING (50%):	2895 sq.m.
VERTICAL GREENING:	1733 sq.m.
TOTAL: 17925 sq.m.	

OPPOSITE SIDE OF SITE BOUNDARY

MEI CHING ROAD

CENTRE LINE OF STREET

30 m  
7.5 m

CENTRE LINE OF STREET

30 m  
7.5 m

The building does not locate within the assessment, i.e. 30m from the centre line of the street.  
Hence, no restriction on the Continuous projected facade length (Lp).

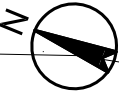
CONTANER PORT ROAD SOUTH

SBDG

SUSTAINABLE BUILDING DESIGN CALCULATION

VT | KWAI CHUNG TOWN LOT 531

0 5 10 20 40m



2023.01.13

# GREENERY CALCULATION

SITE AREA: 55245 sq.m. > 20000 sq.m.

GREENERY AREA:	REQUIRED:	PROVIDED:
PRIMARY ZONE (15% OF THE SITE AREA)	8286.75 sq.m.	<b>8437</b> sq.m.
OVERALL (32% OF THE SITE AREA)	17678.4 sq.m.	<b>17925</b> sq.m.

## GROUND FLOOR – PRIMARY ZONE (GREENERY + GRASS PAVING + VERTICAL GREENING)

1. GREENERY	3809 sq.m.
2. GRASS PAVING (50%)	2895 sq.m.
3. VERTICAL GREENING (FENCE WALL 2.5m(H) X 694m(L)	1733 sq.m.
TOTAL	<b>8437</b> sq.m.

## ROOF (GREENERY)

1. GREENERY	9488 sq.m.
TOTAL	<b>9488</b> sq.m.
TOTAL OVERALL GREENERY	<b>8437 + 9488 = 17925</b> sq.m.

GREENERY ON RF: 9488 sq.m.

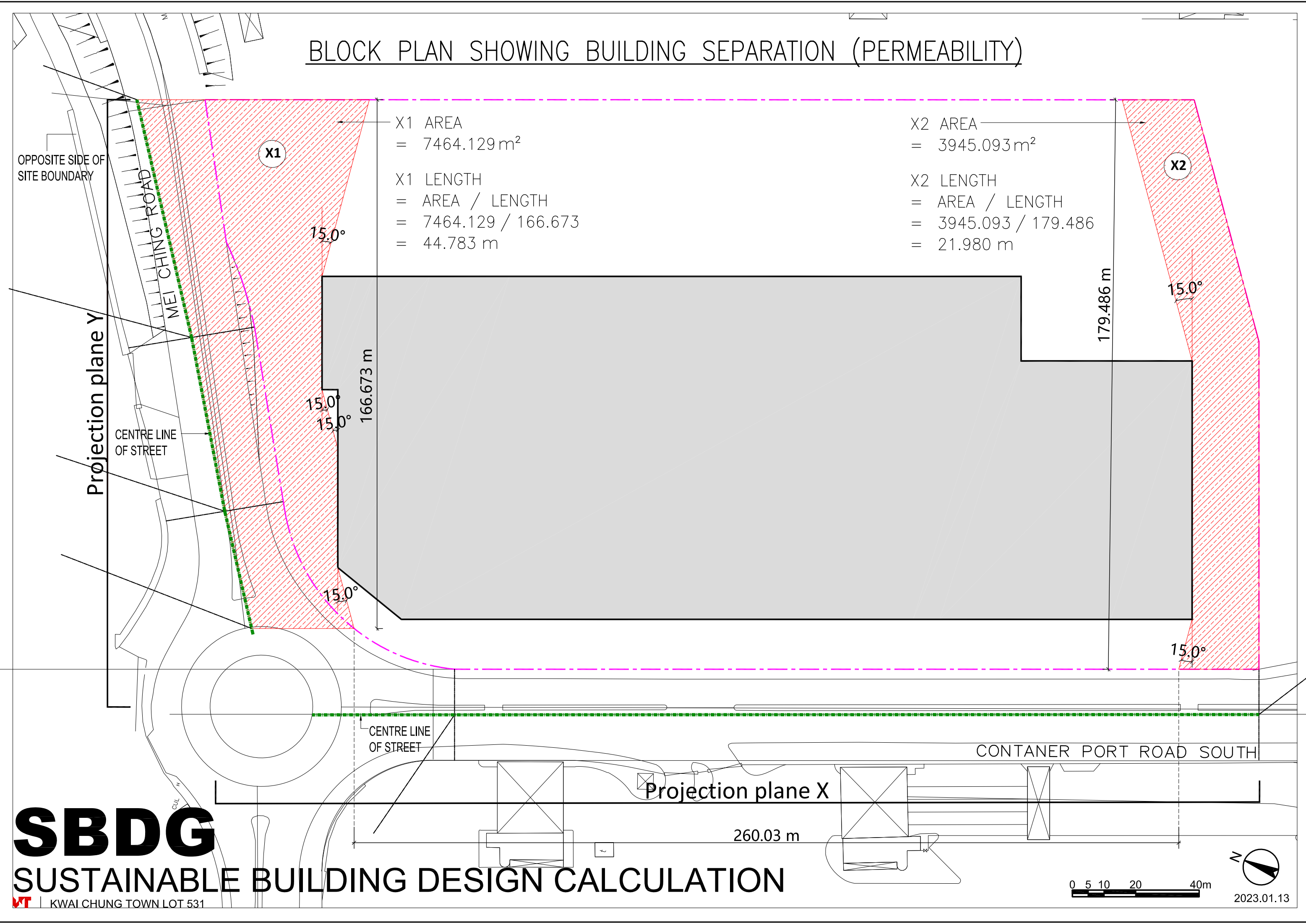
GREENERY ON GF: 3809 sq.m.

GRASS PAVING (50%): 2895 sq.m.

VERTICAL GREENING: 1733 sq.m.

TOTAL: 17925 sq.m.

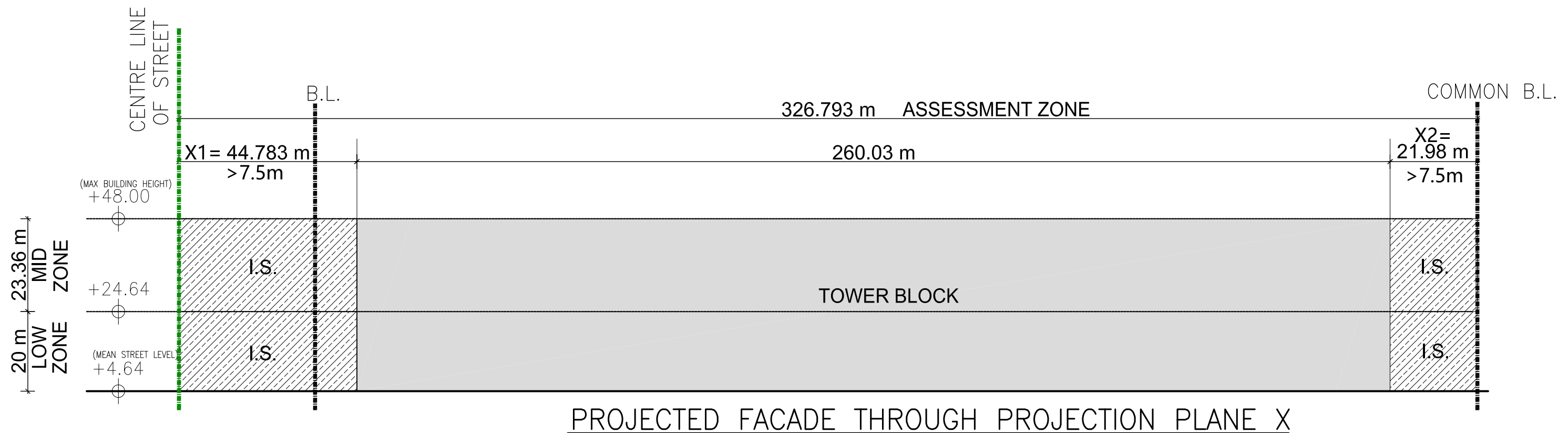
BLOCK PLAN SHOWING BUILDING SEPARATION (PERMEABILITY)



**SBDG**

SUSTAINABLE BUILDING DESIGN CALCULATION

VT | KWAI CHUNG TOWN LOT 531



## Design Requirement (2) – Building Separation Assessment

### Permeability (P) Assessment for Projection Plane X at Low/Middle Zone

#### Low zone:

$$\begin{aligned}
 &\text{Total facade area of the IS} \\
 &= (44.783 + 21.980 \times 20.000) \\
 &= 1335.260 \text{ m}^2 \\
 &\text{P achieved by IS} \\
 &= 1335.260 \text{ m}^2 / (326.793 \times 20.000) \text{ m}^2 \times 100\% \\
 &= 20.430 \% (>20\%, \text{ i.e. OK})
 \end{aligned}$$

#### Mid zone:

$$\begin{aligned}
 &\text{Total facade area of the IS} \\
 &= (44.783 + 21.980 \times 23.360) \\
 &= 1559.584 \text{ m}^2 \\
 &\text{P achieved by IS} \\
 &= 1559.584 \text{ m}^2 / (326.793 \times 23.360) \text{ m}^2 \times 100\% \\
 &= 20.430 \% (>20\%, \text{ i.e. OK})
 \end{aligned}$$

# SBDG

## SUSTAINABLE BUILDING DESIGN CALCULATION

KT | KWAI CHUNG TOWN LOT 531

0 5 10 20 40m

2023.01.13



BLOCK PLAN SHOWING BUILDING SEPARATION (PERMEABILITY)

Y1 LENGTH	Y1 AREA
= AREA / LENGTH	= 18309.193 m <sup>2</sup>
= 18309.193 / 332.196	
= 55.116 m	

OPPOSITE SIDE  
OF SITE  
BOUNDARY

MEI CHING ROAD

CENTRE LINE  
OF STREET

95.199 m

Projection plane Y

332.196 m

Y1

15.0°

15.0°

294.791 m

Y2

15.0°

15.0°

CENTRE LINE  
OF STREET

Y2 LENGTH	Y2 AREA
= AREA / LENGTH	= 9011.054 m <sup>2</sup>
= 9011.054 / 294.791	
= 30.568 m	

CONTANER PORT ROAD SOUTH

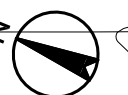
Projection plane X

**SBDG**

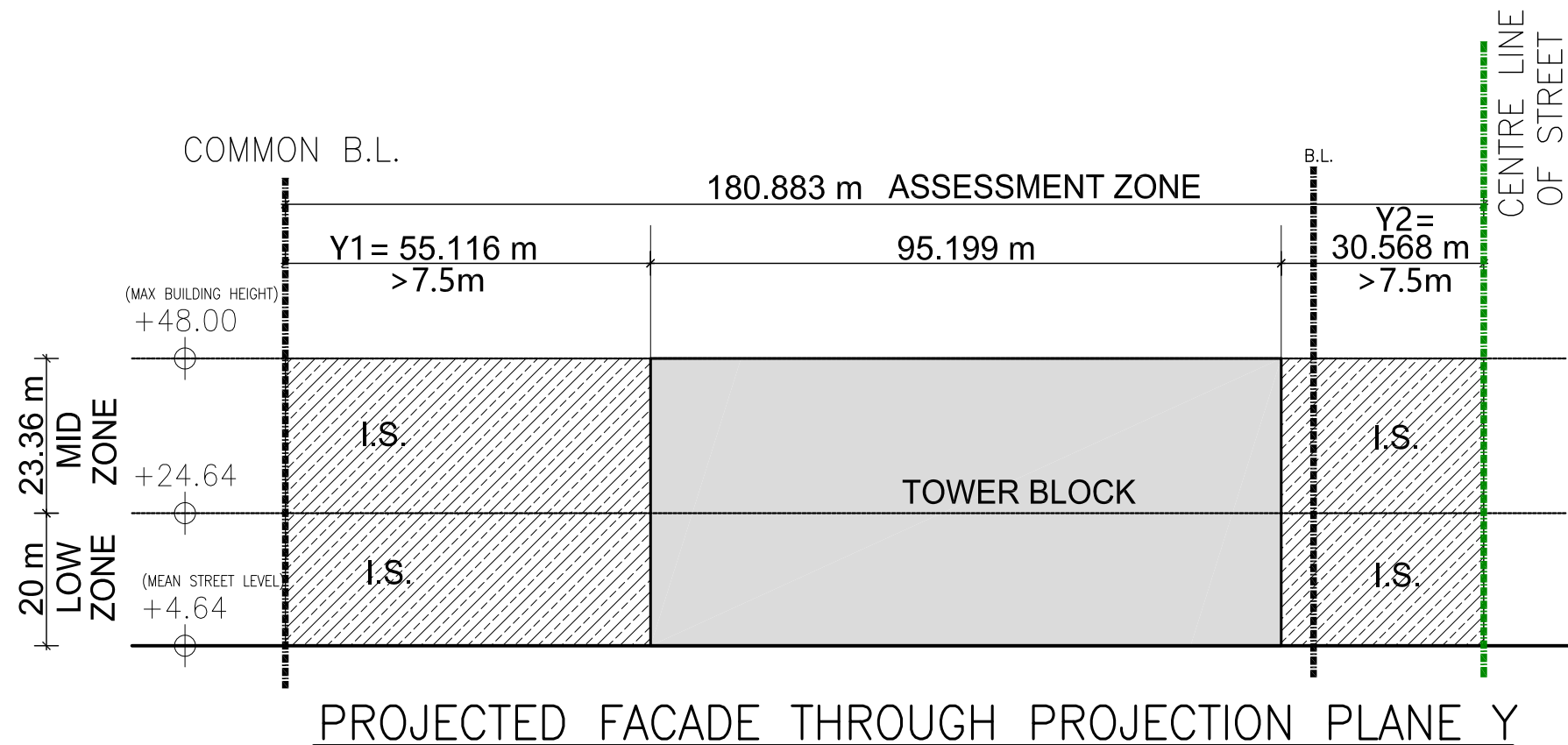
SUSTAINABLE BUILDING DESIGN CALCULATION

VT | KWAI CHUNG TOWN LOT 531

0 5 10 20 40m



2023.01.13



## Design Requirement (2) – Building Separation Assessment

### Permeability (P) Assessment for Projection Plane Y at Low/Middle Zone

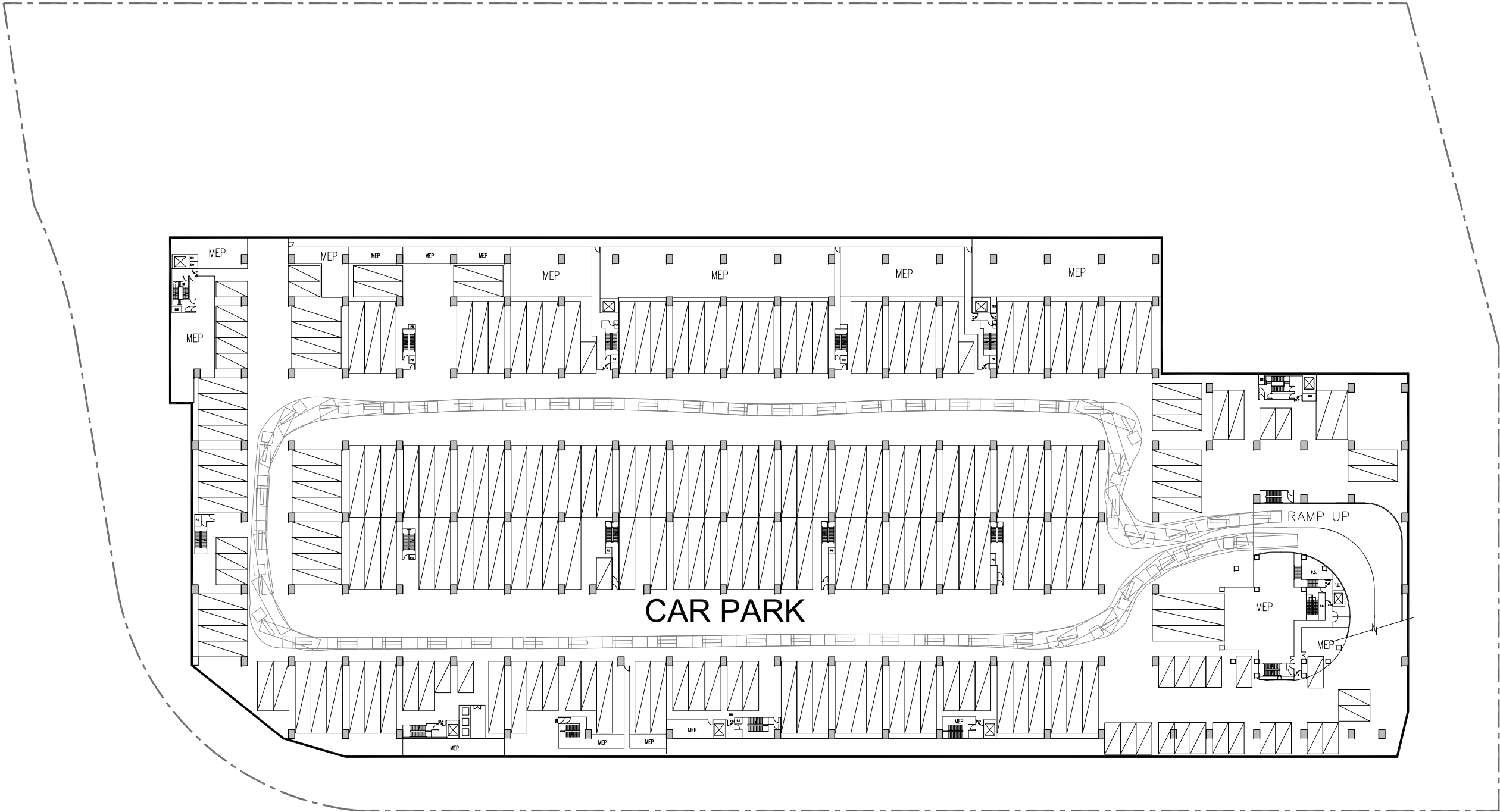
#### Low zone:

$$\begin{aligned}
 &\text{Total facade area of the IS} \\
 &= (55.116 + 30.568 \times 20.000) \\
 &= 1713.680 \text{ m}^2 \\
 &\text{P achieved by IS} \\
 &= 1713.680 \text{ m}^2 / (180.883 \times 20.000) \text{ m}^2 \times 100\% \\
 &= 47.370 \% \quad (>25\%, \text{ i.e. OK})
 \end{aligned}$$

#### Mid zone:

$$\begin{aligned}
 &\text{Total facade area of the IS} \\
 &= (55.116 + 30.568 \times 23.360) \\
 &= 2001.578 \text{ m}^2 \\
 &\text{P achieved by IS} \\
 &= 2001.578 \text{ m}^2 / (180.883 \times 23.360) \text{ m}^2 \times 100\% \\
 &= 47.370 \% \quad (>25\%, \text{ i.e. OK})
 \end{aligned}$$

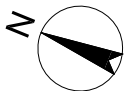
# SWEPT PATH ANALYSIS



**B2**  
**BASEMENT 2 FLOOR**

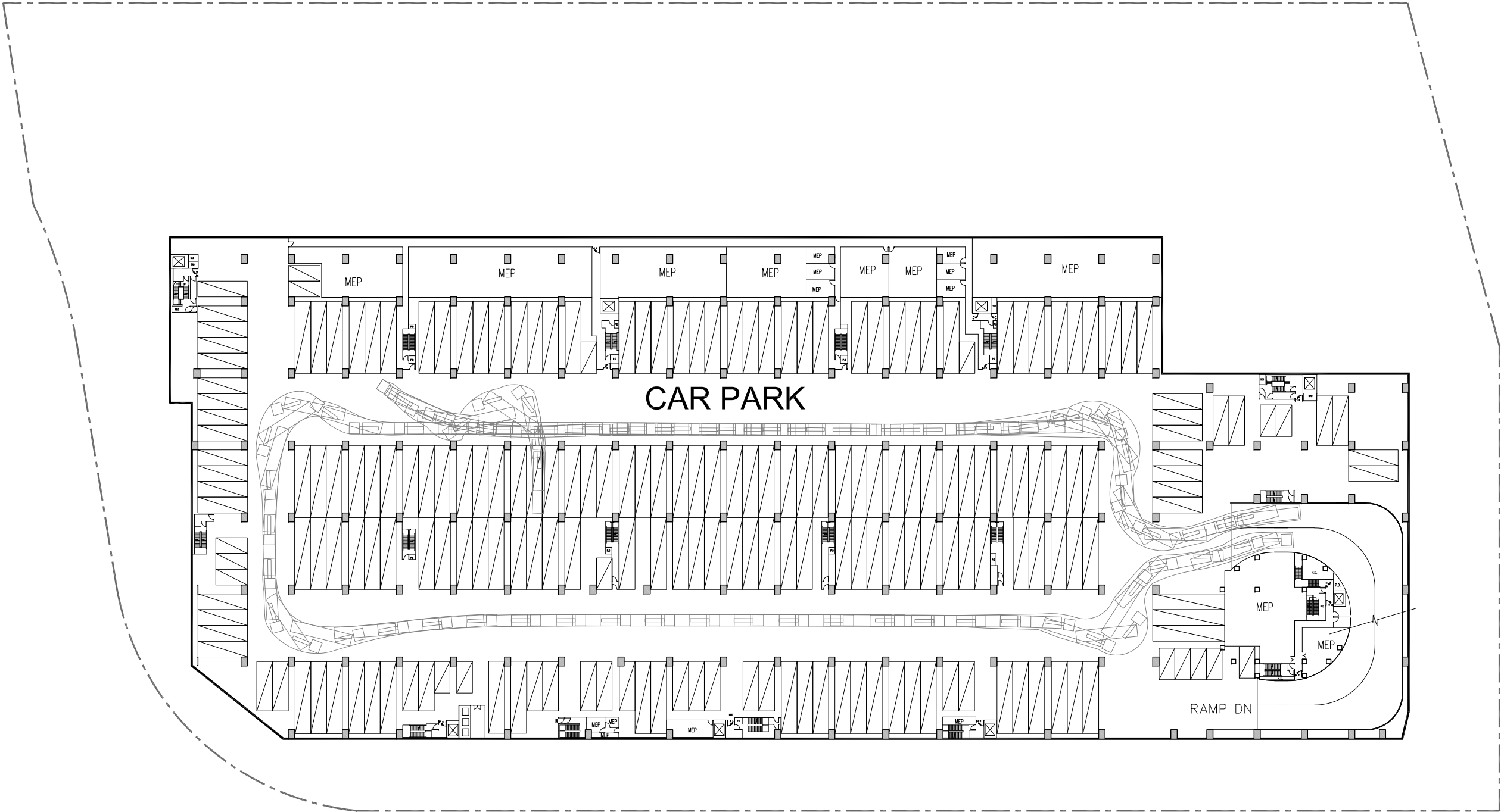
VT | KWAI CHUNG TOWN LOT 531

0 5 10 20 40m

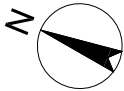


2023.01.13

# SWEPT PATH ANALYSIS

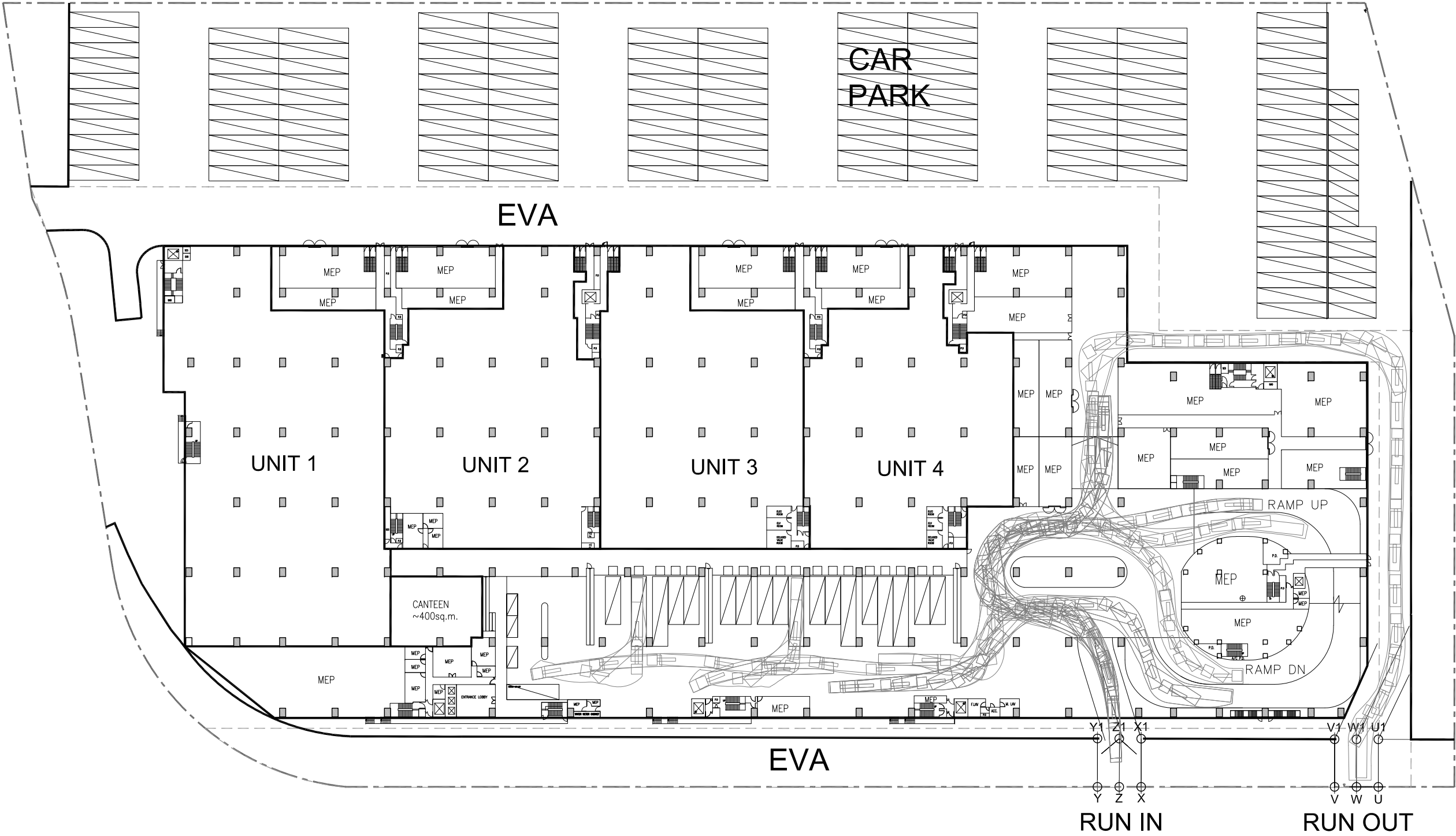


**B1**  
BASEMENT 1 FLOOR



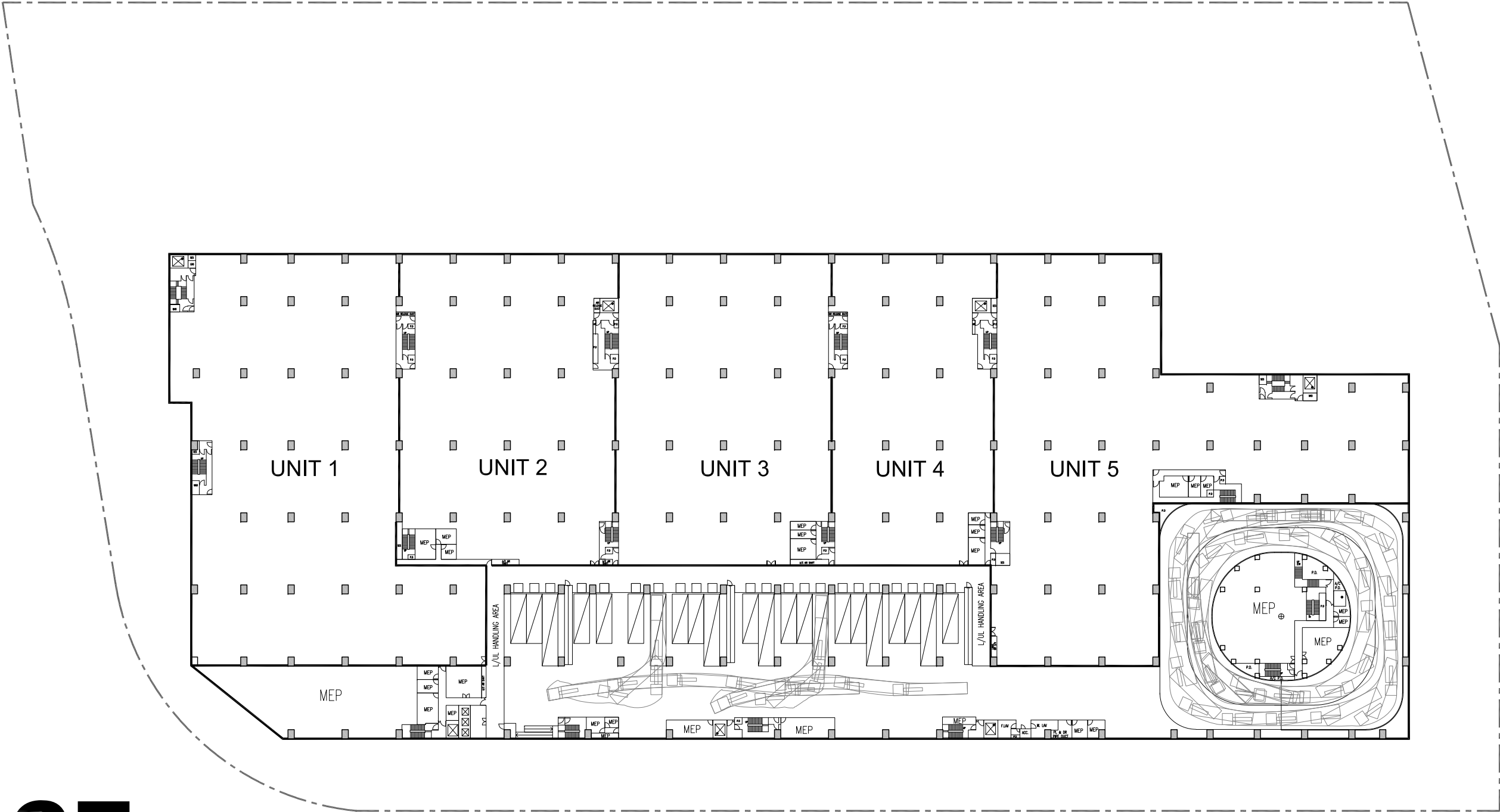


# SWEPT PATH ANALYSIS

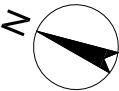


**GF**  
**GROUND FLOOR**

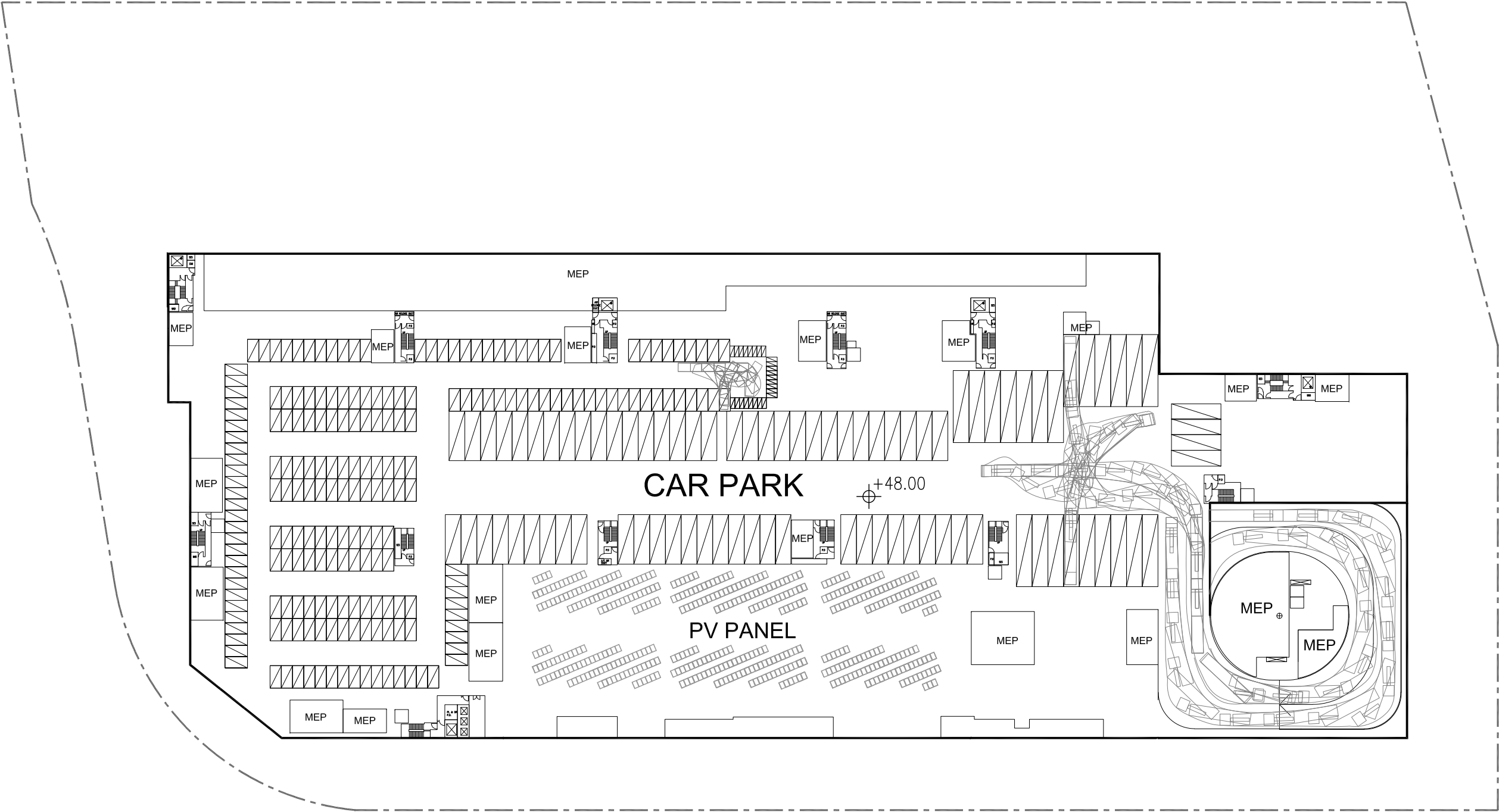
# SWEPT PATH ANALYSIS



**1F-6F**  
**TYPICAL FLOOR**

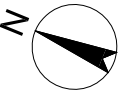


# SWEPT PATH ANALYSIS



**RF**  
**ROOF**

KT | KWAI CHUNG TOWN LOT 531



2023.01.13

# *Appendix 2*

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VISUAL IMPACT ASSESSMENT



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**VISUAL IMPACT ASSESSMENT IN SUPPORT OF THE SECTION 16 APPLICATION FOR  
PROPOSED MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION FOR  
PERMITTED LOGISTICS CENTRE (COLD STORAGE) DEVELOPMENT  
WITH PUBLIC VEHICLE PARK AT KWAI CHUNG TOWN LOT NO. 531,  
JUNCTION OF MEI CHING ROAD AND CONTAINER PORT ROAD SOUTH,  
KWAI CHUNG, NEW TERRITORIES**

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**TOWNLAND CONSULTANTS LIMITED**

# CONTENTS

1	INTRODUCTION
2	OUTLINE OF THE VISUAL IMPACT ASSESSMENT
3	VISUAL CONTEXT OF THE SITE AND ITS SURROUNDING
4	THE DEVELOPMENT PROPOSAL
5	ASSESSMENT AREA
6	IDENTIFICATION AND CLASSIFICATION OF VIEWPOINTS
7	ASSESSMENT OF VISUAL IMPACTS
8	CONCLUSION

## ***LIST OF FIGURES***

FIGURE 1	SITE LOCATION PLAN
FIGURE 2	SCHEMATIC SECTIONS OF THE OZP COMPLIANT SCHEME AND PROPOSED SCHEME
FIGURE 3	LOCATION OF VIEWPOINTS
FIGURE 4	VIEWPOINT 3 AND VIEWPOINT 4
FIGURE 5	VIEWPOINT 1: VIEW FROM LAI CHI KOK PARK (WEST)
FIGURE 6	VIEWPOINT 2: VIEW FROM LAI CHI KOK PARK (NEAR TSING KWAI HIGHWAY)
FIGURE 7	VIEWPOINT 5: VIEW FROM LAI CHI KOK PARK (NEAR THE ENTRANCE AT PO LUN STREET)
FIGURE 8	VIEWPOINT 6: VIEW FROM FOOTBRIDGE CONNECTING HOI YING ESTATE AND HOI TAT ESTATE
FIGURE 9	VIEWPOINT 7: VIEW FROM PLANNED WATERFRONT PROMENADE ADJOINING PLANNED COMPREHENSIVE HOTEL DEVELOPMENT AT NKIL 6550 AT LAI YING STREET, CHEUNG SHA WAN
FIGURE 10	VIEWPOINT 8: VIEW FROM CONTAINER PORT ROAD SOUTH

## **1 INTRODUCTION**

- 1.1 This Visual Impact Assessment (“**VIA**”) is prepared in support of a Section 16 Planning Application for Minor Relaxation of Building Height (“**BH**”) Restriction for a Permitted Logistics Centre (Cold Storage) Development (“**Proposed Development**”/ “**Proposed Scheme**”) at Kwai Chung Town Lot (“**KCTL**”) No. 531 (“**Application Site**”).
- 1.2 The Application Site is zoned "Other Specified Uses" annotated "Container Related Uses and Underground Sewage Treatment Works with Ancillary Above Ground Facilities" (referred to as “**OU**”) on the Approved Stonecutters Island Outline Zoning Plan No. S/SC/10 (“**Approved OZP**”). For uses other than sewerage treatment/screening Plant, a maximum BH of 40 metres above Principal Datum (“**mPD**”) and a maximum site coverage (“**SC**”) of 50% is imposed on the Application Site/Proposed Development. For uses other than the sewerage treatment / screening plant, a maximum gross floor area (“**GFA**”) of 253,450m<sup>2</sup> is imposed on the entire OU zone. A maximum GFA of 138,000m<sup>2</sup> is stipulated under the Lease.
- 1.3 In line with Government policy direction and vision for the Site to be developed for high value-added modern logistics to enhance the competitiveness of the logistics sector of Hong Kong, the Proposed Development is envisioned to be a state-of-the-art cold storage facility that fulfils the requirement of modern logistics and cold storage requirements at this strategic location. To realise the Proposed Development, Minor Relaxation of the BH Restriction from 40mPD to 48mPD (20%) is sought to enable a cold storage facility which meets the standards and requirements of modern logistics for cold chain to respond to the market needs through provision of sufficient floor-to-floor (“**F-t-F**”) height. The Proposed GFA and SC of the Proposed Development are in line with the Lease and OZP restrictions.
- 1.4 A development scheme (“**OZP Compliant Scheme**”) that is fully compliant with the PR, BH and SC restrictions prescribed within Approved OZP and Lease has been prepared as a basis for comparison against the Proposed Development.
- 1.5 The VIA is conducted in accordance with the Town Planning Board Guidelines on Submission of VIA for Planning Applications to the Board (“**TPB PG-No. 41**”) and is submitted together with the Section 16 Planning Application for consideration by the TPB.
- 1.6 Para. 2.3 of TPB PG No. 41 states that a VIA is required when, inter alia,
  - (e) *“the proposal involves modification of development parameters of a site to deviate from the statutory planning restrictions applicable to the site or the neighbourhood, and modification will amount to pronounced increase in development scale and intensity and visual changes from key public viewing points;*
- 1.7 This VIA is submitted accordingly to compare the visual impact of the Proposed Development against the OZP Compliant Scheme on representative Visually Sensitive Receivers (“**VSR**”) from public View Points (“**VPs**”).

### Methodology

- 1.8 The methodology of this VIA is summarised as follows:
  - Baseline study of the existing and future visual character of the Application Site and its surroundings taking into account the relevant planning and development framework for the area;
  - Identification of the potential visual receptors;
  - Evaluation of potential visual impacts; and
  - Recommendation of any necessary mitigation measures as necessary.

## 2 OUTLINE OF THE VISUAL IMPACT ASSESSMENT

2.1 The outline of this VIA is set out below:

- Section 3 outlines the visual context of the Site and its surroundings;
- Section 4 describes the major development parameters of the Proposed Scheme;
- Section 5 identifies the Assessment Area;
- Section 6 provides an analysis of the VPs;
- Section 7 assesses the overall visual impact of the Proposed Scheme;
- Section 8 concludes the VIA.

## 3 VISUAL CONTEXT OF THE SITE AND ITS SURROUNDING

### *Local Context*

3.1 The Site is bounded by Mei Ching Road and Container Port Road South and is currently vacant. A large open-air carpark abuts the eastern and southern boundary of the Application Site.

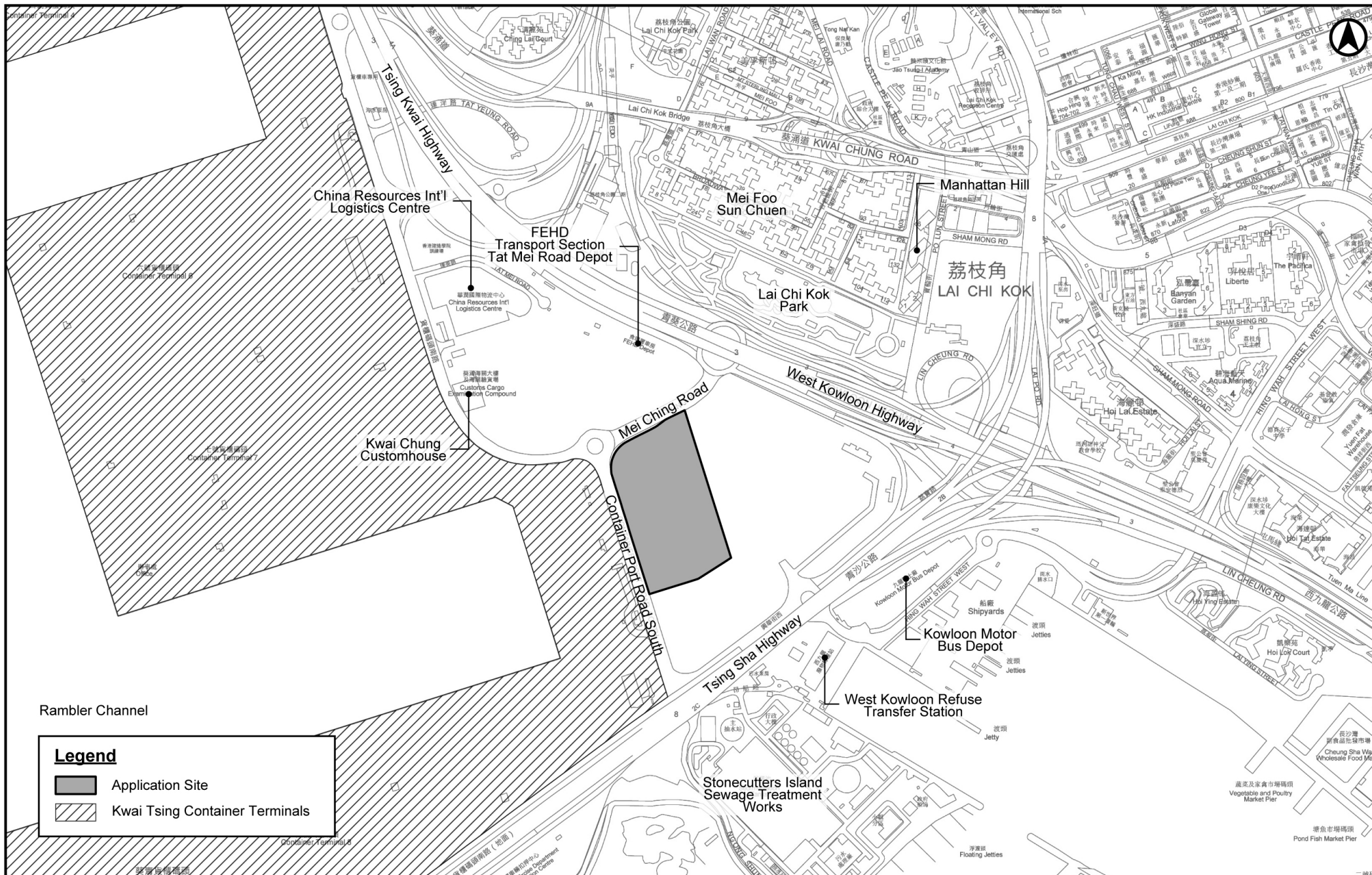
### *Wider Context*

3.2 The Site is located adjacent to the Kwai Tsing Container Terminals in the west, the immediate surrounding of the Site is characterised by container related uses, such as logistics facilities, container storage and open-air carpark for goods vehicles.

3.3 Key visual elements surrounding the Site are summarised below (**Figure 1** refers):

- Developments to the immediate north include a large open-air car park and the Food and Environmental Hygiene Department (“**FEHD**”) Transport Section Tat Mei Road Depot (negative visual elements). Developments to the further north and northeast of the Site and across West Kowloon Highway (neutral visual element) comprise a cluster of residential developments (e.g. Mei Foo Sun Chuen and Manhattan Hill) (neutral visual elements) and the Lai Chi Kok Park (positive visual element).
- To the further east of the Site are the Tsing Sha Highway (neutral visual element), Kowloon Motor Bus Depot and multiple shipyards (negative visual elements) which are predominantly low-rise. The Stonecutters Island Sewage Treatment Works and West Kowloon Refuse Transfer Station (negative visual elements) are located to the further southeast of the Site.
- To the west and southwest of the Site is the Container Terminal 8 of Kwai Tsing Container Terminal (negative visual element) and Rambler Channel (positive visual element).
- Container Terminals 6 and 7 of Kwai Tsing Container Terminal, Kwai Chung Custom House and the China Resources Int’l Logistics Centre, which are some port and logistics facilities (negative visual elements) are located to the further northwest of the Site.





MCRKC

**FIGURE 1 SITE LOCATION PLAN**  
SCALE 1 : 10,000

## 4 THE DEVELOPMENT PROPOSAL

### Statutory Provisions

- 4.1 The Application Site is subject to a maximum BH of 40mPD and a maximum SC of 50%. A maximum GFA of 138,000m<sup>2</sup> is stipulated under the Lease.
- 4.2 As indicated in the Statutory Notes of the Approved OZP, based on the individual merits of a development or redevelopment proposal, minor relaxation of the development restrictions may be considered by the TPB.

### OZP Compliant Scheme

- 4.3 An OZP Compliant Scheme is prepared in compliance with the development restrictions stipulated under the Approved OZP and Lease. The OZP Compliant Scheme is used as a basis for comparison for this VIA as it reflects a basic quantum of development potential on the Site.
- 4.4 The OZP Compliant Scheme consists of 7 storeys plus 2 basement levels which are required to accommodate the maximum GFA of 138,000m<sup>2</sup> under the site constraints brought by various non-building areas ("NBAs") as indicated in the Supplementary Planning Statement. Despite the BH Restriction being met, the OZP Compliant Scheme cannot adequately fulfil the operational requirements for modern logistics and cold storage, in particular for stacking heights and internal circulation.

### Proposed Scheme

- 4.5 To meet the standards and requirements of modern logistics for cold chain, a Minor Relaxation of BH Restriction from 40mPD to 48mPD (20%) is sought. The Proposed Development adopts a similar building footprint as the OZP Compliant Scheme and consists of 7-storeys plus 2 basement levels at 48mPD. The Proposed GFA and SC are consistent with the OZP Compliant Scheme.
- 4.6 The key development parameters of the OZP Compliant Scheme and the Proposed Development of the Application Site are compared in **Table 4.1** below. **Figure 2** presents the schematic sections of the OZP Compliant Scheme and the Proposed Scheme to illustrate the difference in BH.

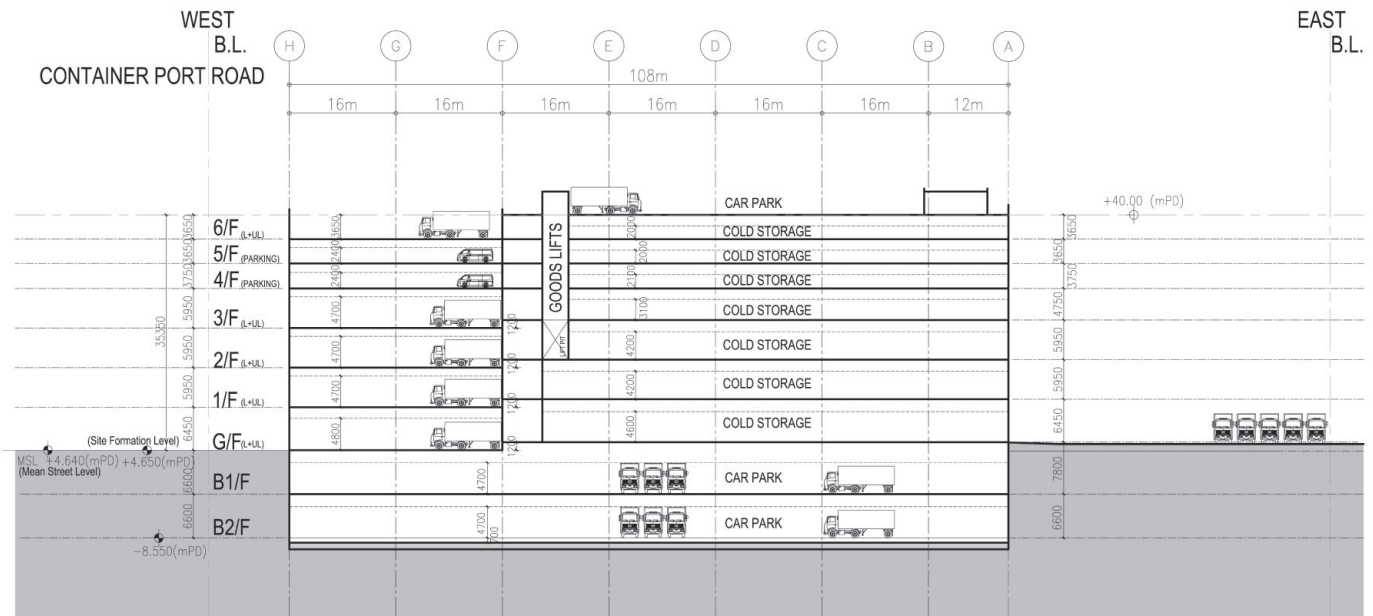
**Table 4.1 Development Schedule**

Development Parameters	OZP Compliant Scheme [A]	Proposed Scheme [B]	Difference [B] – [A]
Site Area	Approx. 55,245m <sup>2</sup>		Nil
Proposed GFA	Approx. 138,000m <sup>2</sup>	Approx. 138,000m <sup>2</sup>	Nil
Proposed Plot Ratio	Approx. 2.50	Approx. 2.50	Nil
Proposed SC	50%	50%	Nil
No. of Storeys	7 (excluding 2 basement levels)	7 (excluding 2 basement levels)	Nil
BH (Main Roof Level)	40mPD	48mPD	+8m (20%)

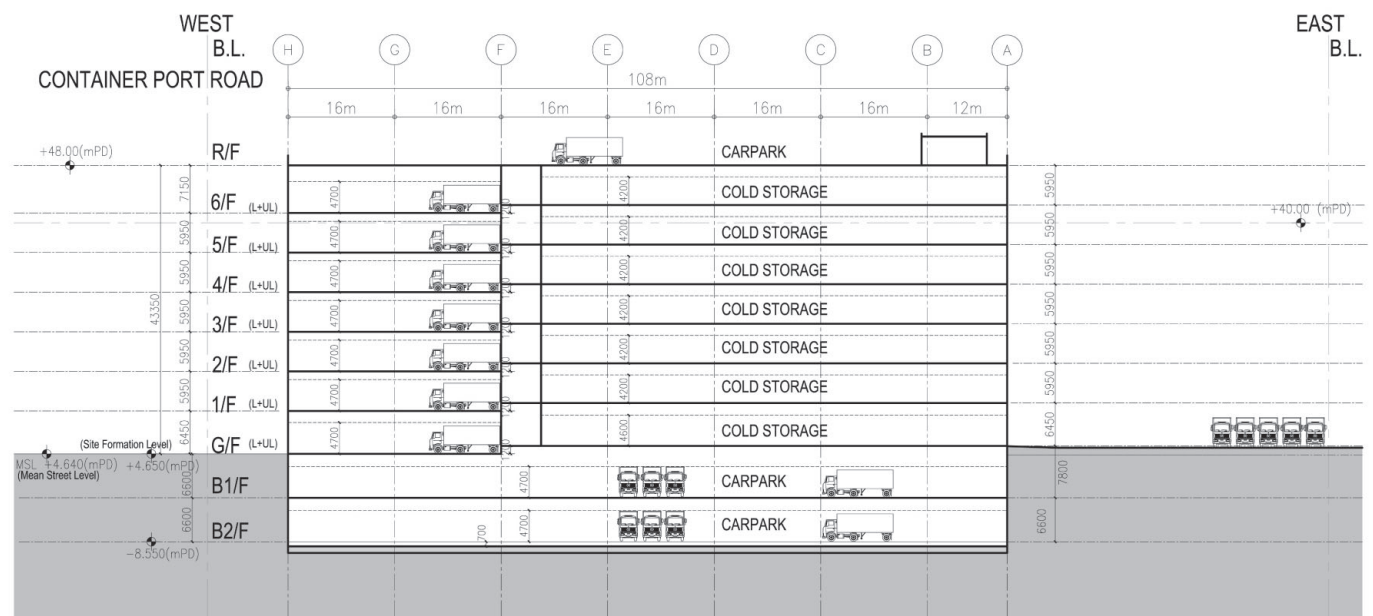
## 5 ASSESSMENT AREA

- 5.1 An Assessment Area is delineated for the VIA according to TPB PG No. 41 which is equivalent to approximately three (3) times the overall BH of the Proposed Development. Since the Proposed Development's BH (at main roof level) is approximately 48mPD (approximately 43.36 from ground level), a radius of approx. 130.08m (i.e. 43.36m x 3) from the Application Site is defined as the Assessment Area (**Figure 3** refers).

## OZP COMPLIANT SCHEME



## PROPOSED SCHEME



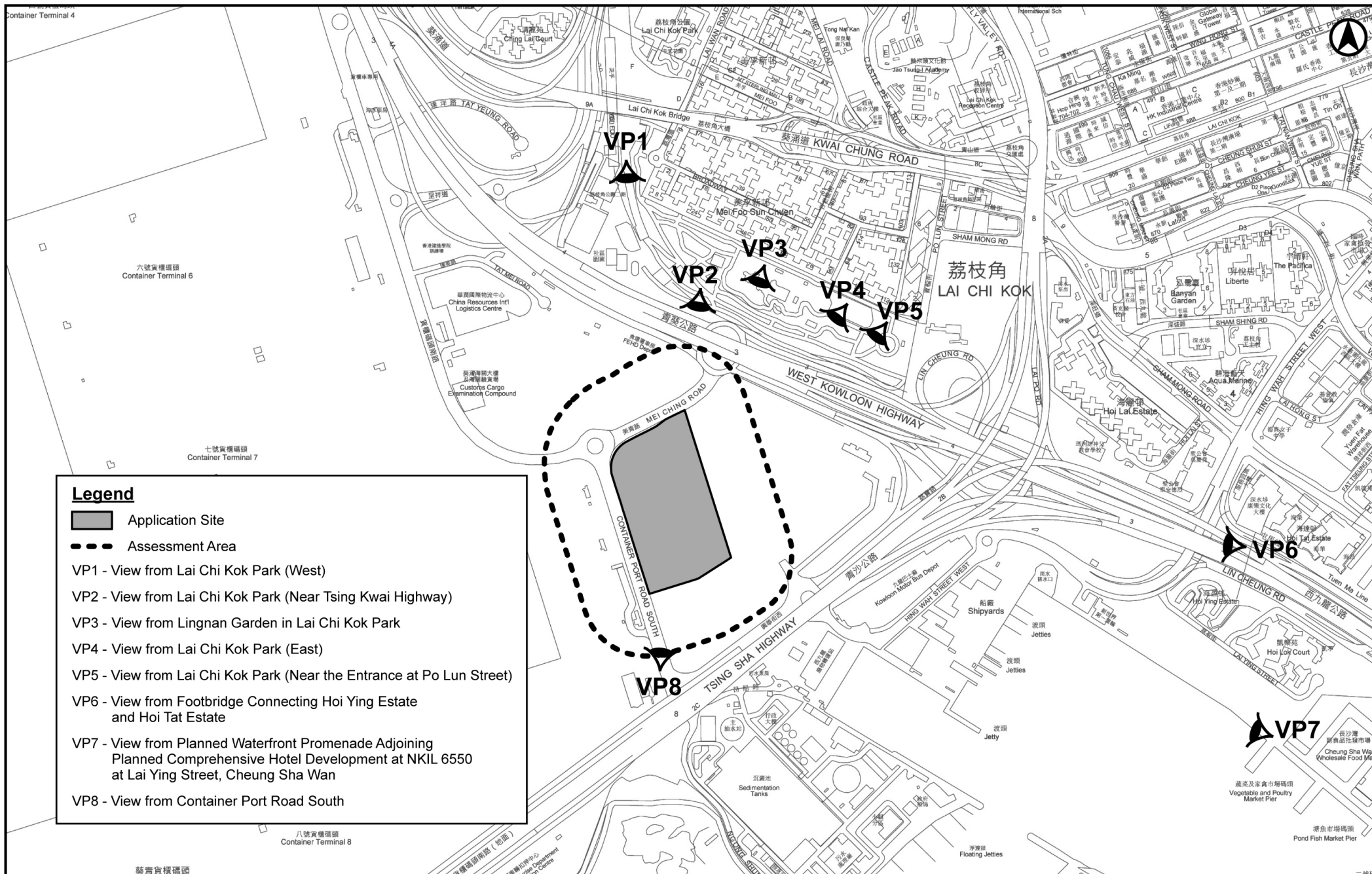


FIGURE 3 LOCATION OF VIEWPOINTS  
SCALE 1 : 10,000

## 6 IDENTIFICATION AND CLASSIFICATION OF VIEWPOINTS

- 6.1 As per para. 4.5 of TPB PG No. 41, the VIA focuses on public views and local vantage points as these areas are easily accessible and popular to the public. The VPs may include key pedestrian nodes, public areas for outdoor facilities, recreation, rest, leisure, walking and prominent travel routes which are easily accessible by the public. In this regard, eight (8) public VPs have been selected for this VIA (**Figure 3** refers).
- 6.2 The eight (8) VPs selected for this VIA are as follows:
- **Viewpoint 1 (VP1): View from Lai Chi Kok Park (West)** – This is a long-range static VP located approx. 540m to the north of the Site at Lai Chi Kok Park. It is located at the elevated walkway adjacent to the Tennis Courts. It is also part of the jogging track system within the Lai Chi Kok Park. It represents the users of the open space for resting, sitting-out, leisure and exercise purposes. The visual sensitivity of this VP is considered **medium** due to its proximity to the Site.
  - **Viewpoint 2 (VP2): View from Lai Chi Kok Park (Near Tsing Kwai Highway)** – This is a medium-range static VP located approx. 275m to the northeast of the Site at Lai Chi Kok Park. It is situated along the jogging track within the Lai Chi Kok Park. It represents the users of the Park/ Lingnan Garden for resting, sitting-out, leisure and exercise purposes. The visual sensitivity of this VP is considered **low** given the Site is blocked by vegetation.
  - **Viewpoint 3 (VP3): View from Lingnan Garden in Lai Chi Kok Park** – This is a mid-range static VP located approx. 305m to the northeast of the Site at Lai Chi Kok Park. It is situated in a themed garden known as “Lingnan Garden” in the centre of the Lai Chi Kok Park. It represents the users of the Park/ Lingnan Garden for resting, sitting-out and leisure purposes. The visual sensitivity of this VP is considered **low** given the Site is blocked by vegetation.
  - **Viewpoint 4 (VP4): View from Lai Chi Kok Park (East)** – This is a mid-range static VP located approx. 365m to the northeast of the Site at Lai Chi Kok Park. It is situated near a children’s play area at the eastern portion of the Lai Chi Kok Park. It represents the users of the Park for resting, sitting-out, and leisure purposes. The visual sensitivity of this VP is considered **low** given the Site is blocked by vegetation.
  - **Viewpoint 5 (VP5): View from Lai Chi Kok Park (Near the Entrance at Po Lun Street)** – This is a long-range static VP located approx. 460m to the northeast of the Site at Lai Chi Kok Park. It is situated at the eastern end of Lai Chi Kok Park and near the entrance at Po Lun Street. It represents the users of the Park for resting, sitting-out, and leisure purposes. The visual sensitivity of this VP is considered **low** given the Site is blocked by vegetation.
  - **Viewpoint 6 (VP6): View from Footbridge Connecting Hoi Ying Estate and Hoi Tat Estate** – This is a long-range kinetic VP located approx. 1.06km to the east of the Site at footbridge connecting Hoi Ying Estate and Hoi Tat Estate above the West Kowloon Highway. It is a key pedestrian passageway between the waterfront and the hinterland. It represents the residents and future visitors of the planned waterfront promenade traversing to/ from the hinterland. Considering the transient nature of this VP and the visibility to the Site is significantly affected by the fences<sup>1</sup> on the footbridge, the visual sensitivity of this VP is considered **low**.

<sup>1</sup> Almost the entire western side of the footbridge is installed with wire fences except a short section near the Sham Shui Po Leisure and Cultural Building end which has very limited view to the Site.



- **Viewpoint 7 (VP7): View from Planned Waterfront Promenade adjoining Planned Comprehensive Hotel Development at NKIL 6550 at Lai Ying Street, Cheung Sha Wan** – This is a long-range static VP located approx. 1.17km to the southeast of the Site at a planned waterfront promenade adjoining the Approved Comprehensive Hotel Development at NKIL 6550. It is a planned open space and represents the users of the open space for resting, sitting-out and leisure purposes. Given its distance to the Site and the Site being substantially blocked by the man-made structures in the foreground, the visual sensitivity of this VP is considered **low**.
- **Viewpoint 8 (VP8): View from Container Port Road South** – This is a short-range static VP located approx. 145m to the southeast of the Site at the footpath of Container Port Road South. It is located near the entrance of Container Terminal 8 and represents the workers near the Site. Despite this VP has a direct sight to the Proposed Development, Container Port Road South is used mainly by heavy goods. Furthermore, workers at Container Terminal 8 usually take the shuttle or minibus that drop off at the entrance directly without using most of the footpath. Therefore, the visual sensitivity of this VP is considered **low**.

6.3 The results from the initial assessment reveal that views of the Proposed Development from two (2) out of the eight (8) locations investigated (i.e. VPs 3 and 4) are fully blocked. The view from these VPs provided at **Figure 4** show that the vegetation and man-made structures in the foreground fully screen the Proposed Development. Therefore, VPs 3 and 4 will not be further assessed.



VIEWPOINT 3 : VIEW FROM LINGNAN GARDEN IN LAI CHI KOK PARK



VIEWPOINT 4 : VIEW FROM LAI CHI KOK PARK (EAST)

## 7 ASSESSMENT OF VISUAL IMPACTS

- 7.1 This Section evaluates the visual impact of the Proposed Development by comparing its massing with the OZP Compliant Scheme. Reference is made to TPB PG No. 41 and the following Table (**Table 7.1** refers) summarises the relevant appraisal components. Generally, the visual impact assessment is carried out on the basis of visual composition, visual obstruction, effect on public viewers and effect on visual resources. **Table 7.1** summarises the major considerations to be discussed for each appraisal component.

**Table 7.1 - Appraisal Components**

Appraisal Components	Major Considerations
Visual Composition	Visual composition is the total visual effect of all the visual elements due to their variation in location, massing, height, disposition, scale, form, proportion and character vis-à-vis the overall visual backdrop. Visual composition may result in visual balance, compatibility, harmony, unity or contrast. The appraisal should have due regard to the overall visual context and character within the wider and local contexts.
Visual Obstruction	A development may cause views in its foreground or background to be intercepted or blocked. The appraisal should assess the degree of visual obstruction and loss of views or visual openness due to the Proposed Development from all key public viewing points.
Effect on Public Viewers	The effects of visual changes from key public viewing points with direct sightlines to the Proposed Development should be assessed and demonstrated in VIA. The changes in views to the existing and future public viewers should be compared before and after the Proposed Development. The effects of the visual changes can be graded qualitatively in terms of magnitude as substantial, moderate, slight or negligible.
Effect on Visual Resources	The condition, quality and character of the surrounding area may change positively or negatively as a result of a development. The Applicant should appraise if the Proposed Development may improve or degrade the condition, quality and character of the surrounding area, and any on-site and off-site visual impact such as that on the visual resources, visual amenities, area of special character, natural and built heritage, sky view, streetscape, townscape and public realm related to the Development.

- 7.2 TPB PG No. 41 sets out the classifications of visual impact and its associated description. The classifications are tabulated below (**Table 7.2** refers) to appraise the Overall Visual Resultant Impact of the Recommended Design at the VPs identified (Para. 4.11 of TPB PG No. 41 refers).

**Table 7.2 - Classification of Overall Resultant Visual Impact**

Classification of Overall Resultant Visual Impact	Description
Enhanced	If the Proposed Development in overall terms will improve the visual quality and complement the visual character of its setting from most of the identified key public VPs.
Partly Enhanced/Partly Adverse	If the Proposed Development will exhibit enhanced visual effects to some of the identified key public viewing points and at the same time, with or without mitigation measures, exhibit adverse visual effects to some other key public viewing points.
Negligible	If the Proposed Development will, with or without mitigation measures, in overall terms have insignificant visual impacts on most of the identified key public viewing points, or the visual effects would be screened or filtered by other distracting visual elements in the surrounding area.
Slightly Adverse	If the Proposed Development will, with or without mitigation measures, result in overall terms in some negative visual effects to most of the identified key public viewing points.
Moderately Adverse	If the Proposed Development will, with or without mitigation measures, result in overall terms in negative visual effects to most of the key identified key public viewing points.
Significantly Adverse	If the Proposed Development will in overall terms cause serious and detrimental visual impacts on most of the identified key public viewing points even with mitigation measures.

- 7.3 Photomontages at **Figures 5-10** illustrate the existing condition compared to the future committed situation (i.e. with the OZP Compliant Scheme) and with the Proposed Development.

## VP1: View from Lai Chi Kok Park (West) (*Figure 5* refers)

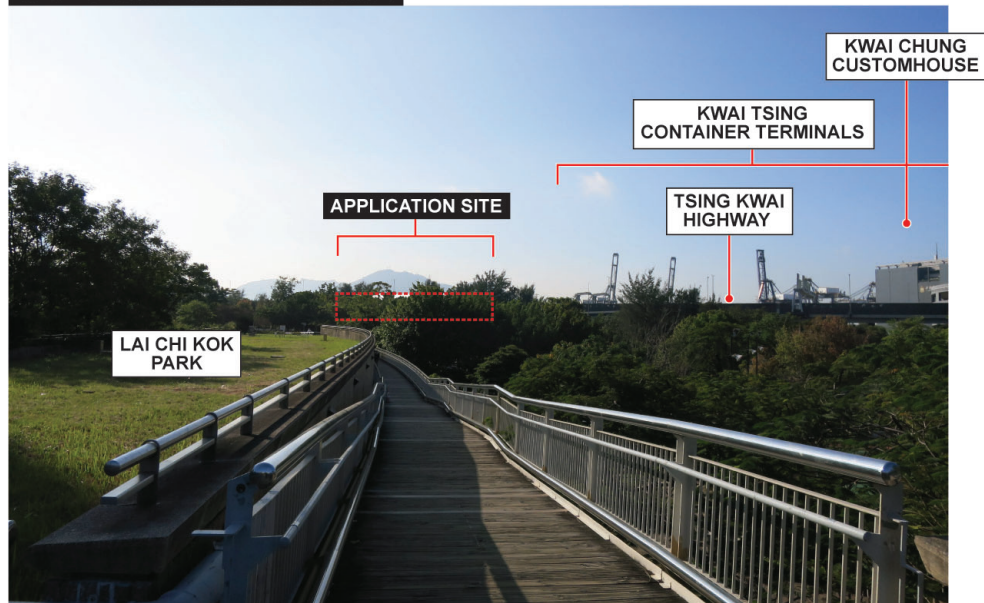
- 7.4 This is a long-range static VP located approx. 540m to the north of the Site at Lai Chi Kok Park. It is located at the elevated walkway adjacent to the Tennis Courts connecting the northern portion and southern portion of Lai Chi Kok Park. It is also part of the jogging track system within the Lai Chi Kok Park. It represents the users of the open space for resting, sitting-out, leisure and exercise purposes. The visual elements in this VP include the landscaping of Lai Chi Park in the foreground (positive visual element), the Kwai Chung Customhouse (negative visual element), the container cranes of Kwai Tsing Container Terminals (negative visual element) and the hills and open sky backdrop (positive visual element).
- 7.5 In terms of visual composition, the OZP Compliant Scheme is substantially blocked by the vegetation and Tsing Kwai Highway in the foreground while the Proposed Scheme will block a portion of the open sky with a higher BH. However, as the scale, massing and height of the Proposed Development are not incompatible with the surrounding context and only some of the roof line of the Proposed Scheme visible, the visual composition of this VP is not anticipated to be significantly altered.
- 7.6 In comparison to the existing condition, the Proposed Development will obstruct a minor portion of the hilly backdrop but the overall visual openness to the sky in this VP remains unchanged. The degree of obstruction is considered insubstantial.
- 7.7 In terms of the effect on public viewers, the Proposed Development will obstruct a minor view to the hilly backdrop when compared the OZP Compliant Scheme. Nonetheless, the effect of visual change from this VP is considered negligible with the visual openness remain unchanged and the established perception of the Site and its surrounding being part of the Kwai Tsing Container Terminals.
- 7.8 With regards to the effect on visual resources, the Proposed Development will appear as an extension of logistics developments in the area and cause negligible impact to the visual resources. Moreover, the open sky view is preserved. Thus, compared to the existing condition and the OZP Compliant Scheme, the quality and character at this VP will not be adversely degraded.
- 7.9 Although the Proposed Development obstructs a portion of the hilly backdrop at this VP, the Proposed Development is not incompatible with the built developments in the background and the visual openness is preserved. While the resultant visual impact created by the Proposed Development is considered slightly adverse compared to the existing situation, when compared to the OZP Compliant Scheme, the overall degree of change is considered **acceptable**.



### EXISTING CONDITION



### OZP COMPLIANT SCHEME



### PROPOSED SCHEME

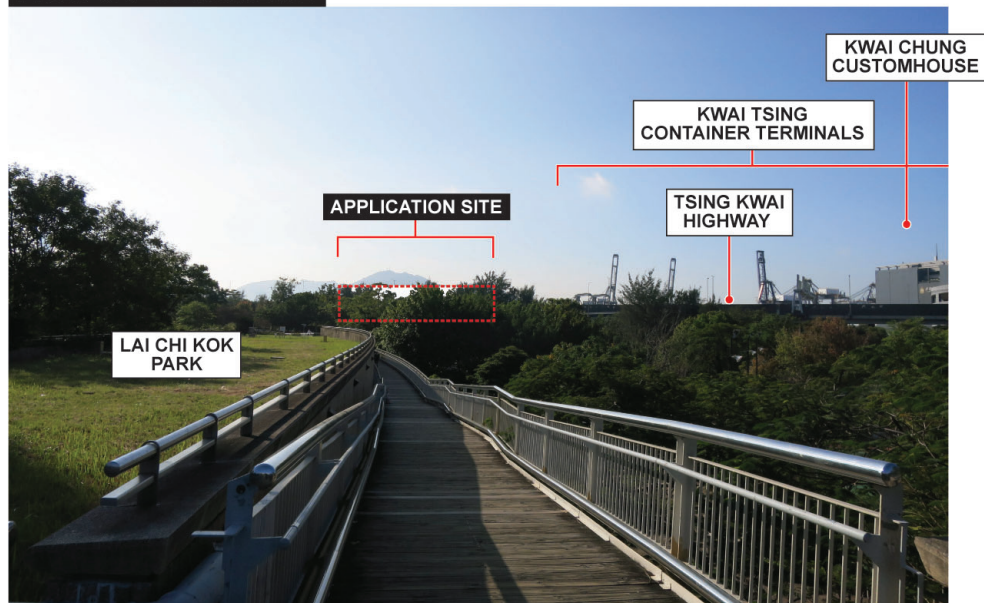


FIGURE 5 VIEWPOINT 1 : VIEW FROM LAI CHI KOK PARK (WEST)



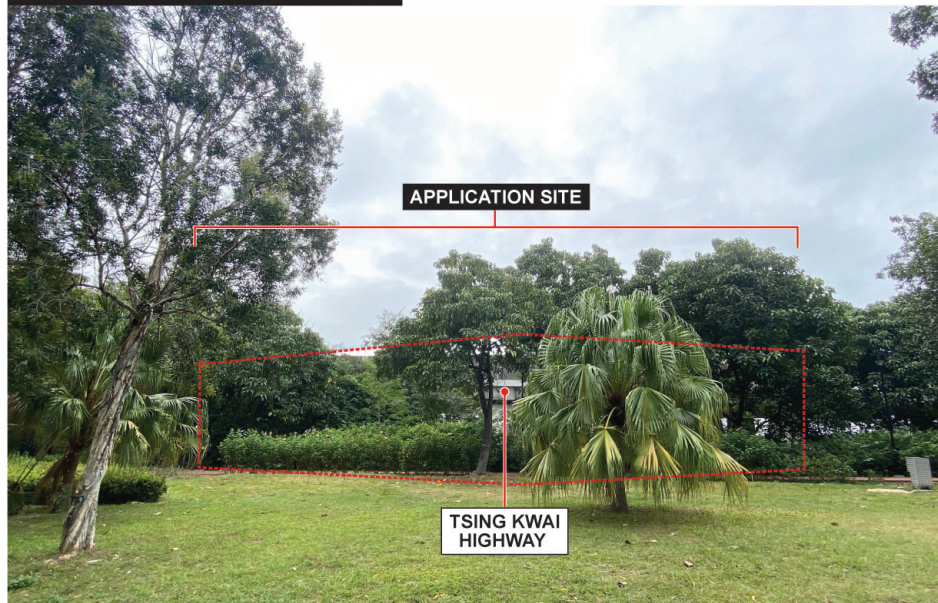
### VP2: View from Lai Chi Kok Park (Near Tsing Kwai Highway) (**Figure 6** refers)

- 7.10 This is a medium-range static VP located approx. 275m to the northeast of the Site at Lai Chi Kok Park. It is situated along the jogging track within the Lai Chi Kok Park. It represents the users of the Park/ Lingnan Garden for resting, sitting-out, leisure and exercise purposes. The visual elements in this VP is dominated by the vegetation in the Lai Chi Kok Park and the open sky backdrop (positive visual element). Tsing Kwai Highway (neutral visual element) is slightly visible through the gap between the trees.
- 7.11 In terms of visual composition, the OZP Compliant Scheme is substantially blocked by the vegetation and Tsing Kwai Highway in the foreground while the Proposed Scheme will block a small portion of the open sky with a higher BH with a minor portion of its roof line visible. The visual composition of this VP is not anticipated to be significantly altered.
- 7.12 In comparison to the existing condition, the Proposed Development will obstruct a minor portion of the open sky backdrop but the overall visual openness to the sky in this VP remains unchanged. The degree of obstruction is considered insubstantial.
- 7.13 In terms of the effect on public viewers, the Proposed Development will obstruct a minor view to the open sky backdrop when compared the OZP Compliant Scheme. Nonetheless, the effect of visual change from this VP is considered negligible with the visual openness remain unchanged and the light colour scheme of the façade treatment allows the Proposed Development to blend in with the open sky backdrop.
- 7.14 With regards to the effect on visual resources, the Proposed Development will only block a very small portion of the sky above the tree line and cause negligible impact to the visual resources. Moreover, the open sky view is preserved. Thus, compared to the existing condition and the OZP Compliant Scheme, the quality and character at this VP will not be adversely degraded.
- 7.15 In terms of the overall visual impact at this VP, given only a very minor portion of the Proposed Scheme can be visible from this VP, the result visual impact due to the increase of BH is considered **negligible**.

### EXISTING CONDITION



### OZP COMPLIANT SCHEME



### PROPOSED SCHEME

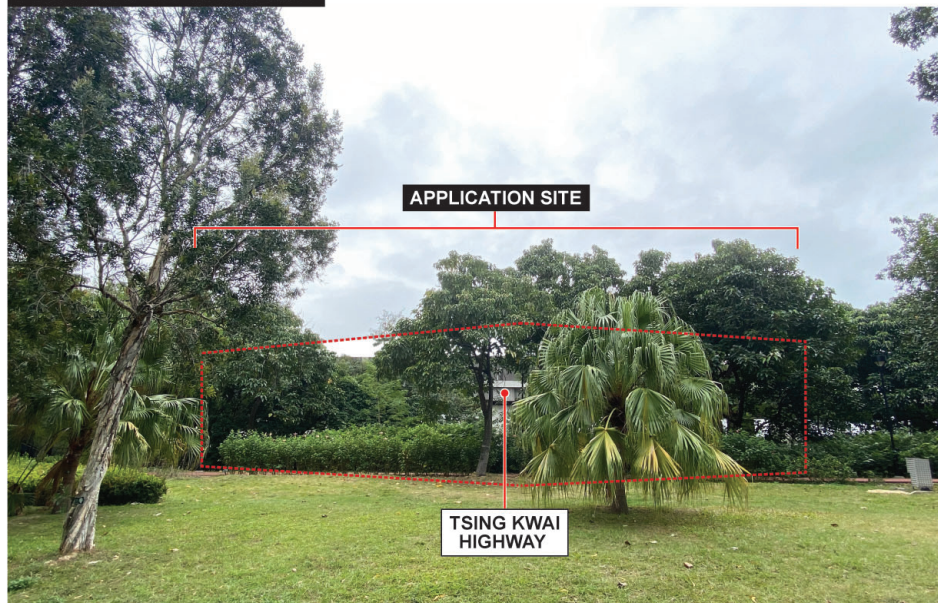


FIGURE 6 VIEWPOINT 2 : VIEW FROM LAI CHI KOK PARK  
(NEAR TSING KWAI HIGHWAY)

VP5: View from Lai Chi Kok Park (Near the Entrance at Po Lun Street) (**Figure 7** refers)

- 7.16 This is a long-range static VP located approx. 460m to the northeast of the Site at Lai Chi Kok Park. It is situated at the eastern end of Lai Chi Kok Park and near the entrance at Po Lun Street. It represents the users of the Park for resting, sitting-out, and leisure purposes. The visual elements in this VP is dominated by the vegetation in the Lai Chi Kok Park and the open sky backdrop (positive visual element).
- 7.17 In terms of visual composition, the OZP Compliant Scheme is blocked by the vegetation in the Lai Chi Kok Park while the Proposed Scheme will block a very small portion of the open sky above the tree line. The visual composition of this VP is not anticipated to be altered.
- 7.18 In comparison to the existing condition, the Proposed Development will obstruct a very minor portion of the open sky backdrop but the overall visual openness to the sky in this VP remains unchanged. The degree of obstruction is considered unnoticeable.
- 7.19 In terms of the effect on public viewers, the Proposed Development will induce insignificant effect of visual change given the vegetation in Lai Chi Kok substantially blocks the Proposed Development.
- 7.20 With regards to the effect on visual resources, the Proposed Development will only block a very small portion of the sky above the tree line and cause negligible impact to the visual resources. Moreover, the open sky view is preserved. Thus, compared to the existing condition and the OZP Compliant Scheme, the quality and character at this VP will not be adversely degraded.
- 7.21 In conclusion, the result visual impact of the Proposed Development is considered **negligible**.



### EXISTING CONDITION



### OZP COMPLIANT SCHEME



### PROPOSED SCHEME



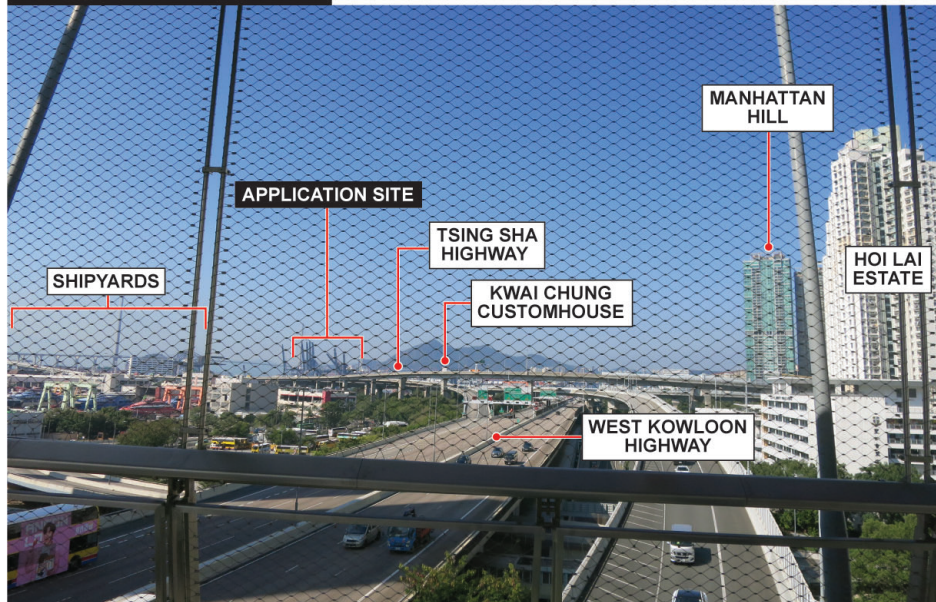
FIGURE 7 VIEWPOINT 5 : VIEW FROM LAI CHI KOK PARK  
(NEAR THE ENTRANCE AT PO LUN STREET)



## VP6: View from Footbridge Connecting Hoi Ying Estate and Hoi Tat Estate (**Figure 8** refers)

- 7.22 This is a long-range kinetic VP located approx. 1.06km to the east of the Site at footbridge connecting Hoi Ying Estate and Hoi Tat Estate above the West Kowloon Highway. It is a key pedestrian passageway between the waterfront and the hinterland. It represents the residents and future visitors of the planned waterfront promenade traversing to/ from the hinterland. The major visual elements within this VP include the West Kowloon Highway (neutral visual element), high-rise residential developments adjacent to the West Kowloon Highway (e.g. Manhattan Hill and Hoi Lai Estate) (neutral visual elements), shipyards (negative visual elements), the facilities at the Kwai Tsing Container Terminals (negative visual elements) and the open sky backdrop (positive visual element). The clarity of the view in this VP is highly affected by the fences on the footbridge.
- 7.23 In terms of visual composition, this VP is dominated by the highway infrastructure and open sky backdrop with some high-rise developments on the right. Both the OZP Compliant Scheme and Proposed Scheme is predominantly screened by the elevated Tsing Sha Highway and barely visible due to long distance between the Site and this VP. Change to the visual composition of this VP due to the Proposed Scheme is not anticipated.
- 7.24 Compared to the existing condition, neither the OZP Compliant Scheme nor Proposed Scheme will cause obstruction to any major visual elements. Therefore, the degree of obstruction is considered negligible.
- 7.25 In terms of the effect on public viewers, the Proposed Scheme is compatible with the surroundings and can blend in with adjacent developments. The proposed BH is also kept below the elevated structure of Tsing Sha Highway without obstructing the view to the mountain backdrop. Hence, the visual change to public viewers is considered negligible.
- 7.26 The Proposed Development will cause negligible impact to the visual resources from this VP given the majority of the open sky view is preserved.
- 7.27 In light of the above, the overall visual impact due to the Proposed Development is considered **negligible** from this VP.

### EXISTING CONDITION



### OZP COMPLIANT SCHEME



### PROPOSED SCHEME

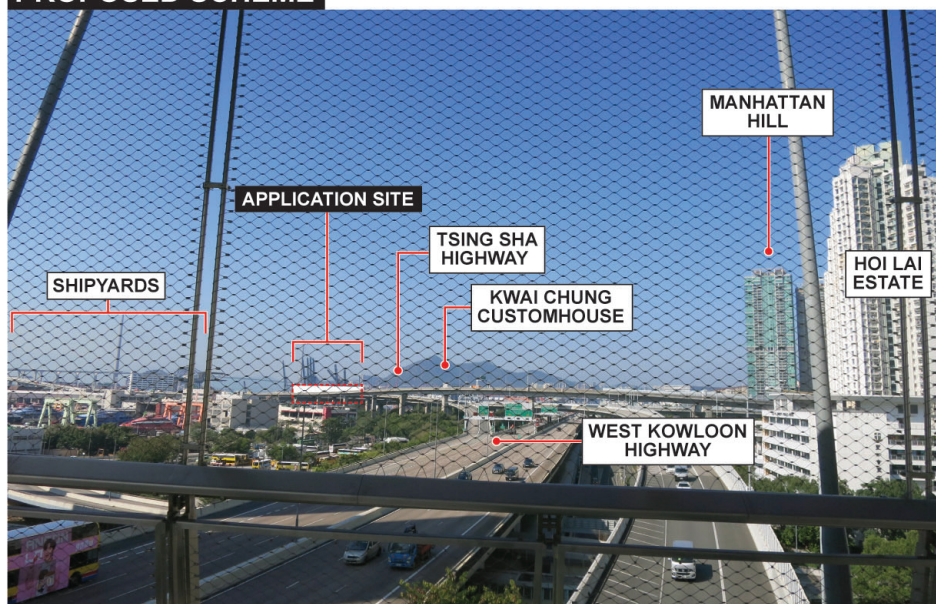


FIGURE 8 VIEWPOINT 6 : VIEW FROM FOOTBRIDGE CONNECTING HOI YING ESTATE AND HOI TAT ESTATE

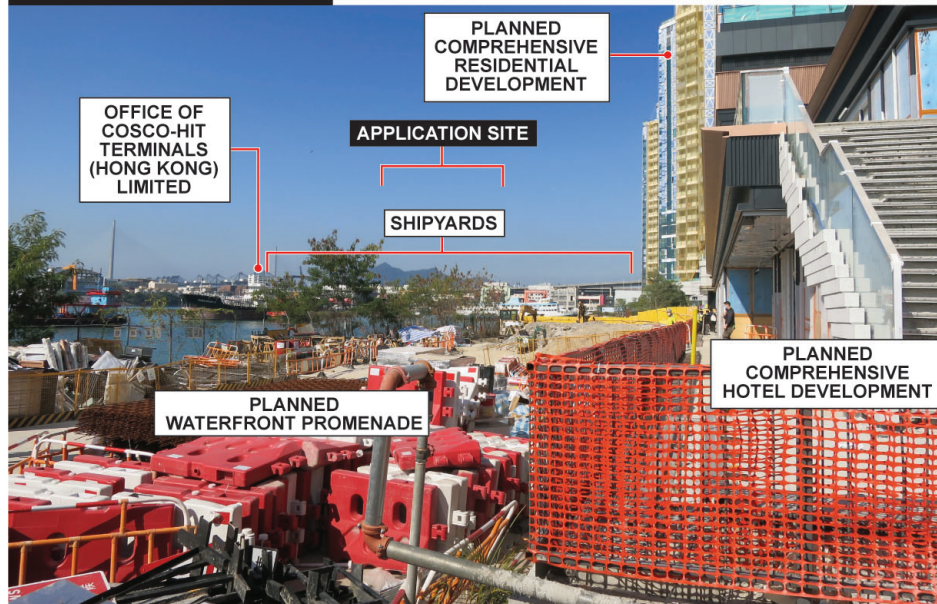
## VISUAL IMPACT ASSESSMENT

VP7: View from Planned Waterfront Promenade adjoining Planned Comprehensive Hotel Development at NKIL 6550 at Lai Ying Street, Cheung Sha Wan (**Figure 9** refers)

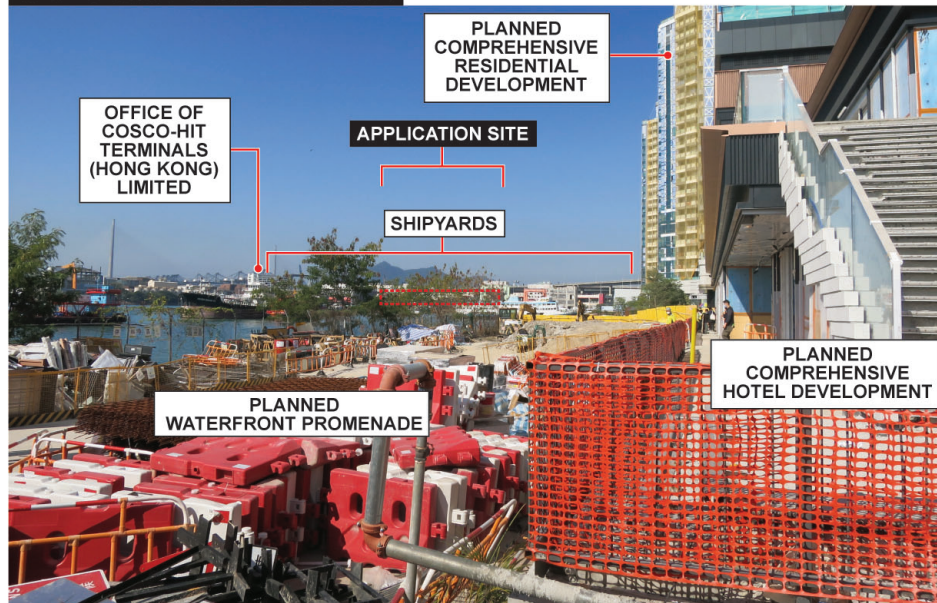
- 7.28 This is a long-range static VP located approx. 1.17km to the southeast of the Site at a planned waterfront promenade adjoining the Approved Comprehensive Hotel Development at NKIL 6550. It is a planned open space and represents the users of the open space for resting, sitting-out and leisure purposes. The major visual elements within this VP include the construction site of the planned waterfront promenade (positive visual element upon completion), Planned Comprehensive Hotel Development at NKIL 6550, Planned Comprehensive Residential Development at NKIL 6549 RP and S.A. (neutral visual elements), shipyards (negative visual element), the office of Cosco-Hit Terminals (Hong Kong) Limited at Container Terminal 8 (neutral visual element) and the open sky back drop (positive visual element).
- 7.29 In terms of visual composition, the OZP Compliant Scheme will be screened by existing vegetation in the foreground and the buildings at the shipyard in the background. The Proposed Scheme with a higher BH will be slightly visible above the tree lines. Nonetheless, the open sky backdrop is preserved and the visual composition of this VP will not be altered.
- 7.30 When compared to the OZP Compliant Scheme, the Proposed Scheme will result in insignificant obstruction to the mountain backdrop. The impact of obstruction is considered negligible.
- 7.31 In terms of the effect on public viewers, the Site is located behind the industrial uses (i.e. shipyards) and adjacent to the facilities at the container terminal. The Proposed Scheme will blend in with the other developments and no significant visual changes are anticipated despite with a higher BH than the OZP Compliant Scheme.
- 7.32 The Proposed Development will cause negligible impact to the visual resources from this VP given the majority of the open sky view is preserved.
- 7.33 In conclusion, the overall visual impact due to the Proposed Development is considered **negligible** from this VP.



## EXISTING CONDITION



## OZP COMPLIANT SCHEME



## PROPOSED SCHEME

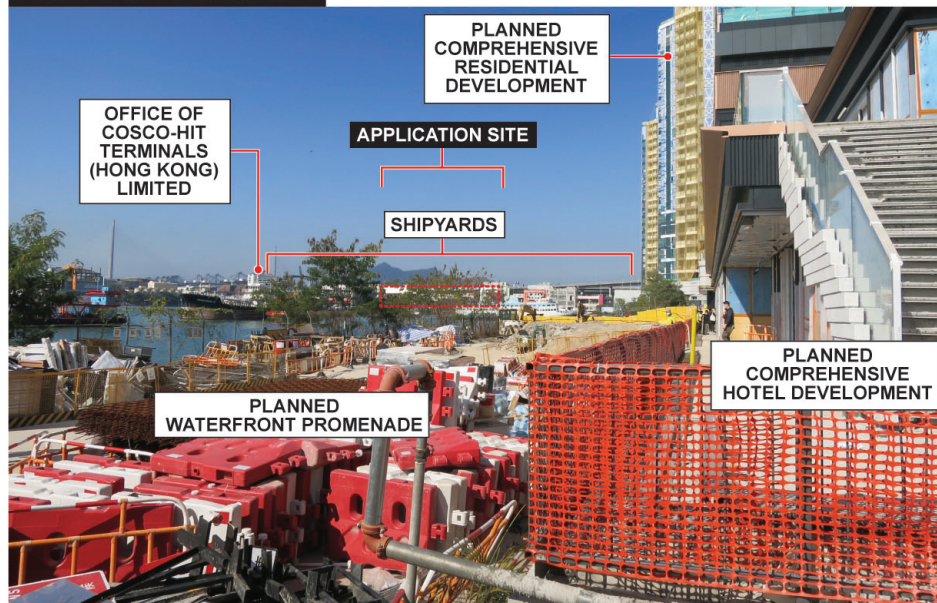


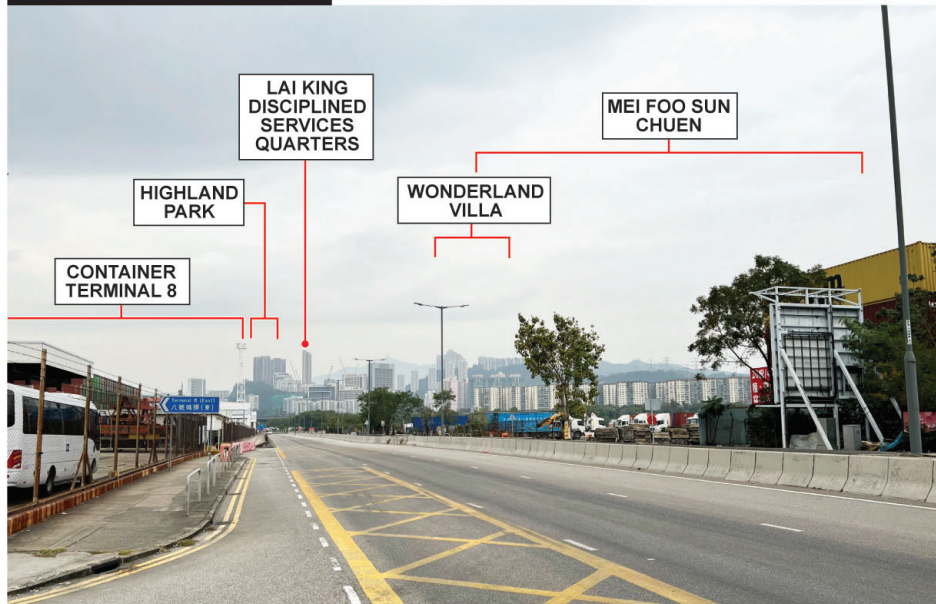
FIGURE 9 VIEWPOINT 7 : VIEW FROM PLANNED WATERFRONT PROMENADE ADJOINING PLANNED COMPREHENSIVE HOTEL DEVELOPMENT AT NKIL 6550 AT LAI YING STREET, CHEUNG SHA WAN



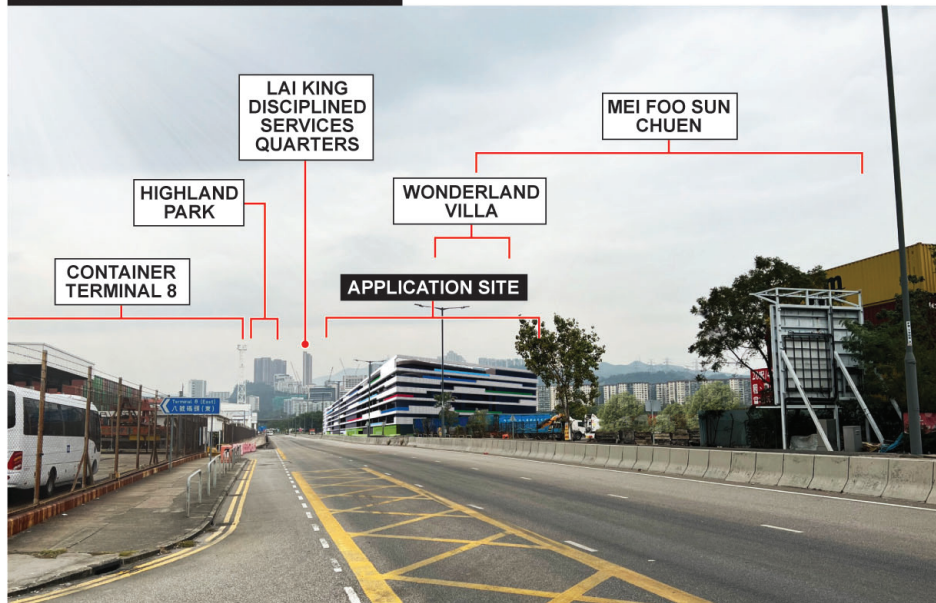
### VP8: View from Container Port Road South (*Figure 10* refers)

- 7.34 This is a short-range static VP located approx. 145m to the southeast of the Site at the footpath of Container Port Road South. It is located near the entrance of Container Terminal 8 and represents the workers near the Site. The major visual elements within this VP include the open-air car park and container storage to right in the foreground (negative visual element), various developments in the hinterland (neutral visual elements) (e.g. Mei Foo Sun Chuen, Wonderland Villa, Highland Park and Lai King Disciplined Services Quarters) and the open sky back drop (positive visual element).
- 7.35 In terms of visual composition, the OZP Compliant Scheme will obstruct the view to the developments in the hinterland and a portion of the open sky. The Proposed Scheme with a higher BH will further block the open sky backdrop. Considering that the OZP Compliant Scheme has already altered the visual composition at this VP, the additional impact to the visual composition as a result of the minor relaxation in BH by the Proposed Scheme is considered negligible.
- 7.36 When compared to the OZP Compliant Scheme, the Proposed Scheme will result in more obstruction of the open sky given the proximity to the Site. The visual obstruction of the Proposed Scheme towards is considered slightly adverse when compared to the OZP Compliant Scheme.
- 7.37 In terms of the effect on public viewers, the OZP Compliant Scheme has already reflected the industrial character of the Site and its surrounding area. The Proposed Scheme with a higher BH will unlikely inflict compatibility concern. While the additional BH will result in more reduction of the visual openness of this VP when compared to the OZP Compliant Scheme, the façade treatment through selection of light colour scheme will add visual interest and reduce contrast with the sky. Overall, the magnitude of visual change is considered slight.
- 7.38 With regards to the effect on visual resources, although the visual openness is reduced, the Proposed Development would appear as an extension of port developments in the area. Thus, compared to the existing condition the quality and character at this VP will not be significantly degraded.
- 7.39 Considering the low visual sensitivity of this VP and the limited public viewers from this VP, the overall visual impact of Proposed Scheme against the OZP Compliant Scheme is considered **negligible** from this VP.

### EXISTING CONDITION



### OZP COMPLIANT SCHEME



### PROPOSED SCHEME

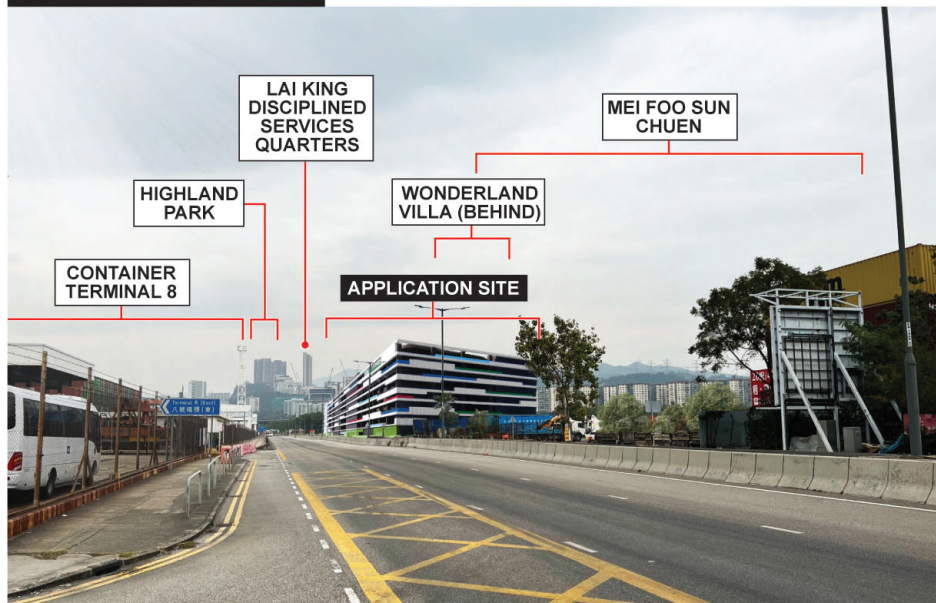


FIGURE 10 VIEWPOINT 8 : VIEW FROM CONTAINER PORT ROAD SOUTH

## 8 CONCLUSION

- 8.1 The VIA is prepared in support of a Section 16 Planning Application for Minor Relaxation of BH Restriction for the Proposed Development. The VIA compares the visual impact of the OZP Compliant Scheme and the Proposed Development. A total of eight (8) potential VPs were identified for assessment.
- 8.2 In summary, the Proposed Development was found to be acceptable in terms of visual impact. The effect of minor increases to BH in the Proposed Development is considered negligible and would not result in significant change in visual impact when compared to the OZP Compliant Scheme. The development scale, BH and design is considered compatible with the local context and surrounding development. **Table 8.1** summarises the overall cumulative visual impact by the Proposed Development.

**Table 8.1 – Summary Table of Visual Impact (Proposed Scheme against the OZP Compliant Scheme)**

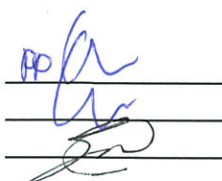
Viewpoints Assessed	Visual Sensitivity	Resultant Visual Impact
VP1: View from Lai Chi Kok Park (West)	Medium	Negligible
VP2: View from Lai Chi Kok Park (Near Tsing Kwai Highway)	Low	Negligible
VP3: View from Lingnan Garden in Lai Chi Kok Park	Low	Negligible (Site not visible)
VP4: View from Lai Chi Kok Park (East)	Low	Negligible (Site not visible)
VP5: View from Lai Chi Kok Park (Near the Entrance at Po Lun Street)	Low	Negligible
VP6: View from Footbridge Connecting Hoi Ying Estate and Hoi Tat Estate	Low	Negligible
VP7: View from Planned Waterfront Promenade adjoining Approved Comprehensive Hotel Development at NKIL 6550 at Lai Ying Street, Cheung Sha Wan	Low	Negligible
VP8: View from Container Port Road South	Low	Negligible

Edited &

Approved by: Cindy Tsang

Edited by: Vincent Lau

Prepared by: Eric Chan



Date: 19 January 2023

File Ref: MCRKC





**TOWNLAND CONSULTANTS LTD.**

URBAN AND REGIONAL PLANNING, DEVELOPMENT CONSULTANCY, MASTER PLANNING, URBAN DESIGN, ARCHITECTURE,  
LANDSCAPE ARCHITECTURE, PROJECT MANAGEMENT AND SOCIAL DEVELOPMENT

Our Ref MCRKC/ERIC/02  
Date 28 February 2023

By HAND

The Secretary, Town Planning Board  
c/o Planning Department  
15/F North Point Government Offices  
333 Java Road, North Point, HONG KONG

Dear Sirs

**SECTION 16 PLANNING APPLICATION  
THE TOWN PLANNING ORDINANCE (CHAPTER 131)**

**PROPOSED MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION FOR  
PERMITTED LOGISTICS CENTRE (COLD STORAGE) DEVELOPMENT  
WITH PUBLIC VEHICLE PARK AT KWAI CHUNG TOWN LOT NO. 531,  
JUNCTION OF MEI CHING ROAD AND CONTAINER PORT ROAD SOUTH,  
KWAI CHUNG, NEW TERRITORIES (TPB REF: A/SC/11)**

Reference is made to the Captioned Planning Application. Further to comments received from Tsuen Wan and West Kowloon District Planning Office ("TWKDPO") of Planning Department ("PlanD"), Urban Design & Landscape Unit ("UD&L") of PlanD, Electrical and Mechanical Service Department ("EMSD"), Environmental Protection Department ("EPD"), Architectural Services Department ("ArchSD"), Buildings Department ("BD") and Lands Department ("LandsD"), please find our responses provided in the enclosed Responses to Comments ("R-to-C") table at **Attachment 1** which has fully addressed the comments from the above-mentioned Government Departments. The R-to-C also summarises comments from the Public and responds accordingly.

Please note that all responses are clarifications only and there are no changes to the Proposed Development or the findings of the Technical Assessments which conclude no adverse impact to the surrounding environment when compared to the OZP Compliant Scheme.

Should there be any queries, please do not hesitate to contact the undersigned or Mr. Eric Chan.

Yours faithfully  
FOR AND ON BEHALF OF  
TOWNLAND CONSULTANTS LIMITED

Vincent Lau  
Associate Director

VIN/ERIC

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TOWNLAND CONSULTANTS PVT. LIMITED (India)

PT TOWNLAND INTERNATIONAL (Indonesia)

HOWARD & SEDDON PARTNERSHIP (United Kingdom)



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Certificate No.: CC844



Our Ref MCRKC/ERIC/02  
Date 28 February 2023

The Secretary, Town Planning Board

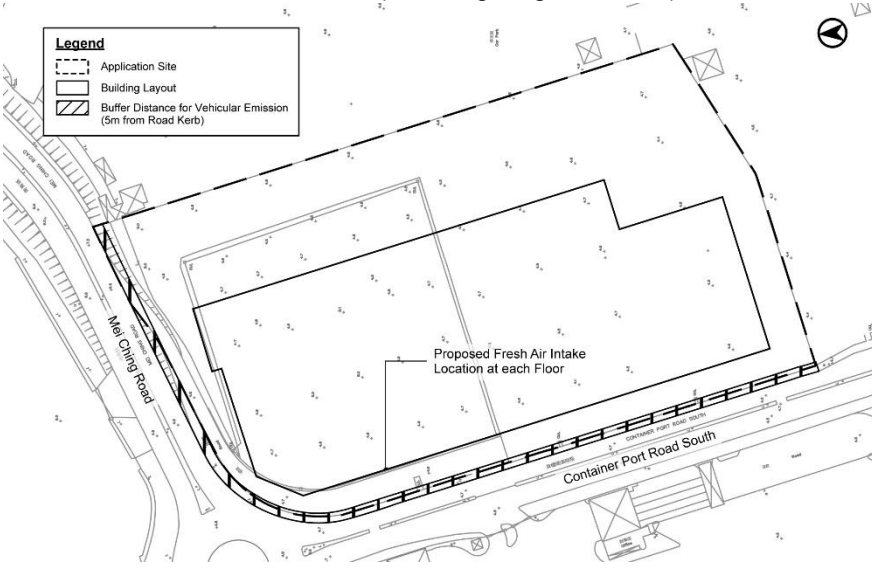
Enc Attachment 1 - R-to-C Table  
Attachment 2 - Replacement Pages of Supplementary Planning Statement  
Attachment 3 - Replacement Pages of Architectural Drawings of Proposed Development  
Attachment 4 - Typical Details of Vertical Greening Arrangement  
Attachment 5 - Replacement Pages of Visual Impact Assessment  
Attachment 6 - Pedestrian Connection  
Attachment 7 - Assumptions for Indicative GFA Concession and Locations  
Attachment 8 - Location of Public Vehicle Park Parking Spaces

cc Client / Team

**PROPOSED MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION FOR PERMITTED LOGISTICS CENTRE (COLD STORAGE) DEVELOPMENT WITH PUBLIC VEHICLE PARK AT KWAI CHUNG TOWN LOT NO. 531, JUNCTION OF MEI CHING ROAD AND CONTAINER PORT ROAD SOUTH, KWAI CHUNG, NEW TERRITORIES (TPB REF: A/SC/11)**

Comments/ Suggestions		Applicant's Responses
<b>A.</b>	<b><u>Comments received from the Electrical and Mechanical Services Department on 16.2.2023 (Contact Person: Mr Henry HO, Tel.: 2808 3112):</u></b>	
1.	In the interests of public safety and ensuring the continuity of electricity supply, the parties concerned with planning, designing, organizing and supervising any activity near the underground cable or overhead line under the mentioned application should approach the electricity supplier (i.e. CLP Power) for the requisition of cable plans (and overhead line alignment drawings, where applicable) to find out whether there is any underground cable and/or overhead line within and/or in the vicinity of the concerned site. They should also be reminded to observe the Electricity Supply Lines (Protection) Regulation and the "Code of Practice on Working near Electricity Supply Lines" established under the Regulation when carrying out works in the vicinity of the electricity supply lines.	Noted.

**PROPOSED MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION FOR PERMITTED LOGISTICS CENTRE (COLD STORAGE) DEVELOPMENT WITH PUBLIC VEHICLE PARKAT KWAI CHUNG TOWN LOT NO. 531, JUNCTION OF MEI CHING ROAD AND CONTAINER PORT ROAD SOUTH, KWAI CHUNG, NEW TERRITORIES (TPB REF: A/SC/11)**

Comments/ Suggestions	Applicant's Responses
<p><b>B. Comments received from the Environmental Protection Department on 16.2.2023 (Contact Person: Mr Andy WONG; Tel.: 2835 1127):</b></p>	
<p>(1) Please clarify and confirm whether central air-conditioning system will be provided for the proposed development and that the development will not rely on opened window for ventilation. If affirmative, please demonstrate with drawing(s) that the fresh air intake point(s) of the air conditioning system will be located to meet the buffer distance requirements for vehicular and chimney emissions as stipulated in the Hong Kong Planning Standards and Guidelines (HKPSG).</p>	<p>Please be confirmed that the Proposed Development will be serviced by central air-conditioning system and will not rely on openable window for ventilation. For chimney emission, there are no chimneys identified within 200m from the Site. Please note that the fresh intake point is subject to detailed design, but will be designed to meet the buffer distances indicated in the HKPSG. Container Port Road South and Mei Ching Road are classified as Local Distributors with a recommended buffer distance of at least 5m for the fresh air intake (following diagram refers).</p> 

**PROPOSED MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION FOR PERMITTED LOGISTICS CENTRE (COLD STORAGE) DEVELOPMENT WITH PUBLIC VEHICLE PARK AT KWAI CHUNG TOWN LOT NO. 531, JUNCTION OF MEI CHING ROAD AND CONTAINER PORT ROAD SOUTH, KWAI CHUNG, NEW TERRITORIES (TPB REF: A/SC/11)**

Comments/ Suggestions		Applicant's Responses
(2)	Please conduct a Sewerage Impact Assessment to demonstrate no adverse sewerage impact arising from the development with the implementation of sewer upgrading works.	As indicated at Section 6.10 of the SPS, a Feasibility Study conducted by CEDD (under CE 22/2017 (CE)) has concluded a Proposed Logistics Facility with Public Vehicle Park at the Site would not result in adverse infrastructural, including sewerage impacts. The current S16 Application only seeks for a minor relaxation of building height ("BH") restriction with no change to the development intensity, and as such, no adverse sewerage impact is anticipated in the Proposed Development when compared with the OZP Compliant Scheme (permitted as of right under the OZP and Land Grant). Nonetheless, the Applicant is prepared to conduct a Sewerage Impact Assessment ("SIA") at the detailed design stage and is willing to accept an Approval Condition to this effect.
<b>C.</b>	<b><u>Comments received from the Urban Design and Landscape Unit (Landscape) of Planning Department on 16.2.2023 (Contact Person: Ms Frances TSAI; Tel.: 3565 3948):</u></b>	
(1)	To facilitate TPB's review of the submission, the Applicant is required to note the following comments from landscape planning perspective for submission to TPB:	
(a)	Noting existing trees are located within the application site, a broad assessment of landscape impact including tree/vegetation of dominant species [information of Old and Valuable Tree (OVT)/Tree of Particular Interest (TPI) if any], with a table of summary on the nos. of trees to be retained, transplanted and felled within the site should be provided in Section 6 of planning statement.	Please refer to the revised <b>Section 6.8</b> for the broad assessment of tree impact ( <b>Attachment 2</b> refers). Please note that individual tree survey will be conducted at the next stage when preparing the Tree Preservation and Removal Proposal for submission to LandsD.
(b)	Conceptual Landscape Plan - It is noted that landscape provisions such as at-grade tree planting and rooftop greenery are proposed. Please indicate the aforementioned at-grade tree planting and rooftop greenery in the relevant plans, sections, elevations and/or perspectives with legends.	Noted and please refer to the revised G/F and R/F plans ( <b>Attachment 3</b> refers) which indicate the location of the indicative landscaped area for the at-grade tree planting and rooftop greenery.
(c)	Sustainable Building Design Calculation (SBDG) Plan - It is noted that vertical greening is proposed, however, there is no information on the proposed vertical greening in the planning statement and relevant plans.	Please refer to the revised G/F Plan in <b>Attachment 3</b> for the information for the location of the vertical greening. <b>Para. 6.5.1</b> is also revised to indicate the proposal of vertical greening ( <b>Attachment 2</b> refers). Typical details of the vertical greening arrangement can be referred at <b>Attachment 4</b> .



**PROPOSED MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION FOR PERMITTED LOGISTICS CENTRE (COLD STORAGE) DEVELOPMENT WITH PUBLIC VEHICLE PARK AT KWAI CHUNG TOWN LOT NO. 531, JUNCTION OF MEI CHING ROAD AND CONTAINER PORT ROAD SOUTH, KWAI CHUNG, NEW TERRITORIES (TPB REF: A/SC/11)**

Comments/ Suggestions		Applicant's Responses
(2)	The applicant is reminded that approval of Section 16 Application under Town Planning Ordinance does not imply approval of the site coverage of greenery requirements under APP PNAP-152 and/or under the lease. The site coverage of greenery calculation should be submitted separately to BD for approval. Similarly for any proposed tree preservation/removal scheme and compensatory planting proposal, the applicant should approach relevant authority direct to obtain necessary approval as appropriate.	Noted.
<b>D.</b>	<b><u>Comments received from Lands Department on 21.2.2023 (Contact Person: Ms Harriet LAM Hoi Ching; Tel.: 2402 1106):</u></b>	
1.	It is noted that the 10-m wide Drainage Reserve as referred in the 3 <sup>rd</sup> bullet point of para. 4.1.1 and marked cross-hatched black area on Figure 4.1 of the Supplementary Planning Statement submitted by the applicant is not the Drainage Reserve Areas as defined under the Lease but is merely non-building areas, i.e. The Pink Cross-Hatched Black Areas and the Pink Cross-Hatched Black Stippled Black Areas as defined under the Lease.	Noted and 3 <sup>rd</sup> bullet of Para. 4.1.1 and Figure 4.1 have been revised ( <b>Attachment 2</b> refers).
2.	Under the Lease, the total permitted GFA of 138,000m <sup>2</sup> for the Lot shall include the GFA of the Public Vehicle Park save and except the area of the Public Vehicle Park to be provided within the Pink Hatched Black Areas and the Pink Hatched Black Stippled Black Areas as defined under the Lease. Moreover, any area of the Public Vehicle Park constructed below the ground level of the Lot is also GFA countable but the Director may at his sole discretion subject to payment of additional premium and administrative fee exclude these area below the ground level from the calculation of GFA mentioned above, if such area has been excluded by the Building Authority from the calculation of total GFA. It is noted that under part 6(v)(b) of the Form No. S16-1, the proposed GFA for "the cargo handling and forwarding facility" including the canteen is about 138,000m <sup>2</sup> , which appears excluding the GFA for the Public Vehicle Park as mentioned in para. 5.6.3 of the Supplementary Planning Statement. The applicant should clarify.	Please be clarified that GFA for the underground PVP are excluded under the Proposed Scheme and the Applicant, in accordance with SC(27)(g) for exclusion of the GFA of the Public Vehicle Park, will submit an Application to LandsD for Approval accordingly.

**PROPOSED MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION FOR PERMITTED LOGISTICS CENTRE (COLD STORAGE) DEVELOPMENT WITH PUBLIC VEHICLE PARKAT KWAI CHUNG TOWN LOT NO. 531, JUNCTION OF MEI CHING ROAD AND CONTAINER PORT ROAD SOUTH, KWAI CHUNG, NEW TERRITORIES (TPB REF: A/SC/11)**

Comments/ Suggestions		Applicant's Responses
3.	The development proposal for the planning application in Appendix 1 of the Supplementary Planning Statement will require diversion of the existing drainage facilities within the Drainage Reserve Areas (as defined under the Lease) subject to the prior approval of the Director of Drainage Services and the Director and compliance of all lease conditions. Lands Department ("LandsD") will examine the development proposal during building plan submission stage. There is no guarantee that the development proposals in Appendix 1 of the Supplementary Planning Statement will be approved by LandsD under the Lease at this stage. For the above comments, the applicant has provided the proposed GFA and car parking provision at para. 5.5.1 and 5.6.3 of the Supplementary Planning Statement respectively. As no GFA breakdown for logistic uses is provided in the application and hence, the applicant should demonstrate the compliance of the GFA restriction under SC(19)(c) and the proposed parking requirement under SC(25), etc. under the Lease.	Relevant approval(s) required for the diversion of existing drainage facilities are noted and will be resolved under separate submissions. Demonstration of compliance with GFA restriction and parking requirement under the Lease will be provided during the General Building Plans submission stage.
4.	For para. 4.1.2 of the Supplementary Planning Statement, the applicant is reminded that the developer's drainage diversion proposal is also required to be submitted to LandsD for approval under the Lease.	Noted.
<b>E.</b>	<b><u>Comments received from Architectural Services Department on 21.2.2023 (Contact Person: Ms Sophia AU; Tel.: 2154 3203):</u></b>	
1.	With reference to the schematic section, the building length of the proposed building exceeds 60m which may have adverse impact on the ventilation and air permeability. The applicant is advised to comply with the building separation requirements and the sustainable design guidelines promulgated under PNAP APP-152.	Please note that the Proposed Development is in compliance with PNAP APP-152.
2.	In addition to the proposed rooftop garden and facade treatment, the applicant is suggested to consider mitigation measures (such as articulation in elevation design and building form, adoption of vertical greening, and visual/wind corridor, etc.) to prevent continuous long facade and soften possible visual impact.	Noted and other design treatments will be further explored during the detailed design stage.

**PROPOSED MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION FOR PERMITTED LOGISTICS CENTRE (COLD STORAGE) DEVELOPMENT WITH PUBLIC VEHICLE PARKAT KWAI CHUNG TOWN LOT NO. 531, JUNCTION OF MEI CHING ROAD AND CONTAINER PORT ROAD SOUTH, KWAI CHUNG, NEW TERRITORIES (TPB REF: A/SC/11)**

Comments/ Suggestions		Applicant's Responses
<b>F.</b>	<b><u>Comments received from Urban Design Unit of Urban Design and Landscape Section of Planning Department on 21.2.2023 (Contact Person: Mr FUNG Chi Keong; Tel.: 3565 3944):</u></b>	
1.	The proposed GFA in the submission is about 138,000m <sup>2</sup> . In this regard, the development proposal falls within the criteria for undertaking air ventilation assessment (AVA) under the Joint HPLB-ETWB Technical Circular on AVA No. 1/06 and may have potential adverse impact on the pedestrian wind environment of the surrounding areas. The applicant may wish to elaborate Section 6.9 accordingly. We reserve comments from air ventilation perspective until further information/justification is submitted.	Further elaboration in <b>Section 6.9</b> has been provided ( <b>Attachment 2</b> refers).
2.	The applicant should indicate clearly on a single plan/drawing all proposed design measures/merits, including any setbacks and landscape treatments, to facilitate consideration by the Town Planning Board. Such measures/merits should be stated and elaborated correspondingly in the PS.	Please refer to the Artist's Impression ( <b>Attachment 3</b> refers) annotated with the design measures/ merits for the Proposed Development for ease of reference.
3.	<b>PS</b> <b>Section 6.5</b> – The “light colour scheme” mentioned in the VIA (paras. 7.13 and 7.37), the at-grade planting and vertical greening indicated on the drawings, should be included in the elaborations for sensitive facade treatment and landscape treatment in the PS.	Noted and Para. 6.5.1 of the SPS has been updated ( <b>Attachment 2</b> refers).
4.	<b>Section 6.9</b> – The applicant's claim of no adverse air ventilation impact should be ascertained with sufficient information/justification. Comment item 7 above is relevant. While it is noted that “setback area” is mentioned, please clarify if it refers to any of the NBAs mentioned under section 4.1 of the PS. Otherwise, such setback area(s) should be elaborated in the PS and indicated on plans, with specific dimensions, as appropriate.	Please be clarified that setback area refers to the NBAs indicated in Section 4.1 of the SPS ( <b>Attachment 2</b> refers).
5.	<b>VIA</b> <i>General</i> It is noted that the analyses are intended to be based on the comparison between the proposed scheme and the OZP-compliant scheme (para. 1.7). In this regard, the respective analyses in Section 7 for the various VPs in relation to the OZP-compliant scheme should be revised/supplemented accordingly by the applicant. Please also consider deleting the corresponding discussions on comparison with the existing condition to avoid confusion.	Noted and the relevant paragraphs have been revised. Please refer to <b>Attachment 5</b> for the replacement pages of the VIA which have also addressed your comments below.

**PROPOSED MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION FOR PERMITTED LOGISTICS CENTRE (COLD STORAGE) DEVELOPMENT WITH PUBLIC VEHICLE PARK AT KWAI CHUNG TOWN LOT NO. 531, JUNCTION OF MEI CHING ROAD AND CONTAINER PORT ROAD SOUTH, KWAI CHUNG, NEW TERRITORIES (TPB REF: A/SC/11)**

Comments/ Suggestions	Applicant's Responses
<p>6. For VPs 3 and 4, it is claimed in para. 6.3 that the proposed development would be fully screened from the two VPs. The applicant may wish to indicate the building bulk with annotations of 40mPD and 48mPD under the OZP-compliant scheme and the proposed scheme in Figure 4 respectively. To avoid confusion, please delete the visual impact ratings for these two VPs from Table 8.1.</p>	<p>Noted and the visual impact ratings for VPs 3 and 4 have been deleted from Table 8.1.</p>
<p>7. The relevant mitigation measures, including the mentioned "light colour scheme" (paras. 7.13 and 7.37), the elevation articulation and the landscape treatments including at-grade planting, vertical greening and rooftop greenery mentioned/indicated in the PS (section 6.5) and drawings, should be summarised in the VIA.</p>	<p>Noted and please refer to revised Para. 4.5 for the summary of the mitigation measures.</p>
<p>8. Annotations for building heights for OZP-compliant scheme, proposed scheme, and adjoining/key developments visible in the photos/photomontages; as well as the deck levels of the highways, should be supplemented.</p> <p>VP1</p>	<p>Noted and the relevant figures have been revised.</p>
<p>9. <b>Para. 6.2 –</b></p>	
<p>(i) The mentioning of "proximity to the site" appears to contradict the long-range nature of the VP. Please revise.</p>	<p>Noted and revised.</p>
<p>(ii) The open view enjoyed at this VP should be mentioned and elaborated, especially for a location intended for leisure use.</p>	<p>Noted and revised.</p>
<p>(iii) Despite that the site is screened by the existing vegetation, please review if the visual sensitivity should be rated "low to medium".</p>	<p>Noted and revised.</p>
<p>10. <b>Para. 7.4 –</b> Please specify if the mentioned hills are the knolls of Stonecutters Island. Typo of "Lai Chi Park" is spotted.</p>	<p>Please note that the hills mentioned at this paragraph is the mountain backdrop at Hong Kong Island. Typo is also rectified.</p>
<p>11. <b>Para. 7.5 –</b> Please verify if the proposed development would block minor portion of the knolls in the backdrop instead of the open sky.</p>	<p>Noted and revised.</p>
<p>12. <b>Para. 7.7 –</b> Please review if the visual change should be "<u>slight</u>", and visual openness remains "<u>largely</u> unchanged".</p>	<p>Noted and revised.</p>
<p>13. <b>Para. 7.8 –</b> Please review if the proposed development would cause "<u>slight</u>" impact to the visual resources, and that the VP quality and character will be "<u>slightly</u> degraded".</p>	<p>Noted and revised.</p>
<p>14. <b>Para. 7.9 –</b> As a portion of hilly backdrop would be obstructed, please consider revising "...the overall degree of <u>visual impact</u> <del>change</del> is considered <u>slightly</u> <del>adverse</del> <u>acceptable</u>".</p>	<p>Despite with the minor obstruction to the view to the mountain backdrop, the overall visual impact due to the additional BH is considered negligible given the open sky backdrop is the major view the users at this VP enjoying and the visual openness remain unchanged.</p>



**PROPOSED MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION FOR PERMITTED LOGISTICS CENTRE (COLD STORAGE) DEVELOPMENT WITH PUBLIC VEHICLE PARK AT KWAI CHUNG TOWN LOT NO. 531, JUNCTION OF MEI CHING ROAD AND CONTAINER PORT ROAD SOUTH, KWAI CHUNG, NEW TERRITORIES (TPB REF: A/SC/11)**

Comments/ Suggestions		Applicant's Responses
15.	<p><i>VP2</i></p> <p><b>Para. 6.2 –</b></p> <p>(i) Please review if it should be a “medium to long-range” VP.</p> <p>(ii) The open view enjoyed at this VP should be mentioned and elaborated, especially for a location intended for leisure use.</p> <p>(iii) Please consider specifying that the site is “<u>largely</u> blocked by vegetation”.</p> <p>(iv) Despite that the site is screened by the existing vegetation, please review if the visual sensitivity should be rated “low to medium”.</p>	<p>Noted and revised.</p> <p>Noted and revised.</p> <p>Noted and revised.</p> <p>Noted and revised.</p>
16.	<b>Para. 7.10 –</b> Please review if it should be a “medium to long-range” VP.	Noted and revised.
17.	<b>Para. 7.12 –</b> The comparison with OZP-compliant scheme should be supplemented. Please review if the visual openness remains “ <u>largely</u> unchanged”.	Noted and revised.
18.	<b>Para. 7.13 –</b> Please review if the visual change should be “ <u>slight</u> ”, and visual openness remains “ <u>largely</u> unchanged”.	Noted and revised.
19.	<b>Para. 7.14 –</b> Please consider revising “...cause <u>slight</u> <del>negligible</del> impact to visual resources...open sky view is <u>largely</u> preserved”, and that the VP quality and character will be “ <u>slightly</u> degraded”.	Noted and revised.
20.	<b>Para. 7.15 –</b> Please consider revising “...the visual impact... is considered <u>slightly</u> adverse <del>negligible</del> ”.	Considering that only a very minor portion of the Proposed Scheme can be visible and the light color façade scheme would allow the Proposed Development to blend in with the open sky backdrop, it is opined that the overall visual impact as a result of the increase in BH is negligible.
21.	<p><i>VP3</i></p> <p><b>Para. 6.2 –</b></p> <p>(i) Please review if it should be a “medium to long-range” VP.</p> <p>(ii) The open view enjoyed at this VP should be mentioned and elaborated, especially for a location intended for leisure use.</p> <p>(iii) Please consider specifying that the site is “<u>entirely</u> blocked by vegetation”.</p> <p>(iv) Despite that the site is screened by the existing vegetation, please review if the visual sensitivity should be rated “low to medium”.</p>	<p>Noted and revised.</p> <p>Noted and revised.</p> <p>Noted and revised.</p> <p>Noted and revised.</p>
22.	<p><i>VP4</i></p> <p><b>Para. 6.2 –</b></p> <p>(i) Please review if it should be a “medium to long-range” VP.</p> <p>(ii) The open view enjoyed at this VP should be mentioned and elaborated, especially for a location intended for leisure use.</p>	<p>Noted and revised.</p> <p>Noted and revised.</p>

**PROPOSED MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION FOR PERMITTED LOGISTICS CENTRE (COLD STORAGE) DEVELOPMENT WITH PUBLIC VEHICLE PARKAT KWAI CHUNG TOWN LOT NO. 531, JUNCTION OF MEI CHING ROAD AND CONTAINER PORT ROAD SOUTH, KWAI CHUNG, NEW TERRITORIES (TPB REF: A/SC/11)**

Comments/ Suggestions	Applicant's Responses
(iii) Please consider specifying that the site is " <u>entirely</u> blocked by vegetation".	Noted and revised.
(iv) Despite that the site is screened by the existing vegetation, please review if the visual sensitivity should be rated "low to medium".	Noted and revised.
VP5	
23. <b>Para. 6.2</b> –	
(i) The open view enjoyed at this VP should be mentioned and elaborated, especially for a location intended for leisure use.	Noted and revised.
(ii) Please consider specifying that the site is " <u>mostly</u> blocked by vegetation".	Noted and revised.
(iii) Despite that the site is screened by the existing vegetation, please review if the visual sensitivity should be rated "low to medium".	Noted and revised.
24. <b>Para. 7.17</b> – Please consider revising "...the visual composition... is not anticipated to be <u>significantly</u> altered".	Noted and revised.
25. <b>Para. 7.18</b> – The comparison with OZP-compliant scheme should be supplemented. Please review if the visual openness remains " <u>largely</u> unchanged" and the degree of obstruction is " <u>slight</u> ".	Noted and revised.
26. <b>Para. 7.20</b> – Please consider revising "...cause <u>slight</u> <del>negligible</del> impact to visual resources...open sky view is <u>largely</u> preserved", and that the VP quality and character will be " <u>slightly</u> degraded".	Noted and revised.
27. <b>Para. 7.21</b> – As a portion of sky would be obstructed, please consider revising "...the visual impact... is considered <u>slightly adverse</u> <del>negligible</del> ".	Considering that only a very minor portion of the Proposed Scheme can be visible and the light color façade scheme would allow the Proposed Development to blend in with the open sky backdrop, it is opined that the overall visual impact is negligible. Para. 7.21 is revised to substantiate our conclusion.
VP6	
28. <b>Para. 7.22</b> – Please supplement descriptions for the mountains in Tsing Yi as part of the backdrop.	Noted and revised.
29. <b>Para. 7.24</b> – The comparison with OZP-compliant scheme should be supplemented.	Noted and revised.
30. <b>Para. 7.25</b> – Please verify the statement that the proposed BH is kept below the Tsing Sha Highway structure, which appears to contradict the photomontage.	Noted and revised.
31. <b>Para. 7.26</b> – Please consider revising "...the <del>majority of the</del> open sky view is preserved".	Noted and revised.

**PROPOSED MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION FOR PERMITTED LOGISTICS CENTRE (COLD STORAGE) DEVELOPMENT WITH PUBLIC VEHICLE PARKAT KWAI CHUNG TOWN LOT NO. 531, JUNCTION OF MEI CHING ROAD AND CONTAINER PORT ROAD SOUTH, KWAI CHUNG, NEW TERRITORIES (TPB REF: A/SC/11)**

Comments/ Suggestions	Applicant's Responses
<p>32. <i>VP7</i> <b>Para. 6.2</b> –</p> <p>(i) Given the location is a planned open space. The public perception to the planned open space should be incorporated and elaborated. The open view enjoyed at this VP as a planned open space should also be mentioned.</p> <p>(ii) It appears that the view to the subject site is blocked by existing vegetation in addition to the man-made structures at the shipyards. Please also take into account the possibility that the obstructing vegetation in the existing condition would probably be replaced with more open view upon completion of the planned open space.</p> <p>(iii) Taking into account the above comments, please review if the visual sensitivity should be rated “medium”.</p> <p>33. <b>Para. 7.28</b> – Please supplement descriptions for the mountain in Tsing Yi as part of the backdrop.</p> <p>34. <b>Para. 7.29</b> – Please also take into account the possibility that the obstructing vegetation in the existing condition would probably be replaced with more open view upon completion of the planned open space.</p> <p><i>VP8</i></p> <p>35. <b>Paras. 6.2 and 7.34</b> – The VP should be kinetic in nature.</p> <p>36. <b>Para. 7.34</b> – Please supplement descriptions for the mountains in Kwai Chung as part of the backdrop.</p> <p>37. <b>Para. 7.35</b> – Both the OZP-compliant scheme and the proposed scheme would obstruct the mountain backdrop in addition to the open sky view, as shown in the photomontages. Please review if the impact to visual composition of the proposed scheme should be “slight” due to further blockage to the open sky.</p> <p>38. <b>Para. 7.38</b> – The comparison with OZP-compliant scheme should be supplemented.</p> <p>39. <b>Para. 7.39</b> – As the visual openness would be reduced, please consider revising “...the visual impact... is considered <u>slightly adverse</u> <del>negligible</del>”.</p> <p>Overall</p> <p>40. <b>Para. 8.2</b> – Please consider replacing “acceptable” visual impact with the range of identified visual impacts for the VPs, taking into account the comments above.</p> <p>41. <b>Table 8.1</b> – Please revise the respective ratings for visual sensitivity and visual impact of various VPs, taking into account the comments above.</p>	<p>Noted and revised.</p> <p>Notwithstanding the possibility that the vegetation in the foreground would be removed or rearranged in future, the Site/ Proposed Scheme will still be substantially blocked by the shipyards and Tsing Sha Highway in the background.</p> <p>After further review, the visual sensitivity is revised to “low to medium” with consideration of our response above.</p> <p>Noted and revised.</p> <p>Noted and reference with the existing vegetation foreground is removed.</p> <p>Noted and revised.</p> <p>Noted and revised.</p> <p>Noted and revised.</p> <p>Noted and revised.</p> <p>Noted and revised.</p> <p>Noted and revised.</p> <p>Noted and revised.</p>

**PROPOSED MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION FOR PERMITTED LOGISTICS CENTRE (COLD STORAGE) DEVELOPMENT WITH PUBLIC VEHICLE PARKAT KWAI CHUNG TOWN LOT NO. 531, JUNCTION OF MEI CHING ROAD AND CONTAINER PORT ROAD SOUTH, KWAI CHUNG, NEW TERRITORIES (TPB REF: A/SC/11)**

Comments/ Suggestions		Applicant's Responses
<b>G.</b>	<b>Comments received from Tsuen Wan and West Kowloon District Planning Office of Planning Department on 24.2.2023 (Contact Person: Mr YEUNG Yun Wing, Ringo; Tel.: 2417 6250):</b>	
(a)	Please clearly indicate if the canteen as indicated in the application form and shown on the plan (G/F Plan) will only be for the use of staff.	Please be confirmed that the proposed canteen will only be for the use of staff. Please refer to the additional footnote at Table 5.1 of the SPS ( <b>Attachment 2</b> refers).
(b)	Paragraph 2.4.1 – Please indicate the location of the nearby minibus stops on a plan, and indicate how they connect to the proposed development with pedestrian routes and road crossings marked as appropriate	Please refer to <b>Attachment 6</b> for the plan which indicates the nearby public transport stops and pedestrian routes.
(c)	Please supplement sample/benchmark cases for similar uses to further support the proposed floor-to-floor height.	
(d)	Paragraph 3.3.3 – “Para. 43 of CE’s 2022 PA” seems to be a mistake. Please double-check.	
(e)	Paragraph 3.3.6 and Paragraph 4.2.2 – The concerned study (Agreement No. CE 22/2017(CE)) has concluded that a recommended design scheme with 5 aboveground storeys (floor-to-floor height ranging from 6.25m to 7.5m) in compliance with the building height and site coverage restrictions stipulated on the OZP is feasible. As compared to the recommended design scheme under the study (the study scheme), the current proposed development (the current scheme) has a similar site coverage and floor-to-floor height, yet it has 2 additional aboveground storeys, i.e. 7 aboveground storeys in total. In this regard, please provide the following information to demonstrate why additional storeys are resulted for the current scheme:	Similar modern logistics developments in Hong Kong include China Merchants Logistics Centre (TYTL 181), Mapletree Logistics Hub – Tsing Yi (TYTL 185), Goodman Interlink (TYTL 128), Goodman Westlink (TMTL 544) and Asia Logistics Hub – Sf Centre (TYTL 180), which provide floor-to-floor height of 5.95m to 6.5m. Of which, China Merchants Logistics Centre (TYTL 181) and Mapletree Logistics Hub – Tsing Yi (TYTL 185) (both having floor-to-floor height of 6.5m) provide cold storage converted from dry storage. There are no purpose-built cold storage developments that meets the modern logistics requirements in Hong Kong.
		Please be clarified that it should be read as Para. 43 of CE’s <b>2021</b> PA. Please refer to <b>Attachment 2</b> for the replacement page of the SPS.



**PROPOSED MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION FOR PERMITTED LOGISTICS CENTRE (COLD STORAGE) DEVELOPMENT WITH PUBLIC VEHICLE PARKAT KWAI CHUNG TOWN LOT NO. 531, JUNCTION OF MEI CHING ROAD AND CONTAINER PORT ROAD SOUTH, KWAI CHUNG, NEW TERRITORIES (TPB REF: A/SC/11)**

(i)	<p>Please provide a comparison table comparing between the study scheme and the current scheme, in terms of use, GFA (total GFA without assumed GFA exemption), floor-to-floor height, number of storeys, site coverage, etc..</p>	<p>It is understood the Recommended Development Scheme under Agreement No. CE 22/2017(CE) (“<b>RDS</b>”) illustrates a Maximum GFA assumption allowed for development without concession of 157,938m<sup>2</sup>. Based on the findings of the Study, a maximum GFA of 138,000 m<sup>2</sup> was specified under the Lease. The Proposed Development under the S16 has been formulated according to the maximum GFA of 138,000m<sup>2</sup> and the GFA exemptions stipulated under the Lease and allowed under the Building Ordinance (“<b>BO</b>”) (subject to approval by relevant Authorities during detailed design stage). Nonetheless, a number of differences in GFA exemption assumptions is noted in the RDS and the Proposed Development under current Application.</p> <p>Under the Land Grant, Para. 2 of the Supplementary Information Statement of the Land Grant indicates that the “<i>gross floor area of driveways, ramps, turning circles, means of access and circulation areas to be used solely for the spaces provided in accordance with Special Conditions Nos. (25)(a), (b), (c), (d) and (f) and mentioned in Special Condition No. (25)(p) of the Conditions of Sale may be considered for exemption by the Director of Lands</i>” and Special Condition No. (25)(p) also indicates parking spaces and L/UL spaces can be excluded from GFA calculation. This results in GFA of about 49,603m<sup>2</sup> exempted from calculation subject to approval by Lands Authority. The RDS has no such concession available as it only follows the area measurements under the BO.</p> <p>Some minor difference in GFA exemption may also arise in items associated with Building Ordinance (“<b>BO</b>”), such as essential plantrooms and area for L/UL purposes which are directly associated with spaces specifically earmarked for parking of motor vehicles for loading and unloading purposes which may be exempted from GFA calculation subject to approval by Buildings Authority during detailed design stage. This results in GFA of about 5,751m<sup>2</sup>. Please refer to <b>Attachment 7</b> for the Table and Diagrams which indicate the assumed GFA exemption of the Proposed Development by floor.</p> <p>In addition, the Applicant intends to seek GFA exemption for underground PVP (B1 and B2), subject to approval by Lands Authority and payment of additional premium at the Lands Stage. Parking located below grade and equipped with EV charging is also subject to GFA concession under relevant BD Practice Notes. This results in GFA of about 57,895m<sup>2</sup>. It is also understood that all storeys (aboveground storeys and one (1) storey Basement) within the RDS was GFA accountable; GFA for PVP was also included in GFA calculation.</p>
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**PROPOSED MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION FOR PERMITTED LOGISTICS CENTRE (COLD STORAGE) DEVELOPMENT WITH PUBLIC VEHICLE PARK AT KWAI CHUNG TOWN LOT NO. 531, JUNCTION OF MEI CHING ROAD AND CONTAINER PORT ROAD SOUTH, KWAI CHUNG, NEW TERRITORIES (TPB REF: A/SC/11)**

Comments/ Suggestions		Applicant's Responses																		
		<p>Furthermore, to fulfil the EV charging requirement stipulated under the Lease, more electricity load is expected. Therefore, additional space for E&amp;M facilities (entitled for GFA exemption, subject to approval by Buildings Authority during detailed design stage) is required under the Proposed Development.</p> <p>It should also be noted that in view the Site is subject to SC restriction of 50% of Site Area (27,622.5m<sup>2</sup>), a minimum of five storeys is required to accommodate a GFA of 138,000m<sup>2</sup> (assuming no GFA concessions). Taking the above into consideration, two additional storeys will be required to maximise the development potential of the Site.</p> <table border="1"> <thead> <tr> <th>Key Development Parameters</th><th>RDS</th><th>Proposed Development</th></tr> </thead> <tbody> <tr> <td>Site Area</td><td>5.1ha</td><td>55,245m<sup>2</sup></td></tr> <tr> <td>Site Coverage</td><td>50%</td><td>50%</td></tr> <tr> <td>Total GFA</td><td>138,000m<sup>2</sup> (with 20,000m<sup>2</sup> assumed GFA non accountable)</td><td>138,000m<sup>2</sup> (with 113,249m<sup>2</sup> assumed GFA non accountable)</td></tr> <tr> <td>No. of Storeys</td><td>5 storeys above 1 basement</td><td>7 storeys above 2 basements</td></tr> <tr> <td>Building Height</td><td>40mPD</td><td>48mPD</td></tr> </tbody> </table>	Key Development Parameters	RDS	Proposed Development	Site Area	5.1ha	55,245m <sup>2</sup>	Site Coverage	50%	50%	Total GFA	138,000m <sup>2</sup> (with 20,000m <sup>2</sup> assumed GFA non accountable)	138,000m <sup>2</sup> (with 113,249m <sup>2</sup> assumed GFA non accountable)	No. of Storeys	5 storeys above 1 basement	7 storeys above 2 basements	Building Height	40mPD	48mPD
Key Development Parameters	RDS	Proposed Development																		
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No. of Storeys	5 storeys above 1 basement	7 storeys above 2 basements																		
Building Height	40mPD	48mPD																		
(ii)	Please indicate the assumed GFA exemption, and provide a break-down (e.g. public vehicle park, car ramp, essential plant room, etc.) of such exemption, with drawings/plans illustrating their indicative location.	Response above refers.																		
(iii)	Please clearly point out the difference(s) between the study scheme and current scheme, e.g. use, that may have rendered more facilities (e.g. essential plant rooms, etc.) entitled for GFA exemption, if applicable.	Response above refers.																		
(iv)	Based on the above information, please provide justifications for the requirement for additional aboveground storeys under the current scheme.	Response above refers.																		
(f)	Paragraph 4.1.1 – Please clearly indicate whether the constraints are from lease requirements.	Please be confirmed that all NBAs are required under the Lease and Para. 4.1.1 is revised to clarify.																		
(h)	Table 5.1 – Please clearly indicate where the public vehicle park is located, possibly on the floor plans.	Please refer to <b>Attachment 8</b> for the location of the PVP.																		

**PROPOSED MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION FOR PERMITTED LOGISTICS CENTRE (COLD STORAGE) DEVELOPMENT WITH PUBLIC VEHICLE PARK AT KWAI CHUNG TOWN LOT NO. 531, JUNCTION OF MEI CHING ROAD AND CONTAINER PORT ROAD SOUTH, KWAI CHUNG, NEW TERRITORIES (TPB REF: A/SC/11)**

Comments/ Suggestions		Applicant's Responses
<b>H.</b>	<b>Comments received from Buildings Department on 28.2.2023 (Contact Person: Mr. NG Chi Pong, Gary; Tel.: 2626 1428):</b>	
1.	Demonstration on the Sustainable Building Design should comply with PNAP APP-152 in all aspects. In this regard, it is noted that the submitted plans are not clear to demonstrate the compliance with greenery requirements. A clear demarcation plans should therefore be provided showing the greenery for complying with primary zone and non-primary zone respectively.	Noted and please refer to the revised SBD calculation sheets in <b>Attachment 3</b> .
<b>I.</b>	<b>Public Comments</b>	
1.	<p>13 public comments were received in total during the formal publication period of the S16 Planning Application. The summary of the comments is listed below:</p> <p><u>Supporting Comments:</u></p> <ul style="list-style-type: none"> <li>The Proposed Development will improve the competitiveness of Hong Kong's Logistics Industry.</li> <li>The Proposed Development will create more job opportunities and is beneficial to the economy.</li> <li>The Proposed Development will cater the growing demand for cold storage.</li> <li>The Proposed Development adopts a more sustainable and environmentally friendly design.</li> <li>The existing restriction is outdated and the Application is supported for constructing a new premium quality cold storage facility which has not been built in Hong Kong for a long time.</li> </ul> <p><u>Comments Expressing Views and Concerns:</u></p> <ul style="list-style-type: none"> <li>The proposal Public Vehicle Park is objected as it will increase the pressure to the local road network and the location of the Public Vehicle Park is far away from the residential area which cannot benefit the local residents.</li> <li>The Proposed Development will pose visual impact to the surrounding residential developments and create wall effect.</li> </ul>	<p>All supporting comments are noted.</p> <p>Please note that the parking at Public Vehicle Park caters mainly for Heavy goods vehicle and container vehicle in support Kwai Tsing Container Terminals cluster.</p> <p>In support of the minor relaxation of BH restriction, a VIA has been conducted and no unacceptable visual impact is identified at the public viewpoints. The Proposed Development has also adopted various design measures, including light color scheme façade treatment, elevation articulation through contrasting horizontal bands, rooftop greening, at-grade tree planting and vertical greening, to reduce the visual bulk and enhance the visual amenity and interest of the building.</p>

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Comments/ Suggestions	Applicant's Responses
<ul style="list-style-type: none"> <li>The Proposed Development will block the air ventilation and sunlight to the surrounding area.</li> <li>The Proposed Development will block the view to the Stonecutters Bridge.</li> <li>It is noted that the GFA and building height restrictions of the "OU" zone are stipulated in the Notes of the Plan to provide a proper control on the development intensity and built form of the future developments within this zone with a view to minimizing any adverse visual impact on the surrounding residential areas. The Proposed Building Height of 48mPD will be incompatible with the surrounding developments and will affect the views enjoyed by the residents nearby.</li> <li>Prior to the land sale, a Feasibility Study was conducted which confirmed the feasibility of a logistics development under building height restriction of 40mPD is feasible. The Applicant should be aware of the development restriction before tendering the Site.</li> <li>The justification provided by the Applicant only concerns of private interest.</li> </ul>	<p>The non-building areas within the Site will help facilitate the annual and summer prevailing wind penetrate to the downwind area. As demonstrated in the Supplementary Planning Statement, no adverse air ventilation impact will be induced by the Proposed Development. Considering the low-rise nature of the Proposed Development and the Site is distant from the nearby residential developments, blockage of sunlight is not anticipated.</p> <p>The VIA has demonstrates that no view obstruction to the Stonecutters Bridge is found at the nearby public viewpoints.</p> <p>The surrounding area of Kwai Tsing Container Terminals is characterised by developments with BH ranging from 40mPD to 67.9mPD. The Proposed Development with a BH of 48mPD is considered not incompatible with the surrounding developments. As demonstrated in the VIA, the Proposed Development will not form an out-of-context development when viewing from nearby public viewpoints.</p> <p>Notwithstanding, the Proposed Development has adopted various design measures to enhance the aesthetic of the building and lessen the building bulk, including light color scheme façade treatment, elevation articulation through contrasting horizontal bands, rooftop greening, at-grade tree planting and vertical greening.</p> <p>In accordance with TPB Guidelines on submissions of Visual Impact Assessment for Planning Applications to the Town Planning Board (TPB PG-No. 41), the VIA has demonstrated that no adverse visual impacts will be resulted to public viewers from public viewing points.</p> <p>Under the Feasibility Study, a Recommended Design Scheme with five (5) aboveground storeys was formulated to demonstrate the feasibility under BH restriction of 40mPD. However, during detailed design study, additional no. of storeys is required to fully utilise the development potential of the Site. According to the Remarks of the "OU" zone of the Approved Stonecutters Island OZP No. S/SC/10, minor relaxation of development restrictions may be considered by the TPB based on individual merits.</p> <p>As indicated in Sections 6.1 and 6.2 of the SPS, the Proposed Development is fully in line with Government's strategy to promote high value-added modern logistics development as announced in the Chief Executive's 2022 Policy Address. It will strengthen Hong Kong's international competitive edge through provision of high-quality cold storage and moder logistics facility on the Site.</p>



**PROPOSED MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION FOR PERMITTED LOGISTICS CENTRE (COLD STORAGE) DEVELOPMENT WITH PUBLIC VEHICLE PARK AT KWAI CHUNG TOWN LOT NO. 531, JUNCTION OF MEI CHING ROAD AND CONTAINER PORT ROAD SOUTH, KWAI CHUNG, NEW TERRITORIES (TPB REF: A/SC/11)**

Comments/ Suggestions	Applicant's Responses
<ul style="list-style-type: none"> <li>The Government can consider demarcate other site adjacent to the Application Site for modern logistics centre/ car park to cater the demand to achieve a uniform building height profile in the area.</li> <li>The VIA only assessed the low-lying viewpoints in Lai Chi Kok Park where the Proposed Development is not prominent. The VIA should also assess the visual impact to the residential development at mid to high level.</li> <li>It is not infeasible to maximise site excavation and/or lowering the development site formation level given an underground sewage treatment plant was also proposed under the same "OU" zoning.</li> <li>Under the SC restriction of 50%, the area of the rooftop should be the same under the OZP Compliant Scheme and Proposed Scheme. The Applicant should elaborate on the larger flexibility of greenery provision at the rooftop after the minor relaxation of building height restriction.</li> <li>Should the Town Planning Board approve the Planning Application, an approval condition on greenery provision at the rooftop and beautification of the façade facing the residential area should be imposed.</li> <li>During the construction period, traffic, noise and air quality impact and hygiene issues should be minimised. Amenity facilities for the users of the Proposed Development should also be considered</li> </ul>	<p>As mentioned above, minor relaxation of BH restriction is required to fully utilise the development potential of the Site and it may be considered by the Town Planning Board based on the individual merits.</p> <p>As mentioned above, the VIA is prepared in accordance with TPB PG-No. 41 which should assess public views which are easily accessible and popular to the public or tourists. Viewing points should also be at human eye level for a realistic presentation of views.</p> <p>The Proposed Development has already incorporated two basement storeys (involve significant excavation depth of at least 13.2m) to accommodate the required parking provision for fully utilising the aboveground floor space for logistics use. As mentioned in Sections 4.4 and 6.3 of the SPS, it is considered that further excavation is not <b>preferred</b> as significant structural support and drainage facilities (e.g. pump house) are required. Furthermore, it will be counter-productive towards the principle of energy saving and utilisation of floor space/inefficiency of deeper basement excavation. Given the presence of possibly contaminated Marine Deposits in deeper soil layers, increasing the amount excavation will also increase the volume of soil materials to be removed including the Marine Deposits and will also increase the risk of impacting the environment. Lowering the G/F beyond the Street Level (at about 4.5mPD) would also result vehicular manoeuvring issues (e.g. when turning) for good vehicles due to the significant level differences.</p> <p>As demonstrated at the R/F plan and artist's impressions for the OZP Compliant Scheme and Proposed Scheme, part of the 6/F of the OZP Compliant Scheme has to be open air to make necessary headroom for the L/UL bay at the 6/F. The void at R/F is no longer required with a higher BH allowing for more area for greenery purpose.</p> <p>Other design treatments will be further explored during the detailed design stage.</p> <p>Noted and relevant mitigation measures during the construction period will be deployed. Amenity facilities for the users will also be considered in the detailed design stage.</p>

Date: 28 February 2023

File Ref: MCRKC

*Proposed Amendments to the Approved Stonecutters Island Outline Zoning Plan No. S/SC/8  
(MPC Paper No. 13/10)*

- 3.2.4 Taking forward the Rezoning Request, Proposed Amendments to the Approved Stonecutters Island Outline Zoning Plan No. S/SC/8 were made and considered by the TPB on 25 June 2010. The “OU” zone was adopted to facilitate Government’s HATS Stage 2B and co-use of land for aboveground container related uses. The development parameters as proposed under the Indicative Conceptual Master Plan form the basis of the development restrictions imposed on the zoning. In response to the concerns by TPB Members, a maximum site coverage of 50% was proposed to further control the build form and massing of all future developments in the subject zone. The proposed BH Restriction of 40mPD for container related uses was made with reference to the then under construction logistics centre at KCTL No. 507 (i.e. China Resources Int’l Logistics Centre) disposed of by the Government in 2008 (**Para. 5.2 of MPC Paper No. 13/10** refers). The proposed amendments were agreed by the MPC and the Draft Stonecutters Island Outline Zoning Plan No. S/SC/9 which reflected the proposed amendments was gazetted on 23 July 2010. No adverse representations were received during the exhibition period and the proposed amendments were approved by the Chief Executive in Council. The Approved Stonecutters Island Outline Zoning Plan No. S/SC/10 (i.e. the prevailing OZP) was gazetted on 23 September 2011.

### 3.3 Non-Statutory Planning Context

*Support for Hong Kong Logistics Industry on National, Regional and Local Levels*

- 3.3.1 The 14th Five-Year Plan for National Economic and Social Development of the People’s Republic of China and the Long-Range Objectives Through the Year 2035 (“**14th Five-Year Plan**”) supports Hong Kong to enhance its role as an international maritime centre and international aviation hub and developing towards a high-end and high value-added direction to integrate into the national development. As shown in the Outline Development Plan for Guangdong-Hong Kong-Macao Greater Bay Area (“**GBA**”), Hong Kong’s advantages in international maritime logistics is recognised and will be leveraged to form a world-class port cluster and international maritime logistics hub with other cities in the GBA. According to a written reply by the Secretary for Transport and Logistics to the member of Legislative Council dated 6 July 2022, the Government indicated their awareness of the great importance of the Hong Kong port and logistics industry and will fully support the development of high value-added logistics to strengthen Hong Kong’s international competitive edge and to capture the opportunities arising from national development. Part of the measures to achieve this objective is through identifying suitable sites for the development of multi-storey buildings for modern logistics facilities. The Site is identified as a suitable site for Government sale. The Government indicates they will continuously support the development of high-value added logistics service in Hong Kong.

*Policy Address*

- 3.3.2 The Policy Address (“**Policy Address**”) is the annual address made by the Chief Executive (“**CE**”) of Hong Kong outlining the policy objectives of the Government for the following year. In the Chief Executive’s 2022 Policy Address, the CE continued to promote high value-added modern logistics development in the following directions: “(i) *reinforcing intermodal transport by integrating air, sea and land transport to strengthen the key role played by Hong Kong in the logistics chain of the GBA*; (ii) *leveraging our strengths in handling high-value goods to promote the development of high-end and high value-added logistics services, such as the processing of cold chain goods, fresh food and pharmaceuticals*; and (iii) *encouraging a wider application of smart logistics solutions by the logistics trade to enhance competitiveness through technology*” (**Para 49 of the CE’s 2022 Policy Address** refers).
- 3.3.3 The importance of developing high value-added logistics to strengthen the logistics industry as one of the pillars of Hong Kong’s economy and to enhance Hong Kong’s status as an international transportation centre was also highlighted in The Chief Executive’s 2021 Policy Address (**Para. 43 of the CE’s 2021 PA** refers). In particular, the Application Site is one of the port back-sites being studied for multi-storey port back-up and modern logistics facilities according to 2021 Policy Address Supplement.

## 4. SITE CONSTRAINTS AND REQUIREMENTS FOR MODERN LOGISTICS AND COLD STORAGE

### 4.1 Site Constraints

4.1.1 In addition to the 50% SC restriction on the “OU” zone under the Approved OZP, the Application Site is also subject to a number of Site Constraints including various non-building areas (“NBAs”) required under Lease, that limit a larger building footprint and significantly limit design flexibility of the Proposed Development. These are summarized in **Figure 4.1** and the following bullets:

- Three (3) existing drainage facilities of 7-8m wide run in the east-west direction at the northern, middle and southern portions of the Site.
- A large area along the eastern boundary is reserved for carrying out the construction of sewage treatment works (“**Works Area for STW**”) where the Government will take possession of the said area for not more than 8 consecutive years from 2031 or later (after the commencement of the Proposed Development), and as such, is deemed undevelopable.
- A NBA of 10m wide abutting the Works Area for STW is stipulated where only minor structures are allowed.
- To facilitate the future road widening of Container Port Road South, a NBA is stipulated along the western boundary of the Site and to be surrendered to the Government when required.

4.1.2 Based on these NBAs and development constraints, the building footprint is confined to centre portion of the Site with the drainage facility in the middle bisecting the Site. To avoid the inefficient architectural arrangement of constructing two separate buildings on the Site (i.e. requiring additional statutory and operational provisions such as additional set of ramp and fire escape facilities) rendered by the drainage facility in the middle portion of the Site, the Applicant has submitted a drainage diversion proposal to Drainage Services Department (“**DSD**”) to divert the drainage facility to the northern portion of the Site<sup>1</sup>. After diversion, the buildable area is restricted to about 28,054m<sup>2</sup> (50.7% of the Site Area). It is noted that under Building (Planning) Regulation (“**B(P)R**”), a permissible SC of up to 82.5% is permitted for a non-domestic building over 30m but not exceeding 36m (assuming compliance with the BH restriction of 40mPD at mean street level of about 4.64mPD) for Class B site. As such, it is evident that the Site is subject to a number of unique site constraints and statutory requirements that has limited the building design.

### 4.2 Minimum No. of Storeys Required to Achieve the Permissible GFA

4.2.1 In order to realise the Applicant's intention to develop a Prime Cold Storage and Modern Logistics Facility at the Application Site, a number of operational and structural requirements and market standards has influenced the design of the Proposed Development. To implement a modern logistics facility integrating various logistics functions, including materials handling, production, storage and transportation and to meet the unique nature of cold storage, a purpose-built design approach with higher requirements for building specifications is required.

4.2.2 Based on the unique site constraints mentioned in **Section 4.1**, the maximum SC of 50% according to the Approved OZP, and taking into account of the potential GFA concessions (subject to the approval by the Building Authority at the detail design stage), it is estimated that a minimum of seven (7) storeys is required to accommodate the allowable GFA (i.e. 138,000m<sup>2</sup>) permitted under the Lease.

<sup>1</sup> The proposed drainage diversion will have the same coverage per the existing facilities, therefore, the drainage effect will be similar after diversion. The new drainage facility will have sufficient capacity to cater for the runoff generated in terms of its flood storage volume. The discharge path of the Site/ Proposed Development will not be changed as a result of the drainage diversion.

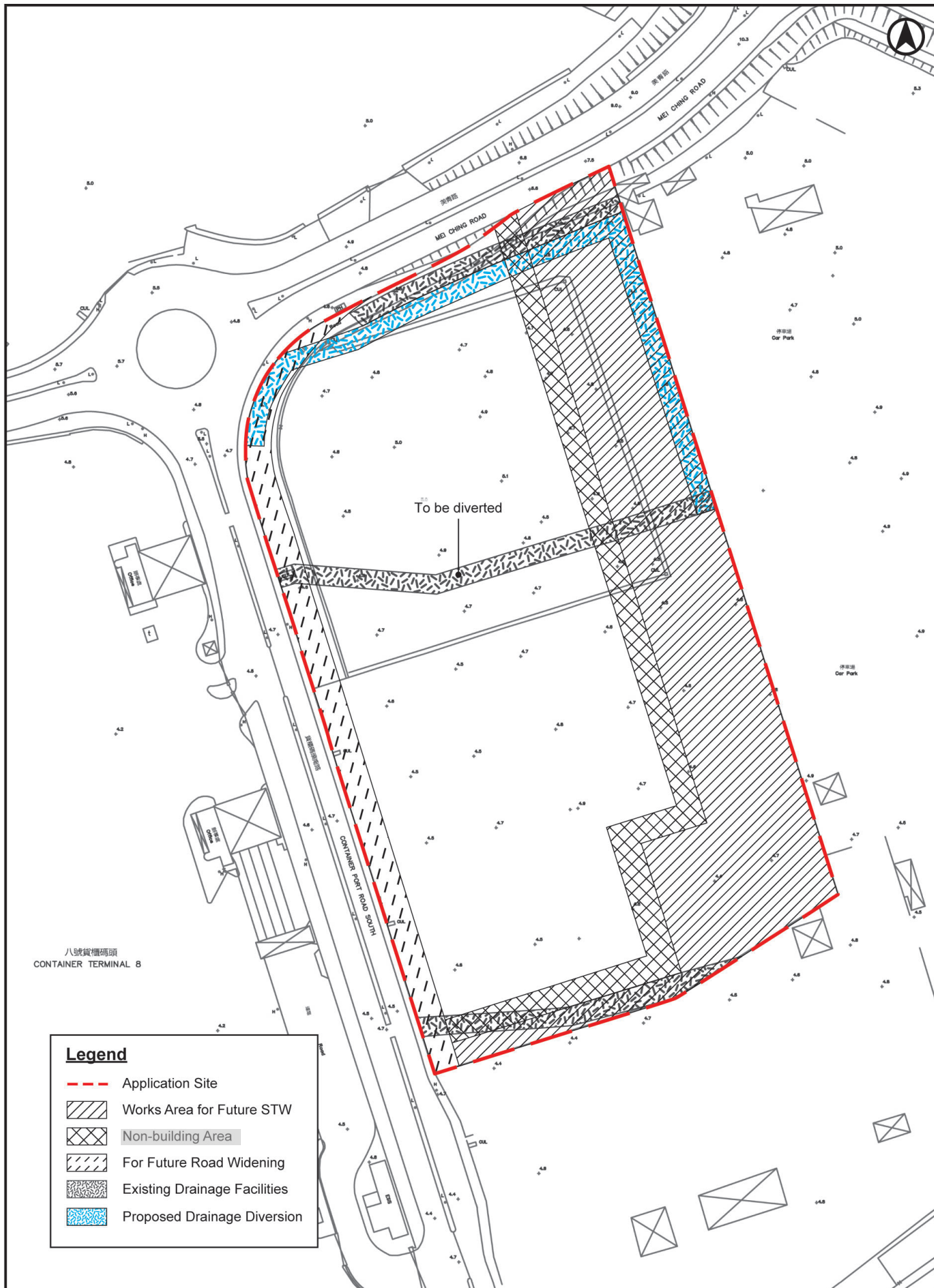


FIGURE 4.1 LOCATIONS OF NON-BUILDING AREAS  
SCALE 1 : 2,000



ACCOMMODATION SCHEDULE		
	OZP Compliant Scheme	Proposed Development
B2/F	Car Park	Car Park
B1/F	Car Park	Car Park
G/F	Lobby, L/UL, Car Park, Canteen*, Cold Storage	Lobby, L/UL, Car Park, Canteen*, Cold Storage
1/F	L/UL, Cold Storage	L/UL, Cold Storage
2/F	L/UL, Cold Storage	L/UL, Cold Storage
3/F	L/UL, Cold Storage	L/UL, Cold Storage
4/F	Car Park, Cold Storage	L/UL, Cold Storage
5/F	Car Park, Cold Storage	L/UL, Cold Storage
6/F	L/UL, Cold Storage	L/UL, Cold Storage
R/F	Car Park	Car Park

\* The canteen will only be for the use of staff.

## 5.6 Internal Transport Arrangement

- 5.6.1 Vehicular access of the Proposed Development will be provided at Container Port Road South per the Lease.
- 5.6.2 As required under the Lease, a substantial number of ancillary and public parking spaces shall be provided within the Site. The summary of the parking spaces provision is tabulated at **Table 5.2**. Parking spaces will be provided within 2 basement levels, at G/F (within the NBAs), and at roof level. The provision of parking spaces fulfils and does not exceed the requirement under the Lease. To enable direct docking facilities to cold storage, L/UL bays will be provided at all levels. Docking Facilities with 1.2m tall loading dock with dock seals will be equipped to level the cold storages and the loading compartment of the trucks and provide temperature control. Similar to other logistics developments, coach drop-off area is also reserved for future shuttle services for the workers.
- 5.6.3 To enable HGV access at all levels, a circular ramp with min. radius of 14.5m is provided throughout the Proposed Development. Adequate queuing spaces per the requirement under the Lease are also provided to avoid traffic queue tails to the public road.

**Table 5.2 Provision of Transport Facilities**

Types of Spaces	Provision (nos.)
<u>Public Vehicle Park</u>	
Motorcycle	9
Private Car	117
LGV	70
HGV	131
Container Vehicle	433
<u>Parking (for Logistics Use)</u>	
Motorcycle	14
Private Car	92
HGV	71
Container Vehicle	24
<u>Loading/Unloading (for Logistics Use)</u>	
HGV	78
Container Vehicle	26
<u>Queuing Spaces (for Logistics Use)</u>	
HGV	27
Container Vehicle	10
Coach Drop-off (for Shuttle Service for Workers)	1
Taxi and Private Cars Drop-off	3

## 5.7 Development Programme

- 5.7.1 The Proposed Development is anticipated to be completed in Q4 2027.

### 6.3 Significant Excavation is not Preferred

- 6.3.1 Various scenarios have been considered to accommodate the required design and operational factors within the current BH Restriction, including maximising site excavation and/or lowering the development site formation level. However, this option is not preferred as the site is located on reclaimed land (**Section 4.4** refers), and lowering the Site beyond street level will require significant structural support and exacerbate flooding issues require drainage facilities (e.g. pump house). This is counter-productive towards the principle of energy saving and utilisation of floor space as the flooding issue can be effortlessly mitigated with a higher site formation level. Furthermore, lowering the G/F beyond the Street Level (at about 4.5mPD) would result vehicular manoeuvring issues (e.g. when turning) for good vehicles due to the significant level differences. Maintaining a similar site formation level with the mean street level is more logical and effective approach for the Proposed Development.

### 6.4 In Line with the Planning Intention of the "OU" annotated "Container Related Uses and Underground Sewage Treatment Works with Ancillary Above Ground Facilities" Zone

- 6.4.1 The Proposed Uses are fully in line with the Statutory Planning Intention of the "OU" annotated "Container Related Uses and Underground Sewage Treatment Works with Ancillary Above Ground Facilities" zone. 'Cargo Handling and Forwarding Facility', 'Eating Place (Canteen, Cooked Food Centre only)' and 'Public Vehicle Park' are uses always permitted. The Proposed Development will not hinder the development of underground STW with ancillary above ground facilities within the zoning, where a portion of the Application Site has been reserved for the works area of the future STW by Government, as required under the Lease.

### 6.5 Enabling Better Visual Amenity through Provision of Rooftop Garden and Sensitive Façade Treatment

- 6.5.1 Despite the Proposed Development having a slightly higher BH compared to the OZP Compliant Scheme, façade treatment (i.e. light color scheme) (Artist's Impression provided at **Figure 6.1** refers) can help create visual interest when viewed at close range and allow the building to blend in with the surrounding environment at long range. By using contrasting horizontal bands with some highlights of sharp colours in tiles and paint to articulate the elevation, the building bulk will be lessened visually. At the pedestrian level, at-grade tree planting and vertical greening at the periphery of the Site will also enhance the visual amenity at street level. With a larger floor plate at the roof level when compared to the OZP Compliant Scheme, more opportunity for rooftop planting exists to enhance visual amenity of the Proposed Development. Artist's Impressions in **Parts I and II of Appendix 1** illustrates the differences between the OZP Compliant Scheme and the Proposed Development, in particular the roof level. Complemented with landscaping, the provision of the rooftop garden will also contribute to higher well-being and public health, improvement to workplace quality and enhancing the quality of life.

**Figure 6.1 Indicative Façade Treatment**



## 6.6 Consideration of Green Building Design

- 6.6.1 The Proposed Development will comply with the Sustainable Building Design Guidelines (PNAP APP-152) (“SBDG”) (*Part II of Appendix 1* refers).
- 6.6.2 The Minor Relaxation of BH Restriction will allow the roof area to be used for rooftop greening and green building measures, including PV panel installation and/or rainwater harvesting systems to enhance the sustainability of the building and to put forward the concept of carbon neutrality. The rooftop landscaped areas will also improve the environmental quality and mitigate heat island effect as far as possible. Without the flexibility afforded by the Minor Relaxation of BH Relaxation, the roof area is reduced to accommodate an open-air area to allow for vehicular access to 6/F and R/F in the OZP Compliant Scheme.
- 6.6.3 The Proposed Development will provide electric vehicle (“EV”) charging facilities per the Lease requirement in respond to the popularisation of EVs.
- 6.6.4 The Applicant intends to seek BEAM Plus Platinum Certification introduced by Hong Kong Green Building Council and LEED Gold Certification introduced by U.S. Green Building Council upon completion.

## 6.7 No Adverse Visual Impact

- 6.7.1 A Visual Impact Assessment (“VIA”) is provided in *Appendix 2* to aid in visualising the three-dimensional relationship of the Proposed Development with the surrounding context and to consider the associated visual impacts. Five (5) Viewpoints (“VPs”) have been selected which best represent the key public viewing points looking towards the Proposed Development. Based on the VIA, the Proposed Development is considered to be **fully acceptable** in terms of visual impact.
- 6.7.2 The Proposed Development will maintain a coherent BH profile with the Kwai Tsing Container Terminal Area whilst preserving visual interest through provision of rooftop greening. The SC Restriction under the Approved OZP is also met.

## 6.8 No Adverse Landscape Impact

- 6.8.1 In accordance with the Lease, tree felling within the Site is subject to the approval of Lands Department (“LandsD”) and the Applicant will separately seek approval for any tree removal within the Site. *Table 6.1* has broadly summarises the baseline information of the existing trees within the Site. The existing trees mainly locate at the periphery of the Site and no Old and Valuable Tree /Tree of Particular Interest are found. In view that the Trees are in conflict with the Proposed Development and/or are undesirable species e.g. *Leucaena leucocephala* (銀合歡), all trees are proposed to be felled. The Applicant will further assess the tree recommendations during detailed design and will submit a Tree Preservation and Removal Proposal as required under the Lease to seek approval from LandsD. Compensatory tree planting for felled trees will be provided according to relevant guidance notes and agreed separately with LandsD. Nonetheless, as the S16 Planning Application aims to seek for minor relaxation of BH restriction without increase in building footprint as compared to the OZP Compliant Scheme, no additional landscape impact is anticipated as a result of the increased BH. The Proposed Development provides an additional 2% Greenery Coverage above the SBDG requirement, equivalent to approx. 1,100m<sup>2</sup> greenery, resulting in positive landscape impact when compared to the OZP Compliant Scheme.

**Table 6.1 Tree Species and Abundances of Trees within the Site**

Species		Quantity
<i>Acacia auriculiformis</i>	耳果相思	10
<i>Bombax ceiba</i>	木棉	2
<i>Broussonetia papyrifera</i>	構樹	4
<i>Celtis sinensis</i>	朴樹	2
<i>Leucaena leucocephala</i>	銀合歡	78
<i>Macaranga tanarius</i>	血桐	4
Total		100

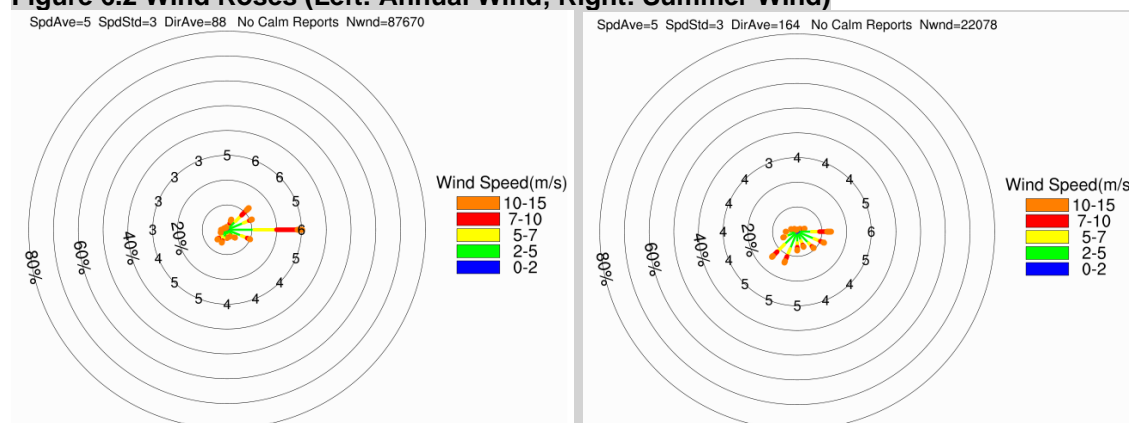
## 6.9 No Adverse Air Ventilation Impact

6.9.1 With reference to the Site Wind Availability Data available on Planning Department's website, the RAMS data of the grid (X: 072 Y:045) at 200m is selected to study the prevailing wind condition. Based on the site wind data in **Table 6.2** and wind roses in **Figure 6.2**, the annual and summer prevailing winds for the Site are from East (E) and Southwest (SW) respectively.

**Table 6.2 Site Wind Data – Annual Wind**

<b>Annual Wind</b>			
Wind Direction	Percentage of Occurrence (%)	Wind Direction	Percentage of Occurrence (%)
N	1.2	S	3.3
NNE	4.5	SSW	5.6
NE	12.4	SW	5.5
ENE	10.9	WSW	2.8
<b>E</b>	<b>30.4</b>	W	2.4
ESE	10.1	WNW	1.4
SE	4.5	NW	1.1
SSE	3.0	NNW	0.9
<b>Summer Wind</b>			
Wind Direction	Percentage of Occurrence (%)	Wind Direction	Percentage of Occurrence (%)
N	0.6	S	7.6
NNE	1.0	SSW	13.6
NE	1.6	<b>SW</b>	<b>14.5</b>
ENE	3.3	WSW	6.2
E	13.8	W	4.7
ESE	11.9	WNW	2.7
SE	9.4	NW	1.6
SSE	6.7	NNW	0.7

**Figure 6.2 Wind Roses (Left: Annual Wind; Right: Summer Wind)**



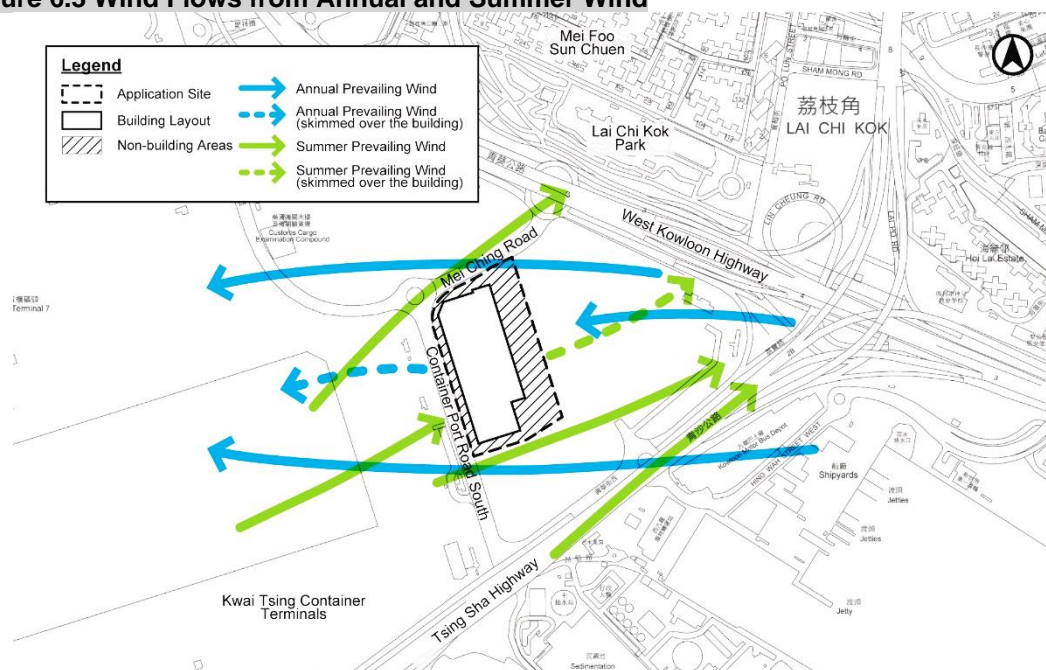
6.9.2 With reference to the **Figure 6.3** which indicates the wind flows from annual and summer wind directions, the Proposed Development will not induce adverse air ventilation impact to the surrounding developments as demonstrated below:

- E wind is the annual prevailing wind. The incoming wind would travel across Hoi Lai Estate and Shipyards in the east (blue arrows in **Figure 6.3**).
  - The annual prevailing wind from Hoi Lai Estate will enter Mei Ching Road and the NBA located in the north of the site. The NBA in the north of the site may facilitate the penetration of the wind to downwind areas. Through Mei Ching Road and NBA in the north of the site, the downwind areas would be ventilated and no significant impact to the wind performance would be anticipated.
  - The annual prevailing wind from Shipyards will enter Tsing Sha Highway and open area in the south to ventilate the downwind areas. The NBA in the south of the site may facilitate



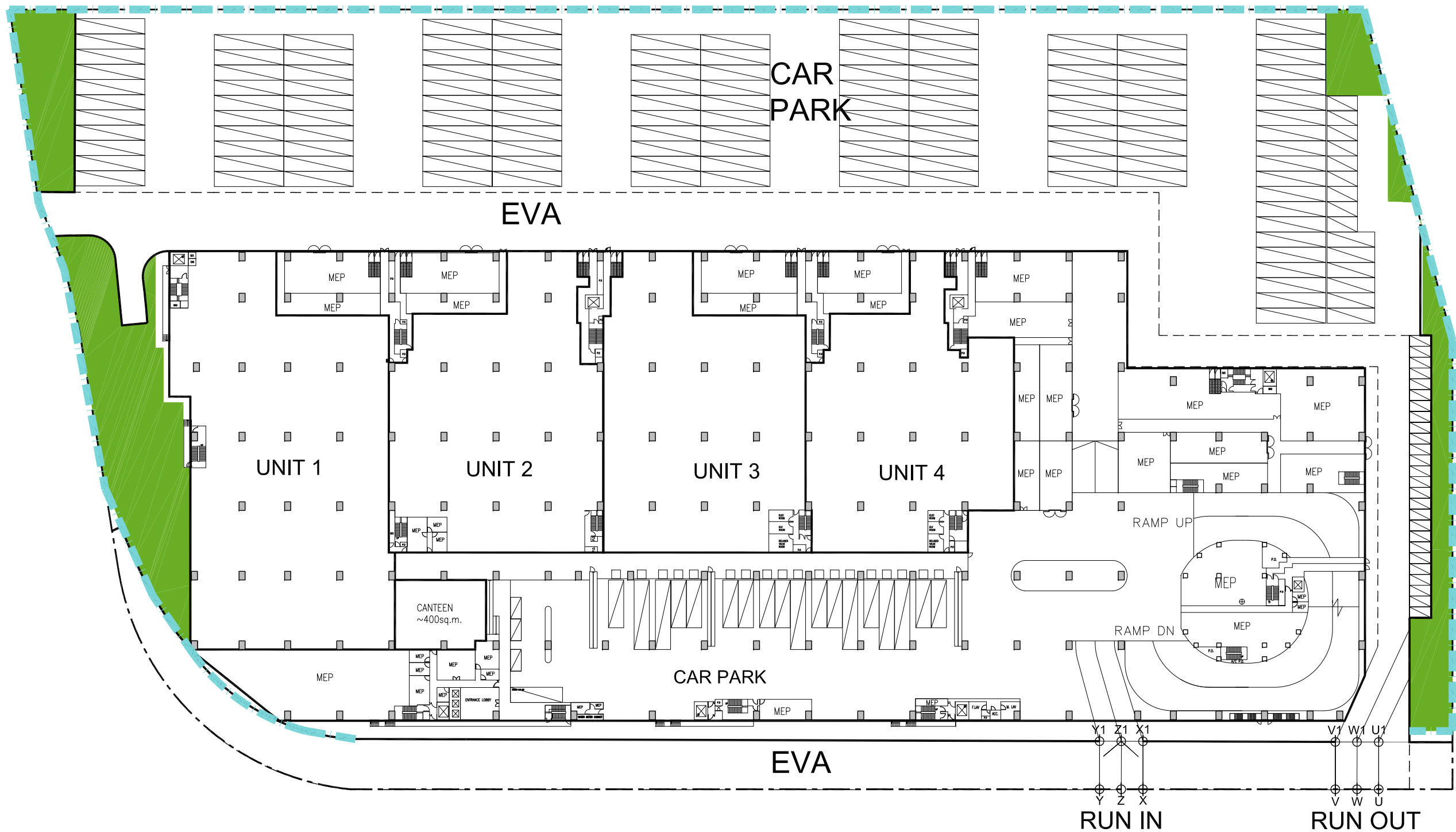
- the penetration of the wind to the downwind areas. Hence, no significant impact to the wind performance would be anticipated in the downwind area.
- Also, some prevailing wind would travel along West Kowloon Highway and the open area in the East to ventilate the Site. Some prevailing winds at mid to high level could skim over the Proposed Development and would reach the downwind areas (blue-dotted arrow in **Figure 6.3**).
- b. SW wind is the summer prevailing wind. The prevailing wind from the sea would travel along the Mei Ching Road, open area in the south and Tsing Sha Highway (green arrows in **Figure 6.3**).
- The incoming wind traveling along Mei Ching Road would enter Lai Chi Kok Park and Mei Foo Sun Chuen. With the NBA in the north of the Site, wind penetration may be facilitated to the downwind areas so that no significant impact to the wind performance would be anticipated.
  - The incoming wind traveling across open area in the south would enter Hoi Lai Estate. With the NBA in the southeast of the Site, wind penetration may be facilitated to the downwind areas so that no significant impact to the wind performance would be anticipated.
  - The unobstructed wind would travel along the Tsing Sha Highway and would access to Hoi Lai Estate. Hence, no significant impact to the wind performance is anticipated in the downwind area.
  - Also, some prevailing wind would travel across the Container Port Road South and ventilate the Site. Some prevailing winds at mid to high level could skim over the Proposed Development and would reach the downwind areas (green-dotted arrow in **Figure 6.3**).

**Figure 6.3 Wind Flows from Annual and Summer Wind**

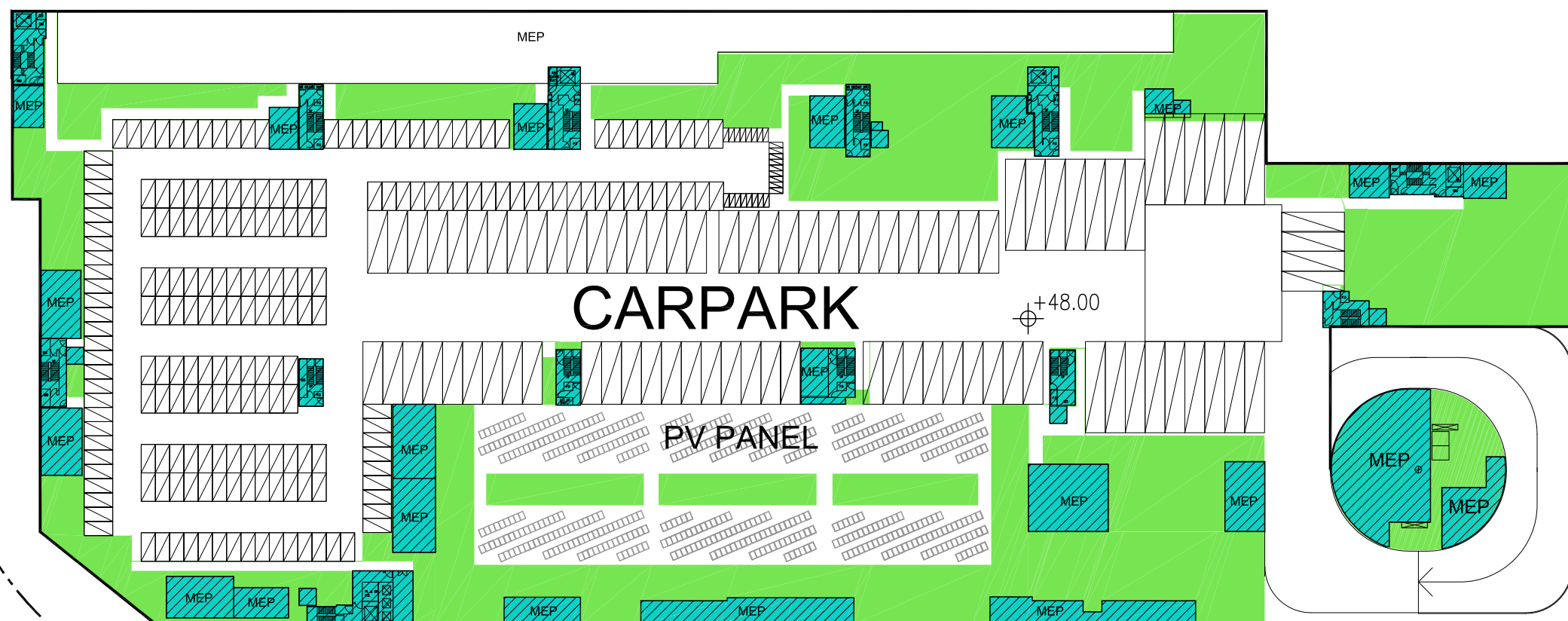


- 6.9.3 In conclusion, under the annual prevailing wind condition, the unobstructed incoming wind from the East would travel over the Site through the NBA along the northern and south-eastern site boundary, Mei Ching Road and Tsing Sha Highway to ventilate downwind areas. Besides, the Proposed Development is located in an area at Stonecutters Island where developments are of low rise nature and are in line with the Proposed Development. The Proposed Development is not anticipated to result in adverse impact of wind ventilation performance on the surrounding areas under annual prevailing winds.
- 6.9.4 Under the summer prevailing wind condition, the unobstructed incoming wind could pass the Site through the NBA along the northern and south-eastern site boundary. Furthermore, there are two major air ventilation paths, which are Mei Ching Road as well as Tsing Sha Highway to ventilate the downwind areas, e.g. Mei Foo Sun Chuen and Hoi Lai Estate. Hence, the Proposed Development is not anticipated to result in adverse impact of wind performance on the downwind areas under summer prevailing wind.

- AT-GRADE TREE PLANTING
- FENCE WALL WITH VERTICAL GREENING



- ROOF LEVEL GREENERY
- TOP ROOF LEVEL GREENERY





# Artist's Impression

## Light Color Scheme for Facade Treatment

The selection of light color scheme for the facade allows the Proposed Development to blend in with open sky backdrop when viewing from long range.

## Green Building Design

Apart from greenery provision, it is intended to install PV panels on the rooftop to enhance the sustainability of the building and in line with the concept of carbon neutrality.

## Extensive Rooftop Greenery

To enhance the visual amenity of the Proposed Development and mitigate heat island effect.

## Facade Articulation

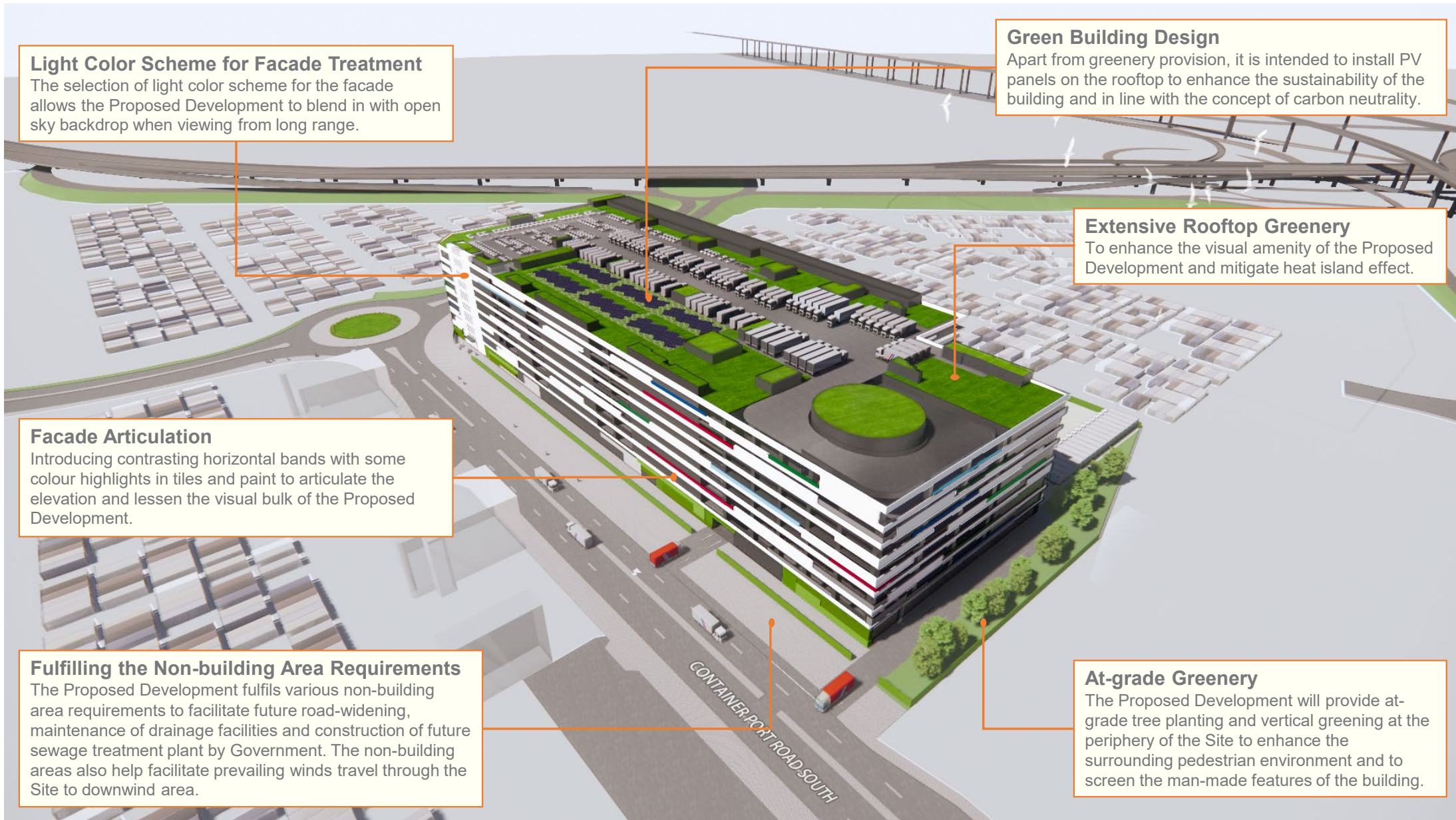
Introducing contrasting horizontal bands with some colour highlights in tiles and paint to articulate the elevation and lessen the visual bulk of the Proposed Development.

## Fulfilling the Non-building Area Requirements

The Proposed Development fulfils various non-building area requirements to facilitate future road-widening, maintenance of drainage facilities and construction of future sewage treatment plant by Government. The non-building areas also help facilitate prevailing winds travel through the Site to downwind area.

## At-grade Greenery

The Proposed Development will provide at-grade tree planting and vertical greening at the periphery of the Site to enhance the surrounding pedestrian environment and to screen the man-made features of the building.





## BLOCK PLAN SHOWING BUILDING SET BACK

### Building Setback Requirement:

No part of the building is within 7.5m from the centre line of the street.

### Sustainable Building Design Calculation

- SITE AREA =  $55252\text{m}^2$  ( $> 20,000\text{m}^2$ )
- MEAN STREET LEVEL = +4.64mPD
- HEIGHT OF THE BUILDING  
 $48 - 4.64 = 43.36\text{m} < 60\text{m}$

#### NON-PRIMARY ZONE

GREENERY on RF:	8784 sq.m.
GRASS PAVING on RF (50%):	704 sq.m.

#### PRIMARY ZONE

GREENERY on GF:	3809 sq.m.
GRASS PAVING on GF (50%):	2895 sq.m.
VERTICAL GREENING:	1733 sq.m.

TOTAL: 17925 sq.m.

OPPOSITE SIDE OF  
SITE BOUNDARY

MEI CHING ROAD

CENTRE LINE  
OF STREET

30 m

7.5m

30 m

7.5m

CENTRE LINE  
OF STREET

The building does not locate within the assessment, i.e. 30m from the centre line of the street.  
Hence, no restriction on the Continuous projected facade length ( $L_p$ ).

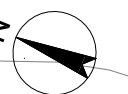
CONTANER PORT ROAD SOUTH

# SBDG

## SUSTAINABLE BUILDING DESIGN CALCULATION

VT | KWAI CHUNG TOWN LOT 531

0 5 10 20 40m



2023.01.13

# GREENERY CALCULATION

SITE AREA: 55245 sq.m. > 20000 sq.m.

GREENERY AREA:	REQUIRED:	PROVIDED:
PRIMARY ZONE (15% OF THE SITE AREA)	8286.75 sq.m.	<b>8437</b> sq.m.
OVERALL (32% OF THE SITE AREA)	17678.4 sq.m.	<b>17925</b> sq.m.

## GROUND FLOOR – PRIMARY ZONE (GREENERY + GRASS PAVING + VERTICAL GREENING)

1. GREENERY	3809 sq.m.
2. GRASS PAVING (50%)	2895 sq.m.
3. VERTICAL GREENING (FENCE WALL 2.5m(H) X 694m(L)	1733 sq.m.
TOTAL	<b>8437</b> sq.m.

## ROOF (GREENERY)

1. GREENERY	8784 sq.m.
2. GRASS PAVING on RF (50%)	704 sq.m.
TOTAL	<b>9488</b> sq.m.

TOTAL OVERALL GREENERY **8437 + 9488 = 17925** sq.m.



## VISUAL IMPACT ASSESSMENT

### 4 THE DEVELOPMENT PROPOSAL

#### Statutory Provisions

- 4.1 The Application Site is subject to a maximum BH of 40mPD and a maximum SC of 50%. A maximum GFA of 138,000m<sup>2</sup> is stipulated under the Lease.
- 4.2 As indicated in the Statutory Notes of the Approved OZP, based on the individual merits of a development or redevelopment proposal, minor relaxation of the development restrictions may be considered by the TPB.

#### OZP Compliant Scheme

- 4.3 An OZP Compliant Scheme is prepared in compliance with the development restrictions stipulated under the Approved OZP and Lease. The OZP Compliant Scheme is used as a basis for comparison for this VIA as it reflects a basic quantum of development potential on the Site.
- 4.4 The OZP Compliant Scheme consists of 7 storeys plus 2 basement levels which are required to accommodate the maximum GFA of 138,000m<sup>2</sup> under the site constraints brought by various non-building areas ("NBAs") as indicated in the Supplementary Planning Statement. Despite the BH Restriction being met, the OZP Compliant Scheme cannot adequately fulfil the operational requirements for modern logistics and cold storage, in particular for stacking heights and internal circulation.

#### Proposed Scheme

- 4.5 To meet the standards and requirements of modern logistics for cold chain, a Minor Relaxation of BH Restriction from 40mPD to 48mPD (20%) is sought. The Proposed Development adopts a similar building footprint as the OZP Compliant Scheme and consists of 7-storeys plus 2 basement levels at 48mPD. The Proposed GFA and SC are consistent with the OZP Compliant Scheme. Various design measures have been adopted to mitigate the potential visual impact by the Proposed Scheme, including light color scheme façade treatment, elevation articulation through contrasting horizontal bands, rooftop greening, at-grade tree planting and vertical greening.
- 4.6 The key development parameters of the OZP Compliant Scheme and the Proposed Development of the Application Site are compared in **Table 4.1** below. **Figure 2** presents the schematic sections of the OZP Compliant Scheme and the Proposed Scheme to illustrate the difference in BH.

**Table 4.1 Development Schedule**

Development Parameters	OZP Compliant Scheme [A]	Proposed Scheme [B]	Difference [B] – [A]
Site Area	Approx. 55,245m <sup>2</sup>		Nil
Proposed GFA	Approx. 138,000m <sup>2</sup>	Approx. 138,000m <sup>2</sup>	Nil
Proposed Plot Ratio	Approx. 2.50	Approx. 2.50	Nil
Proposed SC	50%	50%	Nil
No. of Storeys	7 (excluding 2 basement levels)	7 (excluding 2 basement levels)	Nil
BH (Main Roof Level)	40mPD	48mPD	+8m (20%)

### 5 ASSESSMENT AREA

- 5.1 An Assessment Area is delineated for the VIA according to TPB PG No. 41 which is equivalent to approximately three (3) times the overall BH of the Proposed Development. Since the Proposed Development's BH (at main roof level) is approximately 48mPD (approximately 43.36 from ground level), a radius of approx. 130.08m (i.e. 43.36m x 3) from the Application Site is defined as the Assessment Area (**Figure 3** refers).



## 6 IDENTIFICATION AND CLASSIFICATION OF VIEWPOINTS

- 6.1 As per para. 4.5 of TPB PG No. 41, the VIA focuses on public views and local vantage points as these areas are easily accessible and popular to the public. The VPs may include key pedestrian nodes, public areas for outdoor facilities, recreation, rest, leisure, walking and prominent travel routes which are easily accessible by the public. In this regard, eight (8) public VPs have been selected for this VIA (**Figure 3** refers).
- 6.2 The eight (8) VPs selected for this VIA are as follows:
- **Viewpoint 1 (VP1): View from Lai Chi Kok Park (West)** – This is a long-range static VP located approx. 540m to the north of the Site at Lai Chi Kok Park. It is located at the elevated walkway adjacent to the Tennis Courts. It is also part of the jogging track system within the Lai Chi Kok Park. It represents the users of the open space who can enjoy the open view of the sky for resting, sitting-out, leisure and exercise purposes. The visual sensitivity of this VP is considered **low to medium** due to the long distance between the Site and this VP.
  - **Viewpoint 2 (VP2): View from Lai Chi Kok Park (Near Tsing Kwai Highway)** – This is a medium to long-range static VP located approx. 275m to the northeast of the Site at Lai Chi Kok Park. It is situated along the jogging track within the Lai Chi Kok Park. It represents the users of the Park/ Lingnan Garden who can enjoy the open view of the sky and the greenery in the Park for resting, sitting-out, leisure and exercise purposes. The visual sensitivity of this VP is considered **low to medium** given the Site is largely blocked by vegetation.
  - **Viewpoint 3 (VP3): View from Lingnan Garden in Lai Chi Kok Park** – This is a medium to long-range static VP located approx. 305m to the northeast of the Site at Lai Chi Kok Park. It is situated in a themed garden known as “Lingnan Garden” in the centre of the Lai Chi Kok Park. It represents the users of the Park/ Lingnan Garden who can enjoy the open view of the sky and the greenery in the Park for resting, sitting-out and leisure purposes. The visual sensitivity of this VP is considered **low to medium** given the Site is entirely blocked by vegetation.
  - **Viewpoint 4 (VP4): View from Lai Chi Kok Park (East)** – This is a medium to long-range static VP located approx. 365m to the northeast of the Site at Lai Chi Kok Park. It is situated near a children’s play area at the eastern portion of the Lai Chi Kok Park. It represents the users of the Park who can enjoy the open view of the sky and the greenery for resting, sitting-out, and leisure purposes. The visual sensitivity of this VP is considered **low to medium** given the Site is entirely blocked by vegetation.
  - **Viewpoint 5 (VP5): View from Lai Chi Kok Park (Near the Entrance at Po Lun Street)** – This is a long-range static VP located approx. 460m to the northeast of the Site at Lai Chi Kok Park. It is situated at the eastern end of Lai Chi Kok Park and near the entrance at Po Lun Street. It represents the users of the Park who can enjoy the open view of the sky and the greenery for resting, sitting-out, and leisure purposes. The visual sensitivity of this VP is considered **low to medium** given the Site is mostly blocked by vegetation.
  - **Viewpoint 6 (VP6): View from Footbridge Connecting Hoi Ying Estate and Hoi Tat Estate** – This is a long-range kinetic VP located approx. 1.06km to the east of the Site at footbridge connecting Hoi Ying Estate and Hoi Tat Estate above the West Kowloon Highway. It is a key pedestrian passageway between the waterfront and the hinterland. It represents the residents and future visitors of the planned waterfront promenade traversing to/ from the hinterland. Considering the transient nature of this VP and the visibility to the Site is significantly affected by the fences<sup>1</sup> on the footbridge, the visual sensitivity of this VP is considered **low**.

<sup>1</sup> Almost the entire western side of the footbridge is installed with wire fences except a short section near the Sham Shui Po Leisure and Cultural Building end which has very limited view to the Site.

- **Viewpoint 7 (VP7): View from Planned Waterfront Promenade adjoining Planned Comprehensive Hotel Development at NKIL 6550 at Lai Ying Street, Cheung Sha Wan** – This is a long-range static VP located approx. 1.17km to the southeast of the Site at a planned waterfront promenade adjoining the Approved Comprehensive Hotel Development at NKIL 6550. It is a planned public open space and envisioned to be a vibrant waterfront promenade to serve the residents in the area. It represents the users of the open space who can enjoy the harbour view for resting, sitting-out and leisure purposes. Currently, the Site is being blocked by some unattended vegetation at the construction site. Upon completion of the promenade, a more open view is anticipated. Nonetheless, the buildings at the shipyard and Tsing Sha Highway will block the view towards the Site. Given its distance to the Site, the visual sensitivity of this VP is considered **low to medium**.
  - **Viewpoint 8 (VP8): View from Container Port Road South** – This is a short-range kinetic VP located approx. 145m to the southeast of the Site at the footpath of Container Port Road South. It is located near the entrance of Container Terminal 8 and represents the workers near the Site. Despite this VP has a direct sight to the Proposed Development, Container Port Road South is used mainly by heavy goods. Furthermore, workers at Container Terminal 8 usually take the shuttle or minibus that drop off at the entrance directly without using most of the footpath. Therefore, the visual sensitivity of this VP is considered **low**.
- 6.3 The results from the initial assessment reveal that views of the Proposed Development from two (2) out of the eight (8) locations investigated (i.e. VPs 3 and 4) are fully blocked. The view from these VPs provided at **Figure 4** show that the vegetation and man-made structures in the foreground fully screen the Proposed Development. Therefore, VPs 3 and 4 will not be further assessed.



VIEWPOINT 3 : VIEW FROM LINGNAN GARDEN IN LAI CHI KOK PARK



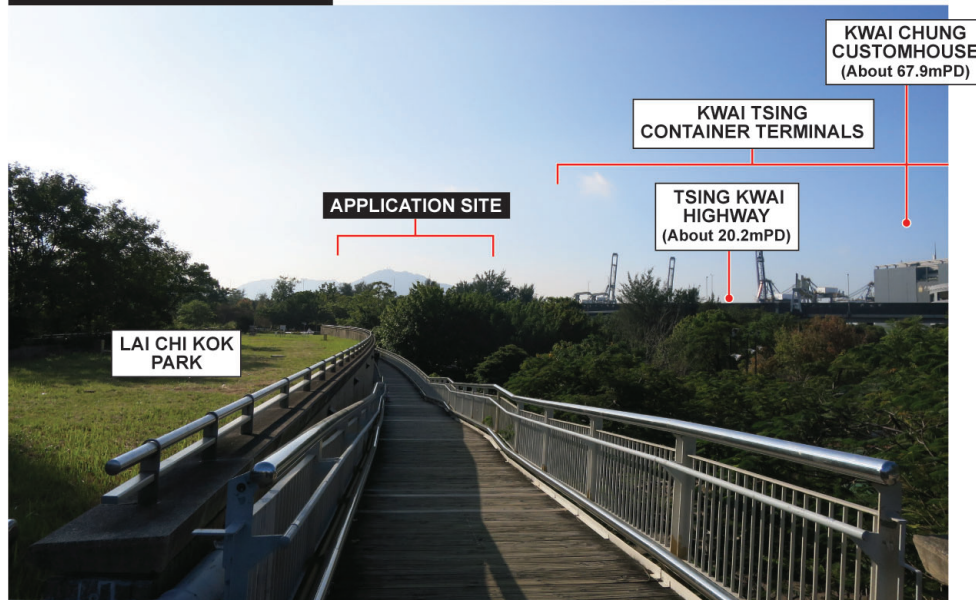
VIEWPOINT 4 : VIEW FROM LAI CHI KOK PARK (EAST)

## VP1: View from Lai Chi Kok Park (West) (*Figure 5* refers)

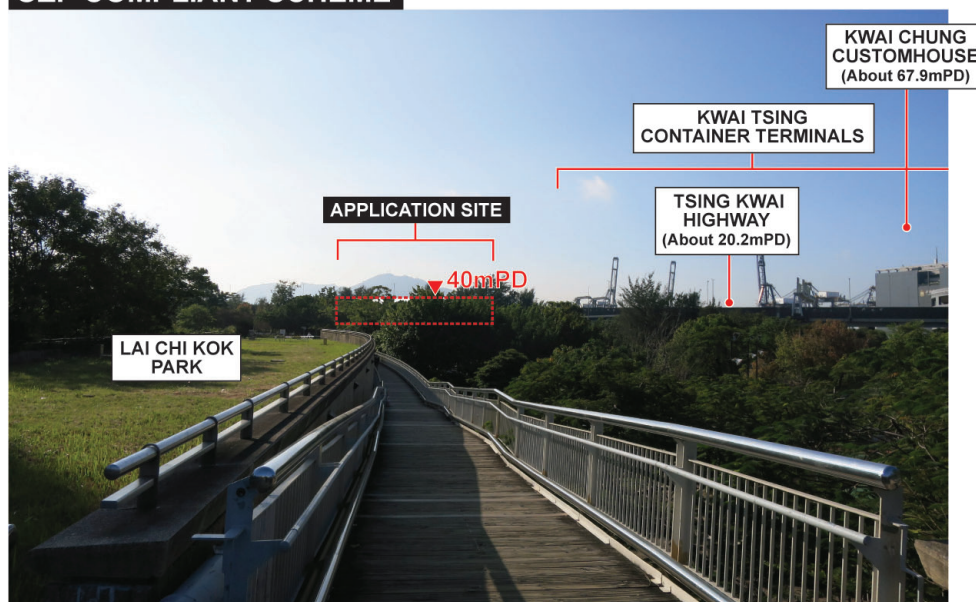
- 7.4 This is a long-range static VP located approx. 540m to the north of the Site at Lai Chi Kok Park. It is located at the elevated walkway adjacent to the Tennis Courts connecting the northern portion and southern portion of Lai Chi Kok Park. It is also part of the jogging track system within the Lai Chi Kok Park. It represents the users of the open space for resting, sitting-out, leisure and exercise purposes. The visual elements in this VP include the landscaping of Lai Chi Kok Park in the foreground (positive visual element), the Kwai Chung Customhouse (negative visual element), the container cranes of Kwai Tsing Container Terminals (negative visual element) and the mountain backdrop at Hong Kong Island (positive visual element) and open sky backdrop (positive visual element).
- 7.5 In terms of visual composition, the OZP Compliant Scheme is substantially blocked by the vegetation and Tsing Kwai Highway in the foreground while the Proposed Scheme will block a portion of the mountain backdrop with a higher BH. However, as the scale, massing and height of the Proposed Development are not incompatible with the surrounding context and only some of the roof line of the Proposed Scheme visible, the visual composition of this VP is not anticipated to be significantly altered.
- 7.6 When compared to the OZP Compliant Scheme, the Proposed Development will obstruct a minor portion of the hilly backdrop but the overall visual openness to the sky in this VP remains unchanged. The degree of obstruction is considered insubstantial.
- 7.7 In terms of the effect on public viewers, the Proposed Development will obstruct a minor view to the hilly backdrop when compared the OZP Compliant Scheme. Nonetheless, the effect of visual change from this VP is considered slight with the visual openness remain largely unchanged and the established perception of the Site and its surrounding being part of the Kwai Tsing Container Terminals.
- 7.8 With regards to the effect on visual resources, the Proposed Development will appear as an extension of logistics developments in the area and cause slight impact to the visual resources. Moreover, the open sky view is preserved. Thus, compared to the existing condition and the OZP Compliant Scheme, the quality and character at this VP will be slightly degraded.
- 7.9 Although the Proposed Development obstructs a portion of the hilly backdrop at this VP, the Proposed Development is not incompatible with the built developments in the background and the visual openness is preserved. While the resultant visual impact created by the Proposed Development is considered slightly adverse compared to the existing situation, when compared to the OZP Compliant Scheme, the overall degree of visual impact is considered negligible.



## EXISTING CONDITION



## OZP COMPLIANT SCHEME



## PROPOSED SCHEME

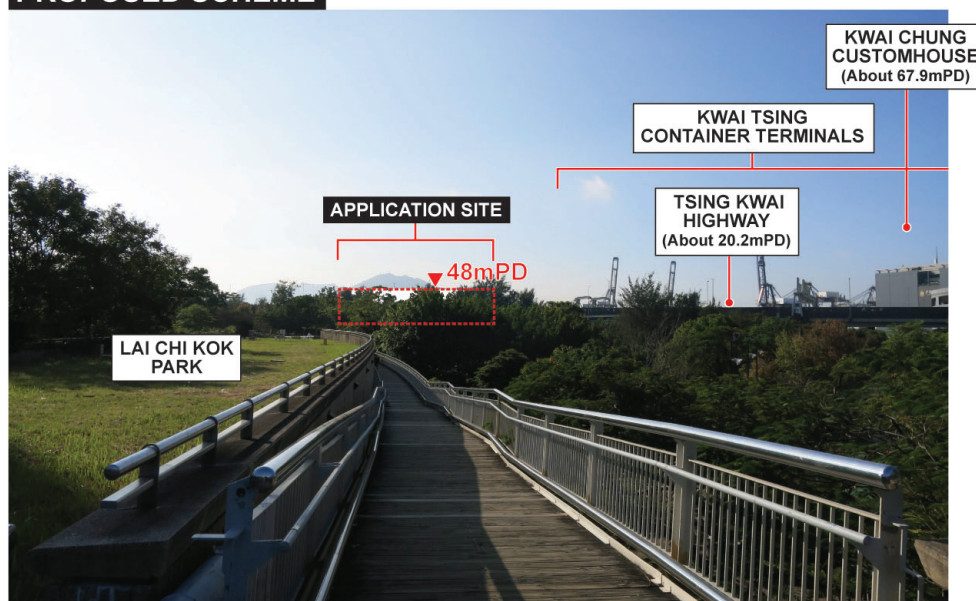


FIGURE 5 VIEWPOINT 1 : VIEW FROM LAI CHI KOK PARK (WEST)

### VP2: View from Lai Chi Kok Park (Near Tsing Kwai Highway) (Figure 6 refers)

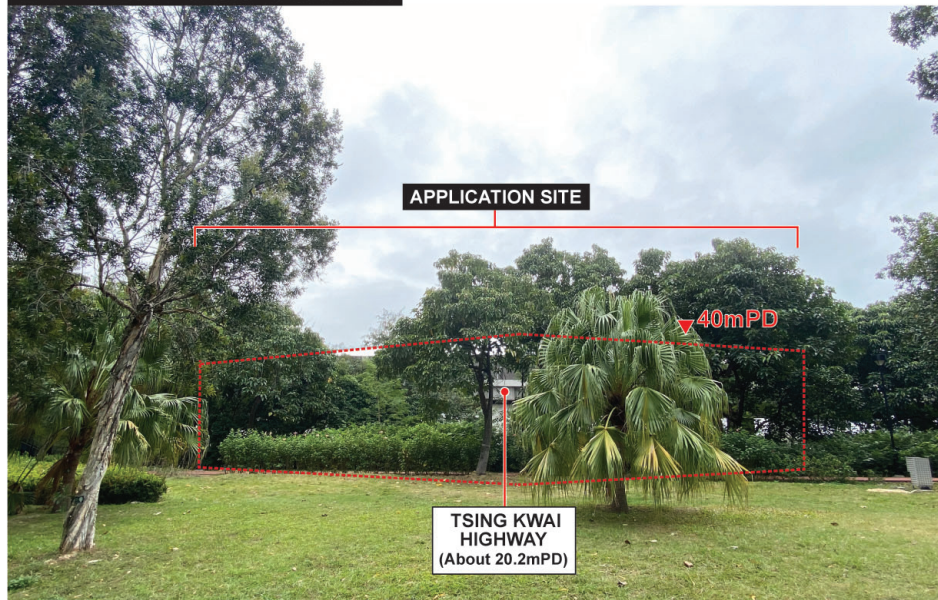
- 7.10 This is a medium to long-range static VP located approx. 275m to the northeast of the Site at Lai Chi Kok Park. It is situated along the jogging track within the Lai Chi Kok Park. It represents the users of the Park/ Lingnan Garden for resting, sitting-out, leisure and exercise purposes. The visual elements in this VP is dominated by the vegetation in the Lai Chi Kok Park and the open sky backdrop (positive visual elements). Tsing Kwai Highway (neutral visual element) is slightly visible through the gap between the trees.
- 7.11 In terms of visual composition, the OZP Compliant Scheme is substantially blocked by the vegetation and Tsing Kwai Highway in the foreground while the Proposed Scheme will block a small portion of the open sky with a higher BH with a minor portion of its roof line visible. The visual composition of this VP is not anticipated to be significantly altered.
- 7.12 When compared to the OZP Compliant Scheme, the Proposed Development will obstruct a minor portion of the open sky backdrop but the overall visual openness to the sky in this VP remains largely unchanged. The degree of obstruction is considered insubstantial.
- 7.13 In terms of the effect on public viewers, the Proposed Development will obstruct a minor view to the open sky backdrop when compared the OZP Compliant Scheme. Nonetheless, the effect of visual change from this VP is considered slight with the visual openness remain largely unchanged and the light colour scheme of the façade treatment allows the Proposed Development to blend in with the open sky backdrop.
- 7.14 With regards to the effect on visual resources, the Proposed Development will only block a very small portion of the sky above the tree line and cause slight impact to the visual resources. Moreover, the open sky view is largely preserved. Thus, compared to the existing condition and the OZP Compliant Scheme, the quality and character at this VP will be slightly degraded.
- 7.15 In terms of the overall visual impact at this VP, given only a very minor portion of the Proposed Scheme can be visible from this VP and the light color façade scheme would allow the Proposed Development to blend in with the open sky backdrop, the result visual impact due to the increase of BH is considered negligible.



### EXISTING CONDITION



### OZP COMPLIANT SCHEME



### PROPOSED SCHEME

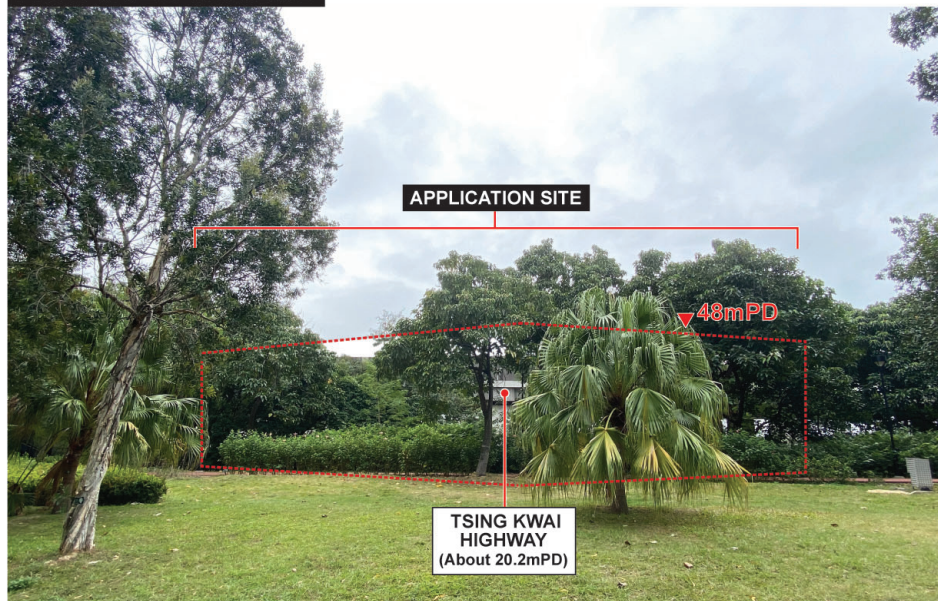


FIGURE 6 VIEWPOINT 2 : VIEW FROM LAI CHI KOK PARK  
(NEAR TSING KWAI HIGHWAY)

### VP5: View from Lai Chi Kok Park (Near the Entrance at Po Lun Street) (**Figure 7** refers)

- 7.16 This is a long-range static VP located approx. 460m to the northeast of the Site at Lai Chi Kok Park. It is situated at the eastern end of Lai Chi Kok Park and near the entrance at Po Lun Street. It represents the users of the Park for resting, sitting-out, and leisure purposes. The visual elements in this VP is dominated by the vegetation in the Lai Chi Kok Park and the open sky backdrop (positive visual elements).
- 7.17 In terms of visual composition, the OZP Compliant Scheme is blocked by the vegetation in the Lai Chi Kok Park while the Proposed Scheme will block a very small portion of the open sky above the tree line. The visual composition of this VP is not anticipated to be significantly altered.
- 7.18 The Proposed Development will obstruct a very minor portion of the open sky backdrop when compared with the OZP Compliant Scheme which is not visible. However, the overall visual openness to the sky in this VP remains largely unchanged. The degree of obstruction is considered slight.
- 7.19 In terms of the effect on public viewers, the Proposed Development will induce insignificant effect of visual change when compared with the OZP Compliant Scheme given the vegetation in Lai Chi Kok substantially blocks the Proposed Development.
- 7.20 With regards to the effect on visual resources, the Proposed Development will only block a very small portion of the sky above the tree line and cause slight impact to the visual resources. Moreover, the open sky view is preserved. Thus, compared to the existing condition and the OZP Compliant Scheme, the quality and character at this VP will be slightly degraded.
- 7.21 In conclusion, only a very minor portion of the Proposed Scheme can be visible and the light color façade scheme would allow the Proposed Scheme to blend in with the open sky backdrop, therefore, the result visual impact of the Proposed Development is considered negligible.



### EXISTING CONDITION



### OZP COMPLIANT SCHEME



### PROPOSED SCHEME



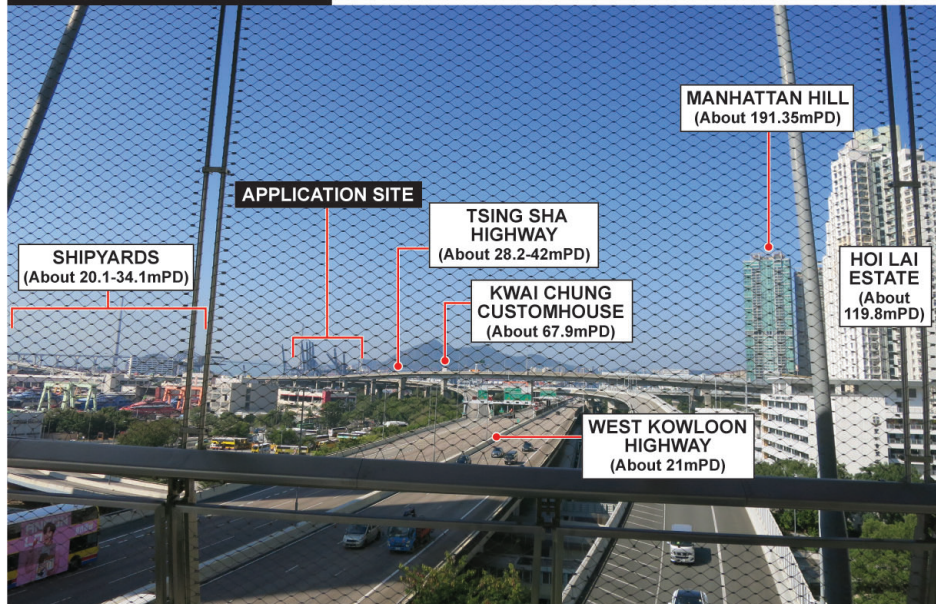
FIGURE 7 VIEWPOINT 5 : VIEW FROM LAI CHI KOK PARK  
(NEAR THE ENTRANCE AT PO LUN STREET)



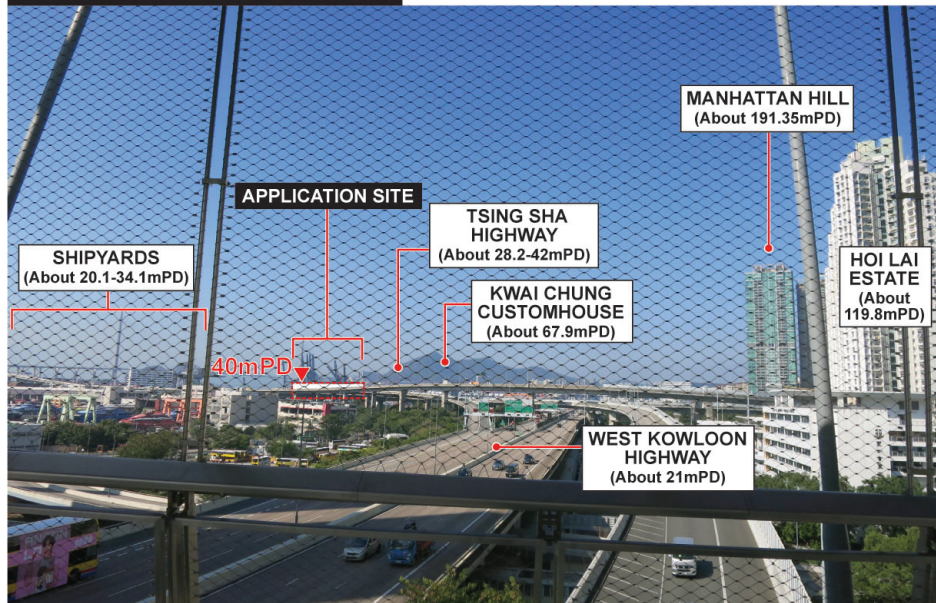
## VP6: View from Footbridge Connecting Hoi Ying Estate and Hoi Tat Estate (**Figure 8** refers)

- 7.22 This is a long-range kinetic VP located approx. 1.06km to the east of the Site at footbridge connecting Hoi Ying Estate and Hoi Tat Estate above the West Kowloon Highway. It is a key pedestrian passageway between the waterfront and the hinterland. It represents the residents and future visitors of the planned waterfront promenade traversing to/ from the hinterland. The major visual elements within this VP include the West Kowloon Highway (neutral visual element), high-rise residential developments adjacent to the West Kowloon Highway (e.g. Manhattan Hill and Hoi Lai Estate) (neutral visual elements), shipyards (negative visual elements), the facilities at the Kwai Tsing Container Terminals (negative visual elements), the mountain backdrop at Tsing Yi (positive visual element) and the open sky backdrop (positive visual element). The clarity of the view in this VP is highly affected by the fences on the footbridge.
- 7.23 In terms of visual composition, this VP is dominated by the highway infrastructure and open sky backdrop with some high-rise developments on the right. Both the OZP Compliant Scheme and Proposed Scheme is predominantly screened by the elevated Tsing Sha Highway and barely visible due to long distance between the Site and this VP. Change to the visual composition of this VP due to the Proposed Scheme is not anticipated.
- 7.24 When comparing with the OZP Compliant Scheme, the Proposed Scheme will not cause any additional obstruction to the facilities at the Kwai Tsing Container Terminals. Therefore, the degree of obstruction is considered negligible.
- 7.25 In terms of the effect on public viewers, the Proposed Scheme is compatible with the surroundings and can blend in with adjacent developments. The increase in BH will not obstruct the view towards the mountain backdrop. Hence, the visual change to public viewers is considered negligible.
- 7.26 The Proposed Development will cause negligible impact to the visual resources from this VP given the open sky view is preserved.
- 7.27 In light of the above, the overall visual impact due to the Proposed Development is considered **negligible** from this VP.

### EXISTING CONDITION



### OZP COMPLIANT SCHEME



### PROPOSED SCHEME

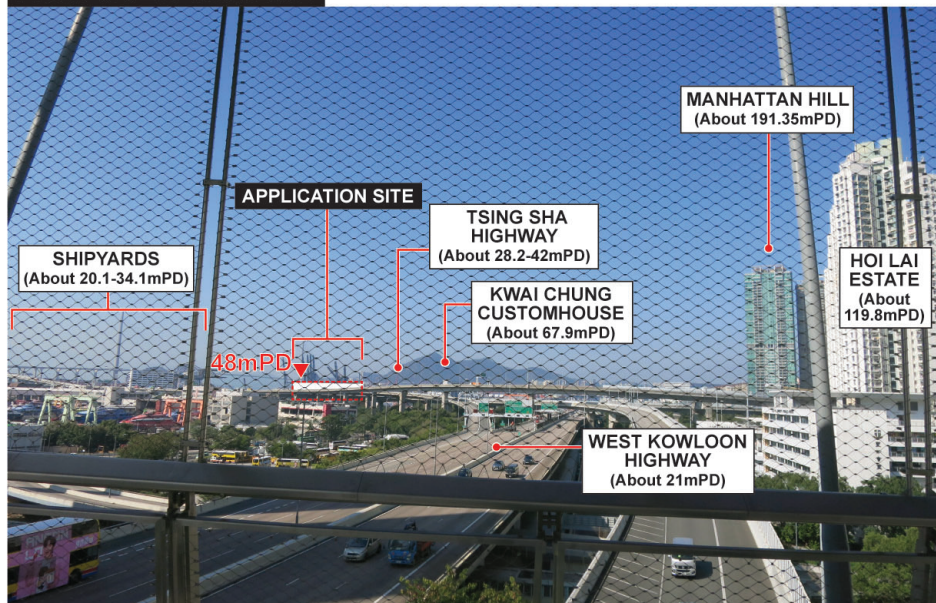


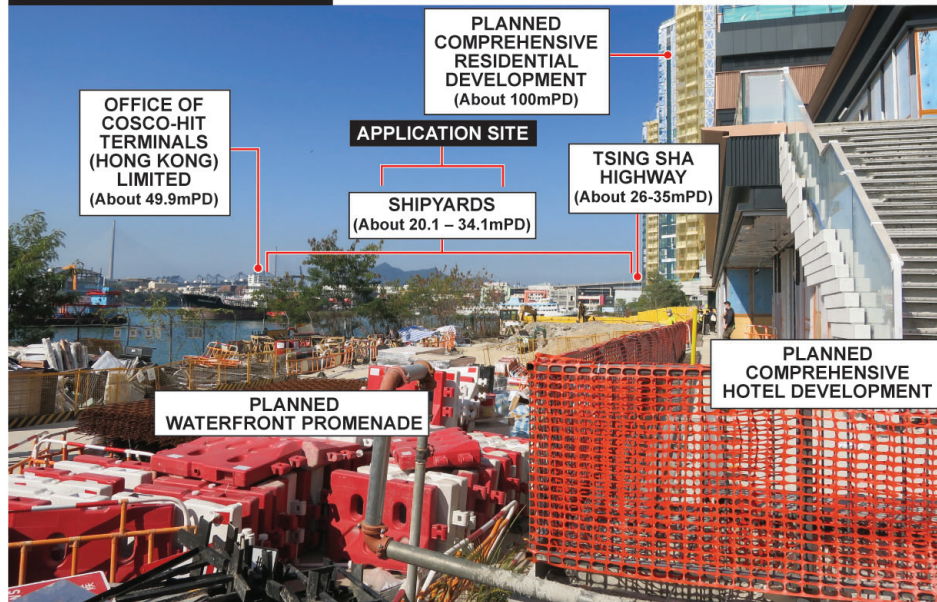
FIGURE 8 VIEWPOINT 6 : VIEW FROM FOOTBRIDGE CONNECTING HOI YING ESTATE AND HOI TAT ESTATE

VP7: View from Planned Waterfront Promenade adjoining Planned Comprehensive Hotel Development at NKIL 6550 at Lai Ying Street, Cheung Sha Wan (**Figure 9** refers)

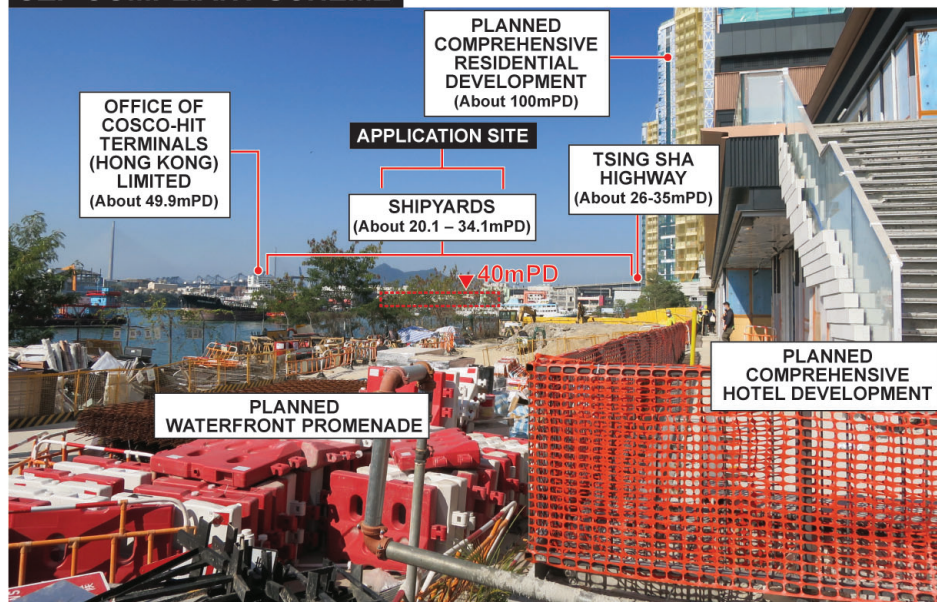
- 7.28 This is a long-range static VP located approx. 1.17km to the southeast of the Site at a planned waterfront promenade adjoining the Approved Comprehensive Hotel Development at NKIL 6550. It is a planned open space and represents the users of the open space for resting, sitting-out and leisure purposes. The major visual elements within this VP include the construction site of the planned waterfront promenade (positive visual element upon completion), Planned Comprehensive Hotel Development at NKIL 6550, Planned Comprehensive Residential Development at NKIL 6549 RP and S.A. (neutral visual elements), shipyards (negative visual element), the office of Cosco-Hit Terminals (Hong Kong) Limited at Container Terminal 8 (neutral visual element), the mountain backdrop at Tsing Yi (positive visual element) and the open sky backdrop (positive visual element).
- 7.29 In terms of visual composition, the OZP Compliant Scheme will be screened by the buildings at the shipyard and Tsing Sha Highway in the background. The Proposed Scheme with a higher BH will be slightly visible above the Tsing Sha Highway. Nonetheless, the open sky backdrop is preserved and the visual composition of this VP will not be altered.
- 7.30 When compared to the OZP Compliant Scheme, the Proposed Scheme will result in insignificant obstruction to the mountain backdrop. The impact of obstruction is considered negligible.
- 7.31 In terms of the effect on public viewers, the Site is located behind the industrial uses (i.e. shipyards) and adjacent to the facilities at the container terminal. The Proposed Scheme will blend in with the other developments and no significant visual changes are anticipated despite with a higher BH than the OZP Compliant Scheme.
- 7.32 The Proposed Development will cause negligible impact to the visual resources from this VP given the majority of the open sky view is preserved.
- 7.33 In conclusion, the overall visual impact due to the Proposed Development is considered **negligible** from this VP.



## EXISTING CONDITION



## OZP COMPLIANT SCHEME



## PROPOSED SCHEME

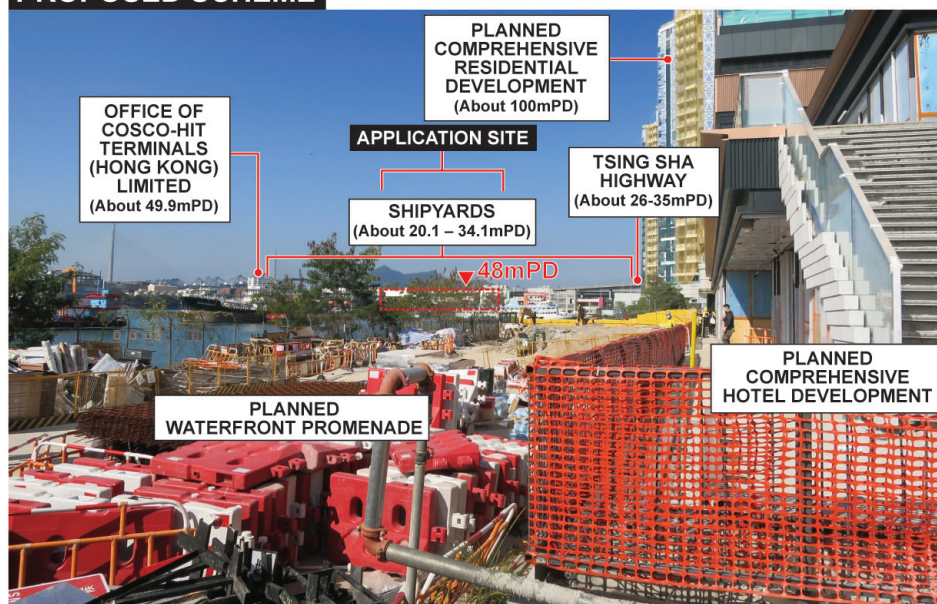


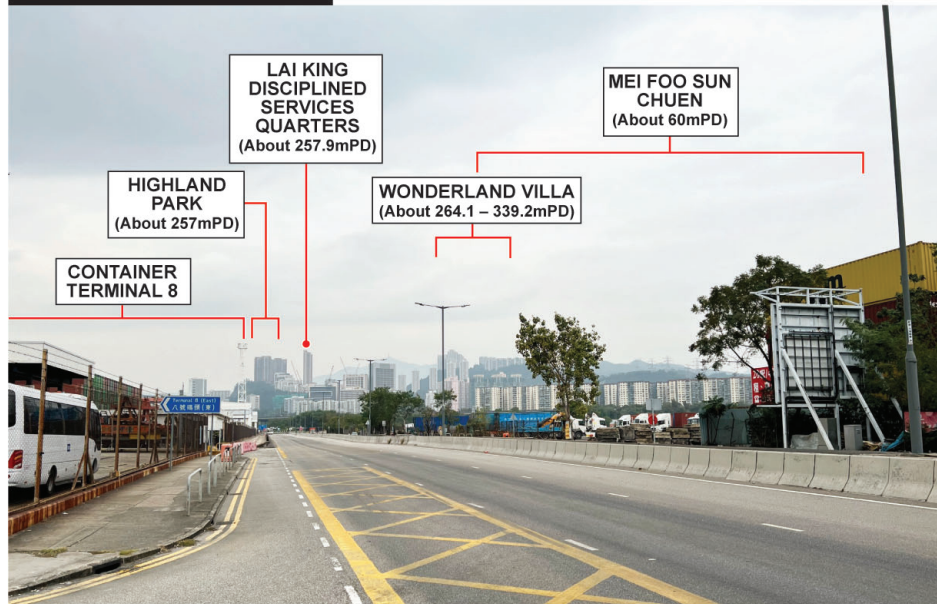
FIGURE 9 VIEWPOINT 7 : VIEW FROM PLANNED WATERFRONT PROMENADE ADJOINING PLANNED COMPREHENSIVE HOTEL DEVELOPMENT AT NKIL 6550 AT LAI YING STREET, CHEUNG SHA WAN



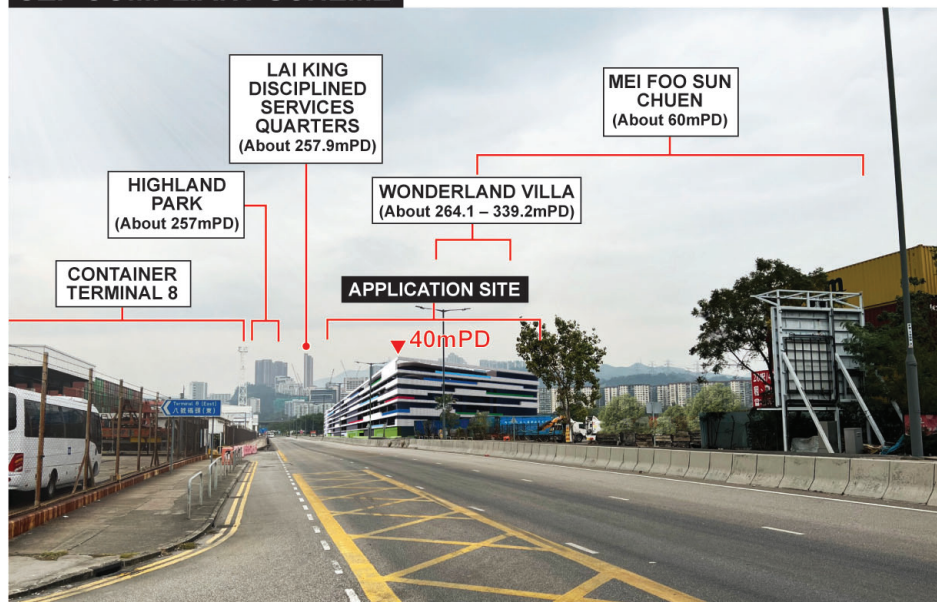
### VP8: View from Container Port Road South (*Figure 10* refers)

- 7.34 This is a short-range kinetic VP located approx. 145m to the southeast of the Site at the footpath of Container Port Road South. It is located near the entrance of Container Terminal 8 and represents the workers near the Site. The major visual elements within this VP include the open-air car park and container storage to right in the foreground (negative visual element), various developments in the hinterland (neutral visual elements) (e.g. Mei Foo Sun Chuen, Wonderland Villa, Highland Park and Lai King Disciplined Services Quarters), the mountain backdrop at Kwai Chung and the open sky back drop (positive visual element).
- 7.35 In terms of visual composition, the OZP Compliant Scheme will obstruct the view to the developments in the hinterland and a portion of the open sky. The Proposed Scheme with a higher BH will further block the open sky backdrop. Considering that the OZP Compliant Scheme has already altered the visual composition at this VP, the additional impact to the visual composition as a result of the minor relaxation in BH by the Proposed Scheme is considered slight.
- 7.36 When compared to the OZP Compliant Scheme, the Proposed Scheme will result in more obstruction of the open sky given the proximity to the Site. The visual obstruction of the Proposed Scheme towards is considered slightly adverse when compared to the OZP Compliant Scheme.
- 7.37 In terms of the effect on public viewers, the OZP Compliant Scheme has already reflected the industrial character of the Site and its surrounding area. The Proposed Scheme with a higher BH will unlikely inflict compatibility concern. While the additional BH will result in more reduction of the visual openness of this VP when compared to the OZP Compliant Scheme, the façade treatment through selection of light colour scheme will add visual interest and reduce contrast with the sky. Overall, the magnitude of visual change is considered slight.
- 7.38 With regards to the effect on visual resources, although the visual openness is further reduced when compared to the OZP Compliant Scheme due to the further obstruction to the open sky and mountain backdrop brought by the additional BH, the Proposed Development would appear as an extension of port developments in the area. Thus, compared to the existing condition the quality and character at this VP will not be significantly degraded.
- 7.39 The overall visual impact of Proposed Scheme against the OZP Compliant Scheme is considered **slightly adverse**. Despite the visual openness of this VP is reduced, the visual sensitivity of this VP is low and there are limited public viewers.

### EXISTING CONDITION



### OZP COMPLIANT SCHEME



### PROPOSED SCHEME

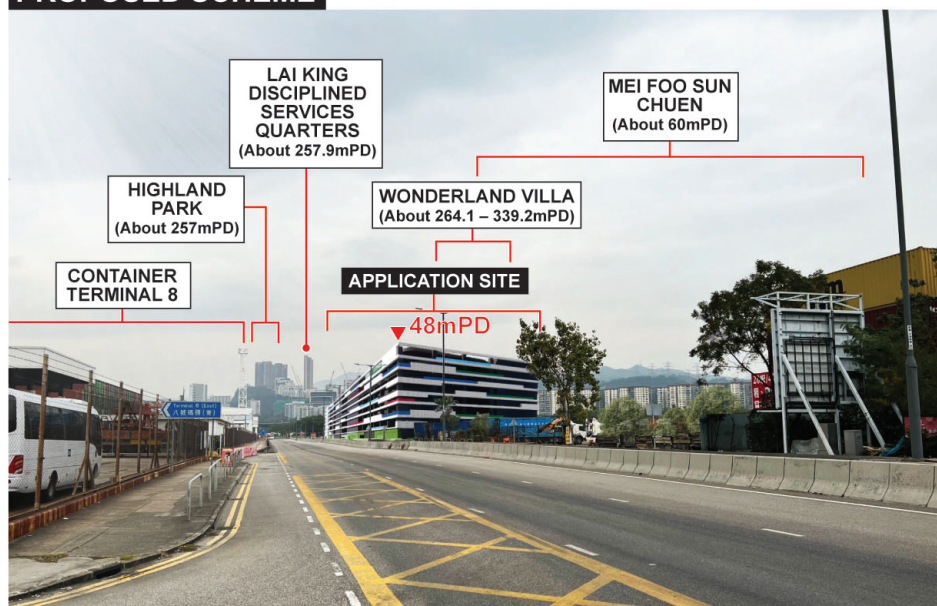


FIGURE 10 VIEWPOINT 8 : VIEW FROM CONTAINER PORT ROAD SOUTH

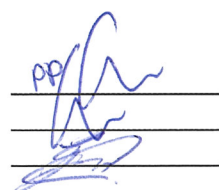
## 8 CONCLUSION

- 8.1 The VIA is prepared in support of a Section 16 Planning Application for Minor Relaxation of BH Restriction for the Proposed Development. The VIA compares the visual impact of the OZP Compliant Scheme and the Proposed Development. A total of eight (8) potential VPs were identified for assessment.
- 8.2 In summary, the overall effect of minor increases to BH in the Proposed Development is considered negligible and would not result in significant change in visual impact when compared to the OZP Compliant Scheme. The development scale, BH and design is considered compatible with the local context and surrounding development. **Table 8.1** summarises the overall cumulative visual impact by the Proposed Development.

**Table 8.1 – Summary Table of Visual Impact (Proposed Scheme against the OZP Compliant Scheme)**

Viewpoints Assessed	Visual Sensitivity	Resultant Visual Impact
VP1: View from Lai Chi Kok Park (West)	Low to Medium	Negligible
VP2: View from Lai Chi Kok Park (Near Tsing Kwai Highway)	Low to Medium	Negligible
VP3: View from Lingnan Garden in Lai Chi Kok Park	Low to Medium	Not Applicable (Site not visible)
VP4: View from Lai Chi Kok Park (East)	Low to Medium	Not Applicable (Site not visible)
VP5: View from Lai Chi Kok Park (Near the Entrance at Po Lun Street)	Low to Medium	Negligible
VP6: View from Footbridge Connecting Hoi Ying Estate and Hoi Tat Estate	Low	Negligible
VP7: View from Planned Waterfront Promenade adjoining Approved Comprehensive Hotel Development at NKIL 6550 at Lai Ying Street, Cheung Sha Wan	Low to Medium	Negligible
VP8: View from Container Port Road South	Low	Slightly Adverse

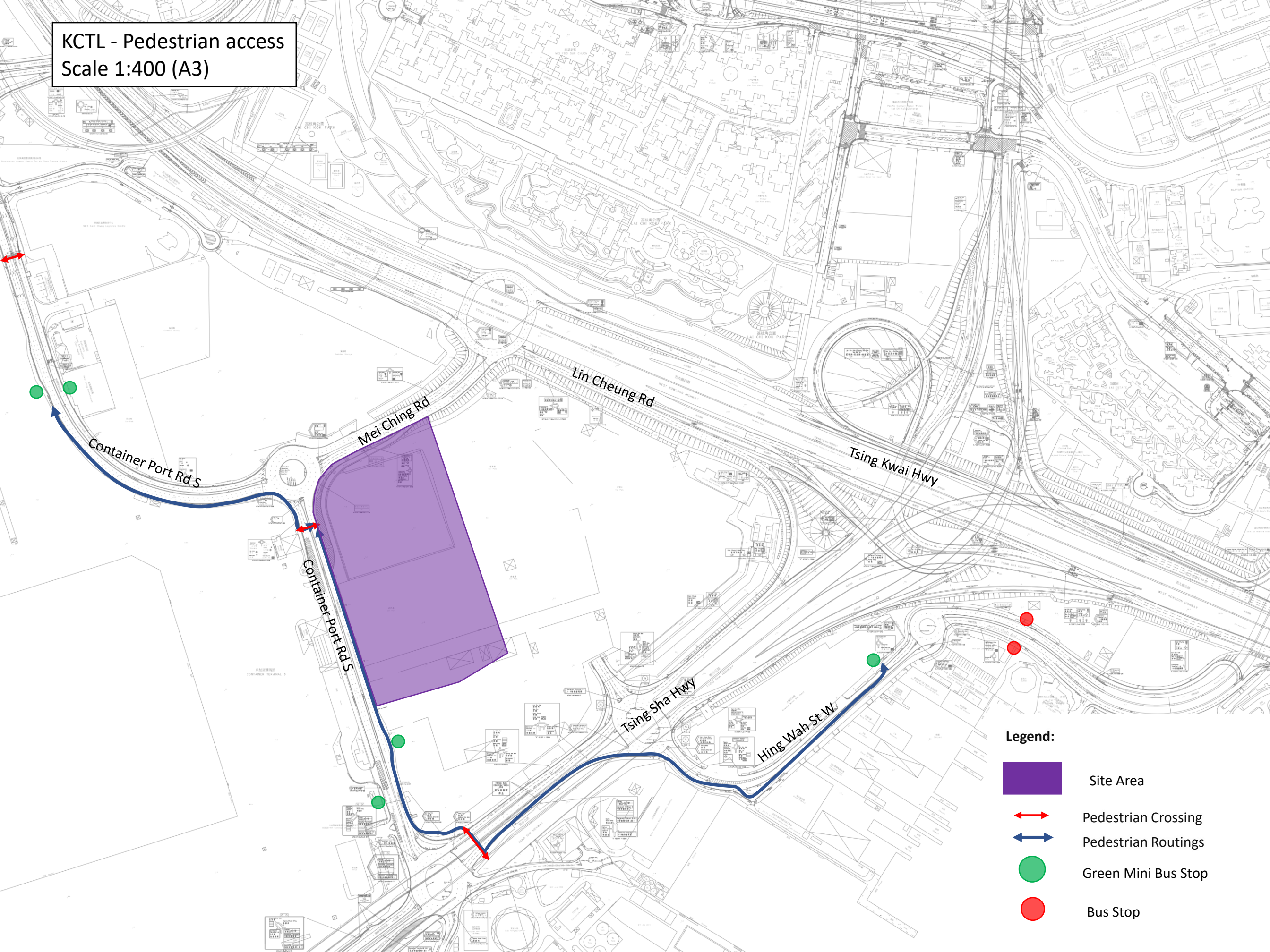
Edited &  
 Approved by: Cindy Tsang  
 Edited by: Vincent Lau  
 Prepared by: Eric Chan



Date: 28 January 2023  
 File Ref: MCRKC



KCTL - Pedestrian access  
Scale 1:400 (A3)



Legend:



Site Area



Pedestrian Crossing



Pedestrian Routings

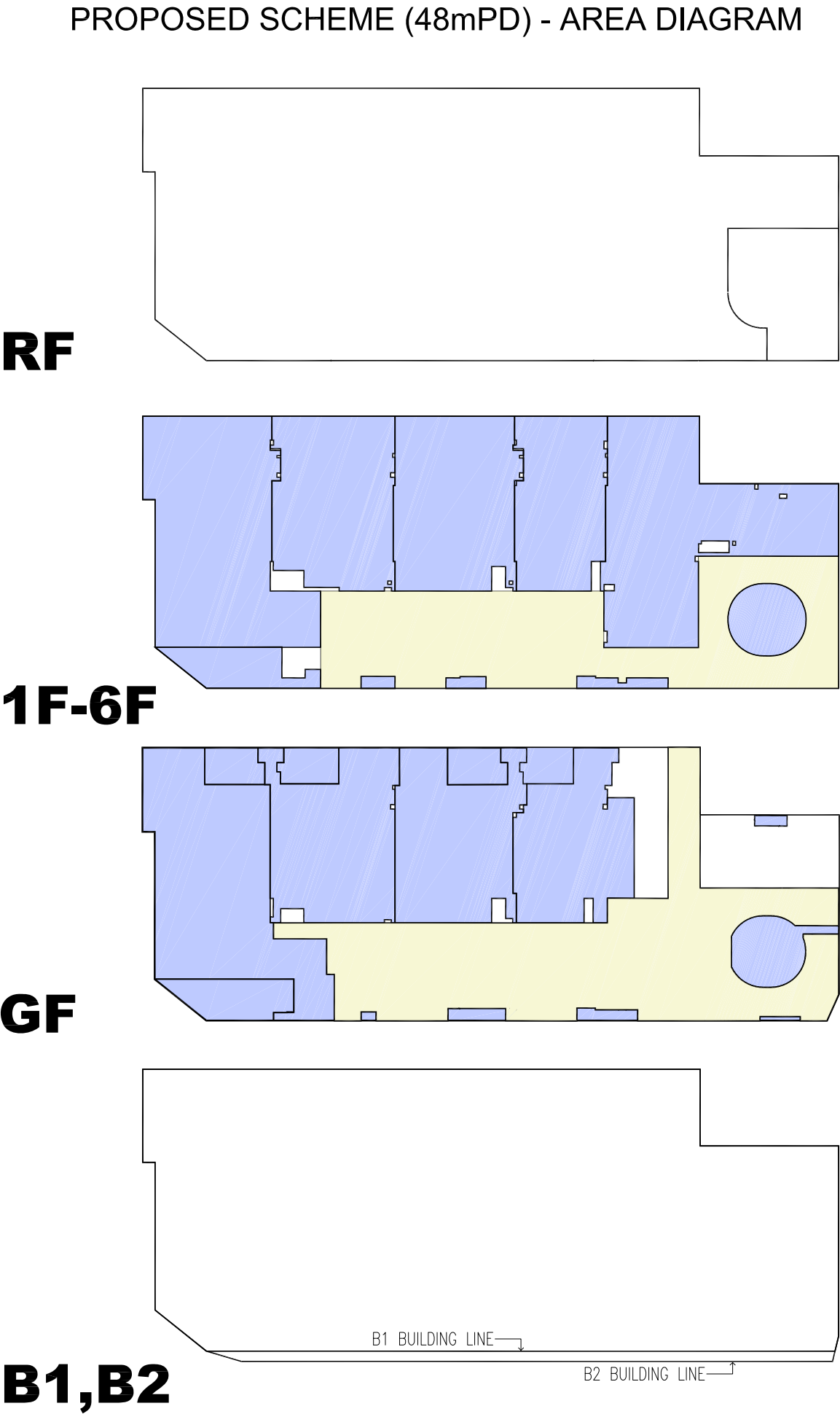


Green Mini Bus Stop



Bus Stop



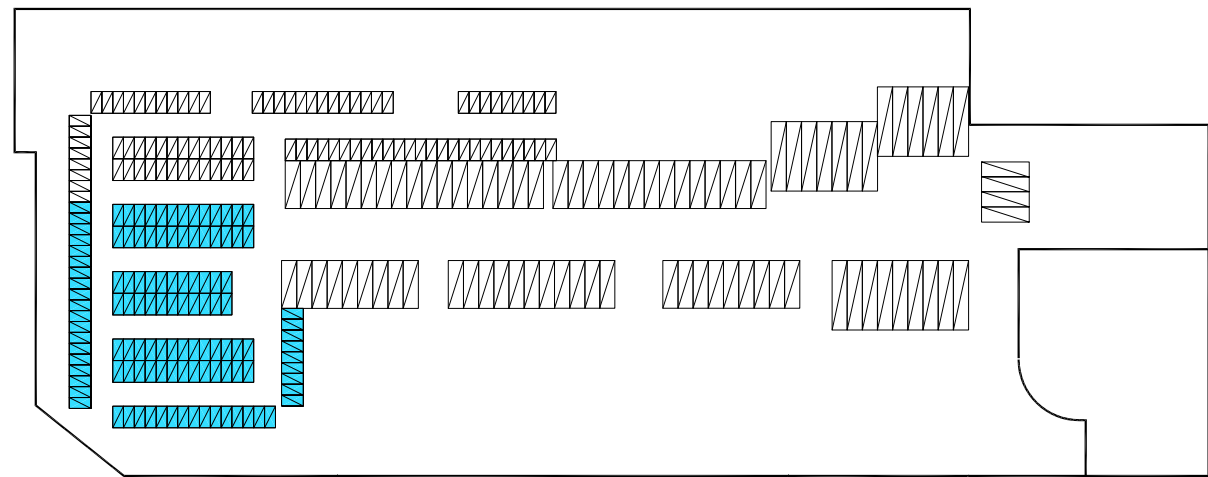


GFA accountable		GFA Concession under lease	GFA Concession under B.O	Total Area Building footprint
<div></div>		<div></div>	<div></div>	
		"driveways, ramps, turning circles, means of access and circulation areas to be used solely for the spaces provided in accordance with Special Conditions Nos 25(a), (b), (c), (d) and (f) and mentioned in Special Condition No. (25)(p) of the condition of Sale" [i.e. parking spaces for motor vehicles and goods vehicles, Loading and unloading spaces, Parking spaces for disabled persons, and motorcycles.] (Supplementary Information Statement and special condition sub-clause (25)(p))	-essential pipeducts/air ducts (APP-2)  -essential plantrooms: FSI and equipment, meter room, tx room, water tanks.(APP-151)  -essential plantrooms: TBE room, lift machine room, refuse storage chamber (APP-151)  -Underground public car parks shall be 100% disregarded. (APP-2)	
	(Approx.) m <sup>2</sup>	(Approx.) m <sup>2</sup>	(Approx.) m <sup>2</sup>	(Approx.) m <sup>2</sup>
R/F	0 ##	0	0 ^^	27622
6/F	20290	6810	522	27622
5/F	20290	6810	522	27622
4/F	20290	6810	522	27622
3/F	20290	6810	522	27622
2/F	20290	6810	522	27622
1/F	20290	6810	522	27622
G/F	16260	8743	2619	27622
B1	0 ##	0	28460 ^^	28460
B2	0 ##	0	29435 ^^	29435
total	138000	49603 **	63646 **	
## PVP is located at B1/F, B2/F, and R/F. GFA for PVP may be excluded under the Lease, subject to payment of additional premium and approval by Lands Authority (not accountable towards total GFA)				
^^ Plant rooms in basements & roof top are GFA exempted				
** The Final GFA concession will be subject to final decision by Building/ Lands Authorities at the General Building Plans submission stage.				

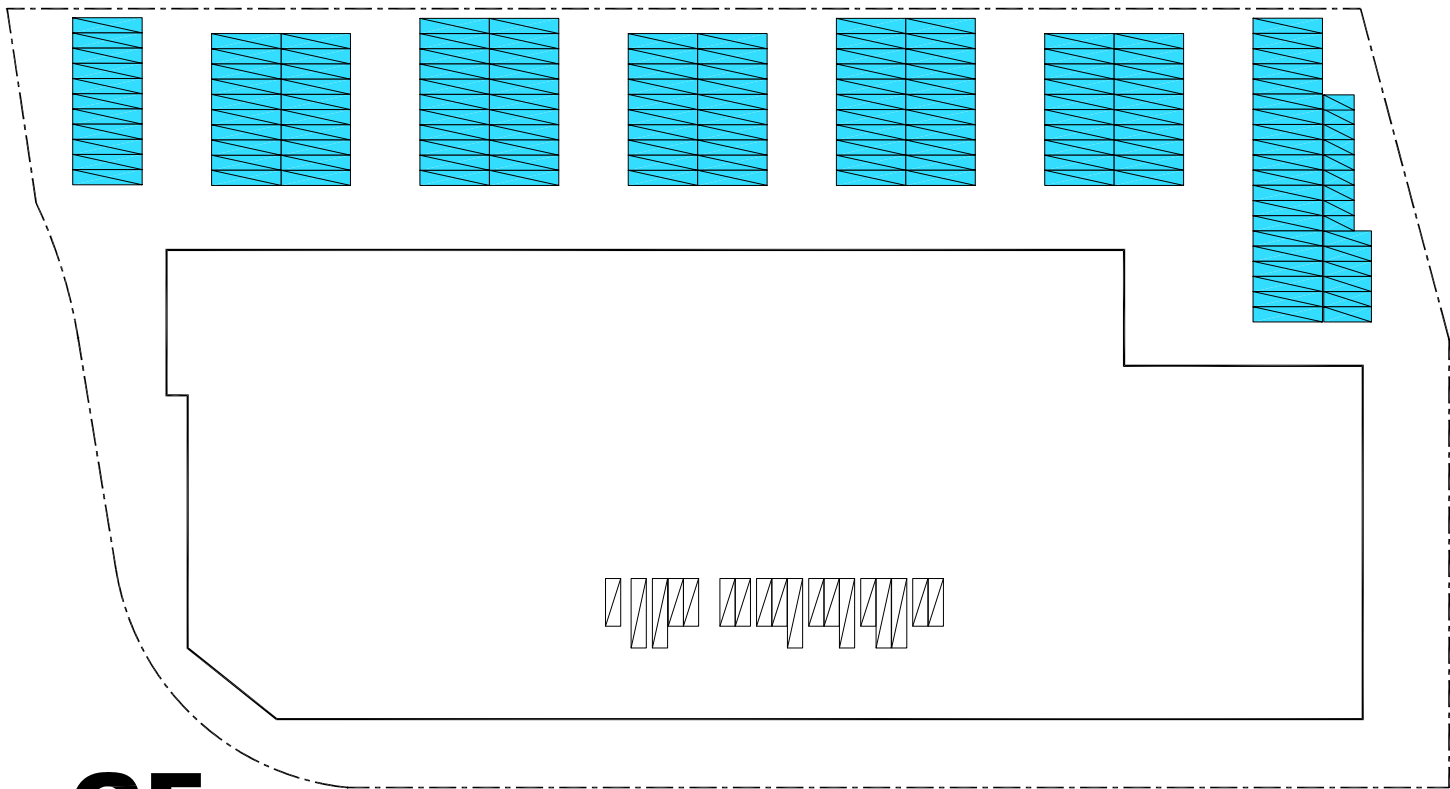
# PVP - PARKING SPACE DIAGRAM

PVP is located at B1/F, B2/F, and R/F, whether 1,462m2 of the roof floor area is for PVP use. GFA for PVP may be excluded under the Lease, subject to payment of additional premium and approval by Lands Authority (not accountable towards total GFA)

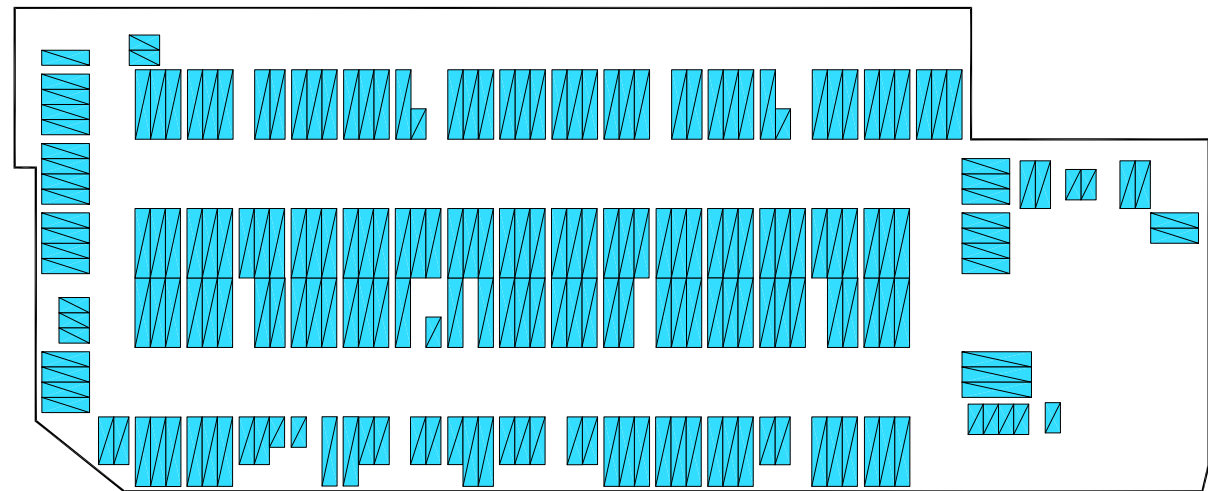
 PVP PARKING



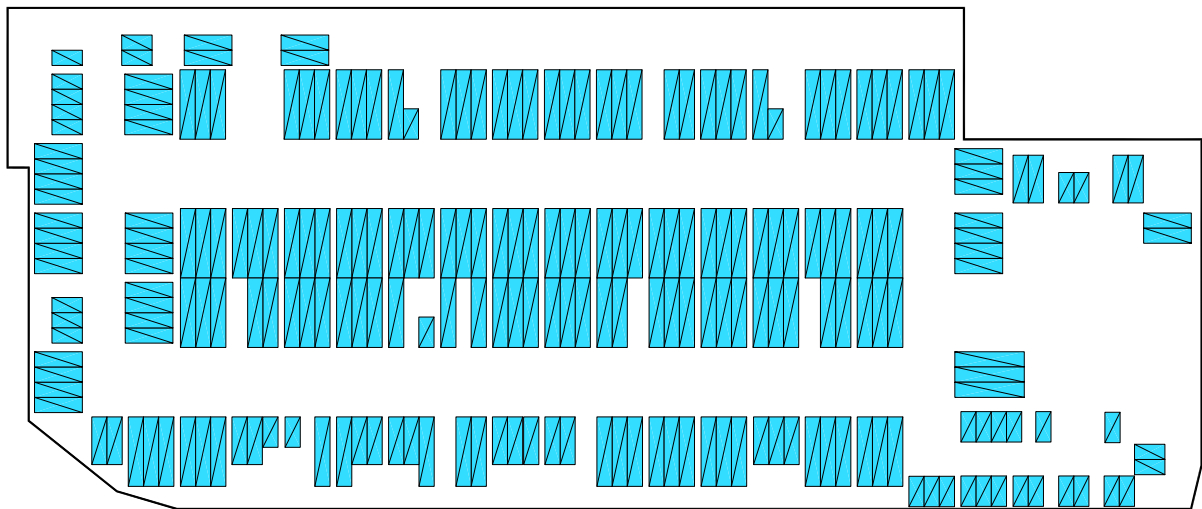
**RF**



**GF**



**B1**



**B2**



Our Ref MCRKC/ERIC/03  
Date 9 March 2023

By HAND

The Secretary, Town Planning Board  
c/o Planning Department  
15/F North Point Government Offices  
333 Java Road, North Point, HONG KONG

Dear Sirs

**SECTION 16 PLANNING APPLICATION  
THE TOWN PLANNING ORDINANCE (CHAPTER 131)**

**PROPOSED MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION FOR  
PERMITTED LOGISTICS CENTRE (COLD STORAGE) DEVELOPMENT  
WITH PUBLIC VEHICLE PARK AT KWAI CHUNG TOWN LOT NO. 531,  
JUNCTION OF MEI CHING ROAD AND CONTAINER PORT ROAD SOUTH,  
KWAI CHUNG, NEW TERRITORIES (TPB REF: A/SC/11)**

Reference is made to the Captioned Planning Application. Further to comments received from Tsuen Wan and West Kowloon District Planning Office ("TWKDPO") of Planning Department ("PlanD"), Urban Design & Landscape Unit ("UD&L") of PlanD, Transport Department ("TD"), Water Supplies Department ("WSD"), Lands Department ("LandsD"), Environmental Protection Department ("EPD") and Drainage Services Department ("DSD"), please find our responses provided in the enclosed Responses to Comments ("R-to-C") table at **Attachment 1** which has fully addressed the comments from the above-mentioned Government Departments.

Please be clarified that the proposed ancillary private car and motorcycle parking provision as indicated in Table 5.2 of the Supplementary Planning Statement ("SPS") should read as 94 and 15 respectively. A replacement page of the SPS is attached at **Attachment 3** for your information.

Please note that all responses are clarifications only and there are no changes to the Proposed Development or the findings of the Technical Assessments which conclude no adverse impact to the surrounding environment when compared to the OZP Compliant Scheme.

Should there be any queries, please do not hesitate to contact the undersigned or Mr. Eric Chan.

Yours faithfully  
FOR AND ON BEHALF OF  
TOWNLAND CONSULTANTS LIMITED

Vincent Lau  
Associate Director  
VIN/ERIC

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[https://townlandgroup.sharepoint.com/sites/tcl\\_projects/shared documents/mcrkc/outgoing\\_doc/correspondence/letter/03\\_fi.docx](https://townlandgroup.sharepoint.com/sites/tcl_projects/shared%20documents/mcrkc/outgoing_doc/correspondence/letter/03_fi.docx) (8-Mar-23)

ASSOCIATED COMPANIES :

TOWNLAND CONSULTANTS (INTERNATIONAL) LIMITED (International)

TOWNLAND CONSULTANTS (SHENZHEN) LIMITED (China)

TOWNLAND CONSULTANTS PVT. LIMITED (India)

PT TOWNLAND INTERNATIONAL (Indonesia)

HOWARD & SEDDON PARTNERSHIP (United Kingdom)



ISO 9001: 2015  
Certificate No.: CC844

Our Ref      MCRKC/ERIC/03  
Date         9 March 2023

The Secretary, Town Planning Board

Enc    Attachment 1 - R-to-C Table  
         Attachment 2 - Replacement Pages of Visual Impact Assessment  
         Attachment 3 - Replacement Pages of Supplementary Planning Statement  
         Attachment 4 - Confirmation by TD on Road Types

cc      Client / Team



# *Attachment 1*

	R-TO-C TABLE
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**PROPOSED MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION FOR PERMITTED LOGISTICS CENTRE (COLD STORAGE) DEVELOPMENT WITH PUBLIC VEHICLE PARK AT KWAI CHUNG TOWN LOT NO. 531, JUNCTION OF MEI CHING ROAD AND CONTAINER PORT ROAD SOUTH, KWAI CHUNG, NEW TERRITORIES (TPB REF: A/SC/11)**

Comments/ Suggestions		Applicant's Responses
<b>A.</b>	<b><u>Comments received from the Water Supplies Department on 6.3.2023 (Contact Person: Mr Eddie HE Yu Fan, Tel.: 2152 5746):</u></b>	
1.	No objection in principle to the captioned application, subject to the following conditions:	
(a)	Existing water mains will be affected as shown on the attached PDF files. The cost of any necessary diversion shall be borne by the developer;	Noted.
(b)	In case it is not feasible to divert the affected water mains, a waterworks reserve within 1.5 metres from the center line of the water mains shall be provided to WSD. No structure shall be built or materials stored within this waterworks reserve. Free access shall be made available at all times for staff of the Director of Water Supplies or their contractor to carry out construction, inspection, operation, maintenance and repair works;	Noted and any diversion works will be subject to further investigation at the detailed design stage and relevant proposal will be submitted WSD for approval.
(c)	No trees or shrubs with penetrating roots may be planted within the Waterworks Reserve or in the vicinity of the water main shown on the plan; and	Noted.
(d)	Government shall not be liable to any damage whatsoever and howsoever caused arising from burst or leakage of the public water mains within and in close vicinity of the site.	Noted.

**PROPOSED MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION FOR PERMITTED LOGISTICS CENTRE (COLD STORAGE) DEVELOPMENT WITH PUBLIC VEHICLE PARK AT KWAI CHUNG TOWN LOT NO. 531, JUNCTION OF MEI CHING ROAD AND CONTAINER PORT ROAD SOUTH, KWAI CHUNG, NEW TERRITORIES (TPB REF: A/SC/11)**

Comments/ Suggestions		Applicant's Responses
<b>B.</b>	<b>Comments received from the Lands Department on 6.3.2023 (Contact Person: Ms Harriet LAM Hoi Ching; Tel.: 2402 1106):</b>	
1.	<p><b>Attachment 1</b></p> <p>Regarding item D(2), please be advised that pursuant to Special Condition ("SC") (27)(f) of the New Grant No. 22986 ("the Conditions of Sale"), all GFA for the Public Vehicle Park ("PVP") (including all the parking spaces, turning circles, means of access, circulation areas and any areas and spaces as may be required by the Director of Lands within the PVP and any other areas and spaces as the Director of Lands may at his sole discretion consider appropriate but excluding any parking spaces, turning circles, means of access and circulation areas provided or to be provided within the Pink Hatched Black Areas and the Pink Hatched Black Stippled Black Areas as defined under the Conditions of Sale) shall be countable for GFA calculation. As such, the area of the PVP to be constructed below ground level and at or above ground level including <u>the roof</u> outside the Pink Hatched Black Areas and Pink Hatched Black Stippled Black Areas shall be countable for GFA calculation. LandsD will examine the detailed development proposal including the PVP during the building plan submission stage. There is no guarantee that any exemption for the GFA of the PVP to be constructed below the ground level in calculating the total permitted GFA will be approved under SC(27)(g), which is at the sole discretion of the Directors of Lands and if approval is given, it shall be subject to payment of additional premium and administrative fee.</p>	Noted and detailed GFA calculation and relevant exemption will be provided to LandsD at the building plan submission stage for approval.
2.	<p><b>Attachments 2, 3, 4, 7 and 8</b></p> <p>(a) The development proposal will require tree felling and diversion of the existing drainage facilities within the Drainage Reserve Areas (as defined under the Conditions of Sale) subject to the prior approvals and compliance of the relevant lease conditions. LandsD will consider the tree felling and compensatory proposal when detailed proposal are submitted for LandsD's approval under the Conditions of Sale and examine the development proposal during the building plan submission stage.</p> <p>(b) Regarding Attachments 7 and 8, the applicant's attention is also drawn to SC(27)(f) of the Conditions of Sale that the areas (including all the parking spaces, turning circles, means of access, circulation areas, etc.) of the PVP to be provided are all GFA accountable. We would like to reiterate that there is no guarantee that any GFA for the PVP to be provided may be exempted from GFA calculation under the Conditions of Sale as expected by the applicant. Our comment in para. 1 above is also relevant.</p>	<p>Noted.</p> <p>Noted.</p>

**PROPOSED MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION FOR PERMITTED LOGISTICS CENTRE (COLD STORAGE) DEVELOPMENT WITH PUBLIC VEHICLE PARKAT KWAI CHUNG TOWN LOT NO. 531, JUNCTION OF MEI CHING ROAD AND CONTAINER PORT ROAD SOUTH, KWAI CHUNG, NEW TERRITORIES (TPB REF: A/SC/11)**

Comments/ Suggestions		Applicant's Responses
<b>C.</b>	<b>Comments received from the Urban Design and Landscape Unit (Urban Design) of Planning Department on 6.3.2023 (Contact Person: Ms FUNG Chi Keong; Tel.: 3565 3944):</b>	
	<b>RtoC</b>	
1.	<b>RtoC item 14 / Para. 7.9 of VIA on VP1</b> – As observed in the photomontage (i.e. Figure 5 of VIA) and as reflected in the assessments, the proposed development would result in further minor obstruction to the mountain backdrop, slight visual change, slight impact to visual resource, and slight degrade in visual quality and character, as compared to the OZP-compliant scheme. As such, the resultant visual impact should be considered “slightly adverse” instead of “negligible”. In relation, the resultant visual impact as compared to the existing situation as mentioned in the para. can be confusing, given that the comparison basis is between the proposed development and the OZP-compliant scheme. Please consider removing any irrelevant or confusing descriptions.	Noted and revised ( <b>Attachment 2</b> refers).
2.	<b>RtoC item 20 / para. 7.15 of VIA on VP2</b> – As observed in the photomontage (i.e. Figure 6 of VIA) and as reflected in the assessments, the proposed development would result in further minor obstruction to the open sky, slight visual change, slight impact to visual resource, and slight degrade in visual quality and character, as compared to the OZP-compliant scheme. As such, the resultant visual impact should be considered “slightly adverse” instead of “negligible”. It is considered that the above impact is largely due to the bulk of the proposed development whereas the facade treatment mentioned in the para., especially when viewed in such distance from the medium to long-range VP, may not be mitigating the impact to such a significant extent to effectively adjust the respective rating.	Noted and revised ( <b>Attachment 2</b> refers).
3.	<b>RtoC item 27 / para. 7.21 of VIA on VP5</b> – As observed in the photomontage (i.e. Figure 7 of VIA) and as reflected in the assessments, the proposed development would result in minor obstruction to the open sky, slight visual obstruction, slight impact to visual resource, and slight degrade in visual quality and character, as compared to the OZP-compliant scheme. As such, the resultant visual impact should be considered “slightly adverse” instead of “negligible”. It is considered that the above impact is largely due to the bulk of the proposed development whereas the facade treatment mentioned in the para., especially when viewed in such distance from the long-range VP, may not be mitigating the impact to such a significant extent to effectively adjust the respective rating.	Noted and revised ( <b>Attachment 2</b> refers).
4.	<b>RtoC item 40 / para. 8.2 of VIA</b> – The overall effect should be “considered negligible to slightly adverse”.	Noted and Para. 8.2 has been revised ( <b>Attachment 2</b> refers).
5.	<b>RtoC item 41 / Table 8.1 of VIA</b> – Please take into account comment items 1 to 4 above and update the table accordingly.	Noted and Table 8.1 has been revised ( <b>Attachment 2</b> refers).



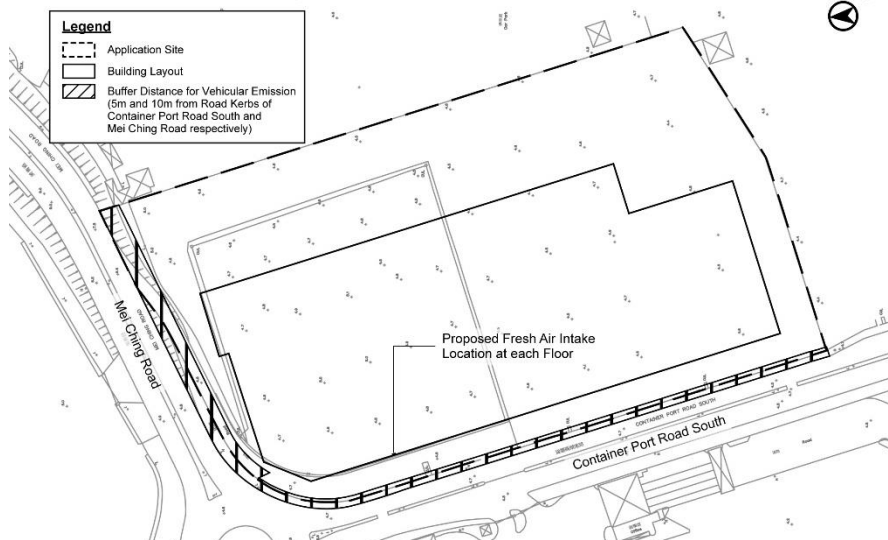
**PROPOSED MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION FOR PERMITTED LOGISTICS CENTRE (COLD STORAGE) DEVELOPMENT WITH PUBLIC VEHICLE PARKAT KWAI CHUNG TOWN LOT NO. 531, JUNCTION OF MEI CHING ROAD AND CONTAINER PORT ROAD SOUTH, KWAI CHUNG, NEW TERRITORIES (TPB REF: A/SC/11)**

Comments/ Suggestions	Applicant's Responses
<p><b>PS</b></p> <p><b>6. Section 6.9 (on air ventilation aspect)</b></p> <p>(i) Please supplement descriptions on NE and ENE directions for annual winds; and E and SSW directions for summer winds, which have high/similar occurrence according to the provided site wind data. The abovementioned wind directions should be indicated on figure/diagram as appropriate.</p> <p>(ii) The arrows shown in Figure 6.3 should be revised to indicate only the broad directions of the incoming prevailing winds. The current presentation with curved arrows in slightly varying directions can be a misleading representation of the actual wind performance.</p> <p>(iii) Please supplement descriptions on the site context of wind environment, including the open-air uses and major roads/highways in the surrounding area and the high-density built-up areas in Mei Foo and Sham Shui Po further from the site. The major air paths to the site, including the open areas and major roads/highways, with respect to the site context should be identified.</p> <p>(iv) The incoming wind passing through the high-density areas, including the mentioned Hoi Lai Estate, should be specified as obstructed and weakened.</p> <p>(v) Please clarify in the section whether the air ventilation impacts of the proposed development are assessed relative to the OZP-compliant scheme with BH of 40mPD or to the existing condition. If OZP-compliant scheme is the comparison basis, descriptions and elaborations on the OZP-compliant scheme should be supplemented in the section.</p> <p>(vi) Please supplement the localised ventilation impacts of wind shadow areas to the immediate surrounding of the building bulk of the proposed development under various wind directions. Such impacts should also be assessed with respect to the surrounding environment used by the pedestrians.</p> <p>(vii) Please specify that the skim-over effect (3rd and 7th bullets of para. 6.9.2) would ventilate the downwind areas <u>in a distance</u>.</p> <p>(viii) In view of any localised impacts, it should be specified as any <u>significant</u> adverse air ventilation impact (para. 6.9.2) / any <u>significant</u> adverse impact of wind performance (para. 6.9.4) identified.</p> <p>(ix) Please elaborate on the design measure of the proposed building disposition following the non-building area requirements under lease which allows effective building setbacks of 30m from the centerlines of the adjoining Mei Ching Road and Container Port Road South in facilitating wind penetration at the immediate surrounding of the site.</p>	<p>Noted and discussion on the NE and ENE for annual winds and E and SSW for summer winds have been incorporated (<b>Attachment 3</b> refers).</p> <p>Noted and the relevant figures have been updated (<b>Attachment 3</b> refers).</p> <p>Noted and discussion on site context of wind environment have been incorporated (<b>Attachment 3</b> refers).</p> <p>Noted and discussion on the weakened incoming winds have been incorporated (<b>Attachment 3</b> refers).</p> <p>Noted and further elaboration on the comparison of the OZP Compliant Scheme and the Proposed Development have been incorporated (<b>Attachment 3</b> refers).</p> <p>Noted and discussion on the localised ventilation impact to the adjacent pedestrian paths have been incorporated (<b>Attachment 3</b> refers).</p> <p>Noted and the extent of skim-over effect have been specified (<b>Attachment 3</b> refers).</p> <p>Noted and please refer to the updated conclusion (<b>Attachment 3</b> refers).</p> <p>Noted and discussion on the NBAs and building setback have been incorporated (<b>Attachment 3</b> refers).</p>

**PROPOSED MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION FOR PERMITTED LOGISTICS CENTRE (COLD STORAGE) DEVELOPMENT WITH PUBLIC VEHICLE PARKAT KWAI CHUNG TOWN LOT NO. 531, JUNCTION OF MEI CHING ROAD AND CONTAINER PORT ROAD SOUTH, KWAI CHUNG, NEW TERRITORIES (TPB REF: A/SC/11)**

Comments/ Suggestions		Applicant's Responses
7.	<b>VIA</b> Para. 7.24 on VP6 – The assessment should cover any visual obstruction to views/visual openness/amenities/resources, etc. In this regard, whether the proposed development would obstruct the mountain backdrop and the open sky view should be supplemented.	Noted and Para. 7.24 has been revised ( <b>Attachment 2</b> refers).
8.	Figure 8 on VP6 – The annotation of building heights for Manhattan Hill should be revised to about 175.6 to 187.3mPD.	Noted and Figure 8 has been revised ( <b>Attachment 2</b> refers).
<b>D.</b>	<b><u>Comments received from Transport Department on 7.3.2023 (Contact Person: Mr Brian LEE Ying Yin; Tel.: 2399 2738):</u></b>	
2.	The ancillary parking and L/UL provisions for logistic use shall comply with the requirement in the land sale conditions. The applicant shall provide calculation to demonstrate the compliance. Please split the total GFA into GFA for logistic use and the GFA for the public vehicle park for clarity.	Please be confirmed that parking within the Proposed Development will be provided in compliance with the Lease requirements. The Applicant will further review the parking/ internal routing layout of the Proposed Development during the detailed design stage, and in accordance with the Lease, will be provided to the satisfaction of the Commissioner for Transport (C for T). The Applicant will liaise with TD during the detailed design stage to address all comments raised and provide the necessary documentation to the satisfaction of the C for T.
3.	Disabled parking spaces, queuing spaces and lay-bys for pickups and drop-offs shall be provided in accordance with the requirement in the Land Sale Conditions. Please indicate where the corresponding spaces have been provided.	
4.	Please provide the vehicular maneuvering routes for each floor for review. The plan for ground floor refers. It appears that the maneuvering routes clash with each other. The vehicular entrance may be obstructed thus causing queuing of motor vehicles on public road. Please review.	
5.	Please provide dimensions of the driveway on the layout plan for review.	
6.	Please provide swept path analysis for the parking spaces highlighted in attachment 1 for review. Please separate the in and out routes into separate diagrams and indicate clearly for the current swept path provided and the additional swept path.	
7.	Swept path for the ground floor layout refers. It appears that the travelling direction of swept path along the run out has been reversed. Please review.	
8.	Swept path for the roof layout refers. It appears that the swept path leaving the roof encroaches the opposite lane. Please review.	
9.	Please denote parking spaces of different vehicle types with different colours for clarity and add numbering.	
<b>E.</b>	<b><u>Comments received from Tsuen Wan and West Kowloon District Planning Office of Planning Department on 8.3.2023 (Contact Person: Mr YEUNG Yun Wing, Ringo; Tel.: 2417 6250):</u></b>	
(a)	Please clarify whether both PV panels and rainwater harvesting system will be installed on roof.	Please be clarified that the Applicant will install PV panels on the roof and will explore the possibility of installing rainwater harvesting system in the detail design stage.

**PROPOSED MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION FOR PERMITTED LOGISTICS CENTRE (COLD STORAGE) DEVELOPMENT WITH PUBLIC VEHICLE PARKAT KWAI CHUNG TOWN LOT NO. 531, JUNCTION OF MEI CHING ROAD AND CONTAINER PORT ROAD SOUTH, KWAI CHUNG, NEW TERRITORIES (TPB REF: A/SC/11)**

Comments/ Suggestions		Applicant's Responses
(b)	Please clarify whether recycled water will be used for irrigation of the proposed planting.	Please note that the Applicant will explore the possibility of installing rainwater harvesting system for irrigation in the detail design stage. The use of grey water for irrigation is not considered at this stage.
(c)	Please clarify whether EV charging facilities/charging-enabling are adopted for the public vehicle park at the two basement levels.	Please note that EV charging-enabling works will be undertaken for the public vehicle park at the basement levels.
<b>F. Comments received from Environmental Protection Department on 9.3.2023 (Contact Person: Mr Andy WONG; Tel.: 2835 1127):</b>		
1.	It is noted in RtC #B(1) that Container Port Road South and Mei Ching Road are classified as Local Distributors. Please provide the supporting document on the road type of the concerned roads, e.g. Annual Traffic Census, confirmation from Traffic Department.	<p>Please be clarified that Mei Ching Road should be classified as District Distributor (please refer to <b>Attachment 4</b> for the confirmation from TD on the road types). Nonetheless, the fresh air intake point will be designed to meet the buffer distances indicated in the HKPSG (following diagram refers).</p> 
<b>G. Comments received from Drainage Services Department on 9.3.2023 (Contact Person: Ms Connie C L Kwan; Tel.: 2300 1574):</b>		
1.	No objection, in principle, to the above planning application. Since there is no technical detail for the proposed drainage works, a proper DIA should be provided to highlight the impact to the existing drainage system for our consideration.	Noted. A Drainage Impact Assessment will be submitted to DSD for approval during the detailed design stage as required under the Lease.

Date: 9 March 2023

File Ref: MCRKC

# *Attachment 2*

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REPLACEMENT PAGES OF VISUAL IMPACT  
STATEMENT



### VP1: View from Lai Chi Kok Park (West) (*Figure 5* refers)

- 7.4 This is a long-range static VP located approx. 540m to the north of the Site at Lai Chi Kok Park. It is located at the elevated walkway adjacent to the Tennis Courts connecting the northern portion and southern portion of Lai Chi Kok Park. It is also part of the jogging track system within the Lai Chi Kok Park. It represents the users of the open space for resting, sitting-out, leisure and exercise purposes. The visual elements in this VP include the landscaping of Lai Chi Kok Park in the foreground (positive visual element), the Kwai Chung Customhouse (negative visual element), the container cranes of Kwai Tsing Container Terminals (negative visual element) and the mountain backdrop at Hong Kong Island (positive visual element) and open sky backdrop (positive visual element).
- 7.5 In terms of visual composition, the OZP Compliant Scheme is substantially blocked by the vegetation and Tsing Kwai Highway in the foreground while the Proposed Scheme will block a portion of the mountain backdrop with a higher BH. However, as the scale, massing and height of the Proposed Development are not incompatible with the surrounding context and only some of the roof line of the Proposed Scheme visible, the visual composition of this VP is not anticipated to be significantly altered.
- 7.6 When compared to the OZP Compliant Scheme, the Proposed Development will obstruct a minor portion of the hilly backdrop but the overall visual openness to the sky in this VP remains unchanged. The degree of obstruction is considered insubstantial.
- 7.7 In terms of the effect on public viewers, the Proposed Development will obstruct a minor view to the hilly backdrop when compared the OZP Compliant Scheme. Nonetheless, the effect of visual change from this VP is considered slight with the visual openness remain largely unchanged and the established perception of the Site and its surrounding being part of the Kwai Tsing Container Terminals.
- 7.8 With regards to the effect on visual resources, the Proposed Development will appear as an extension of logistics developments in the area and cause slight impact to the visual resources. Moreover, the open sky view is preserved. Thus, compared to the existing condition and the OZP Compliant Scheme, the quality and character at this VP will be slightly degraded.
- 7.9 When compared to the OZP Compliant Scheme, the overall degree of visual impact is considered **slightly adverse**. Although the Proposed Development obstructs a portion of the hilly backdrop at this VP, the Proposed Development is not incompatible with the built developments in the background and the visual openness is preserved.

### VP2: View from Lai Chi Kok Park (Near Tsing Kwai Highway) (Figure 6 refers)

- 7.10 This is a medium to long-range static VP located approx. 275m to the northeast of the Site at Lai Chi Kok Park. It is situated along the jogging track within the Lai Chi Kok Park. It represents the users of the Park/ Lingnan Garden for resting, sitting-out, leisure and exercise purposes. The visual elements in this VP is dominated by the vegetation in the Lai Chi Kok Park and the open sky backdrop (positive visual elements). Tsing Kwai Highway (neutral visual element) is slightly visible through the gap between the trees.
- 7.11 In terms of visual composition, the OZP Compliant Scheme is substantially blocked by the vegetation and Tsing Kwai Highway in the foreground while the Proposed Scheme will block a small portion of the open sky with a higher BH with a minor portion of its roof line visible. The visual composition of this VP is not anticipated to be significantly altered.
- 7.12 When compared to the OZP Compliant Scheme, the Proposed Development will obstruct a minor portion of the open sky backdrop but the overall visual openness to the sky in this VP remains largely unchanged. The degree of obstruction is considered insubstantial.
- 7.13 In terms of the effect on public viewers, the Proposed Development will obstruct a minor view to the open sky backdrop when compared the OZP Compliant Scheme. Nonetheless, the effect of visual change from this VP is considered slight with the visual openness remain largely unchanged and the light colour scheme of the façade treatment allows the Proposed Development to blend in with the open sky backdrop.
- 7.14 With regards to the effect on visual resources, the Proposed Development will only block a very small portion of the sky above the tree line and cause slight impact to the visual resources. Moreover, the open sky view is largely preserved. Thus, compared to the existing condition and the OZP Compliant Scheme, the quality and character at this VP will be slightly degraded.
- 7.15 In terms of the overall visual impact at this VP, while only a very minor portion of the Proposed Scheme can be visible from this VP and the light color façade scheme would allow the Proposed Development to blend in with the open sky backdrop, some minor visual obstruction to the open sky resulting in slight visual change is anticipated. The result visual impact due to the increase of BH is considered **slightly adverse**.

### VP5: View from Lai Chi Kok Park (Near the Entrance at Po Lun Street) (**Figure 7** refers)

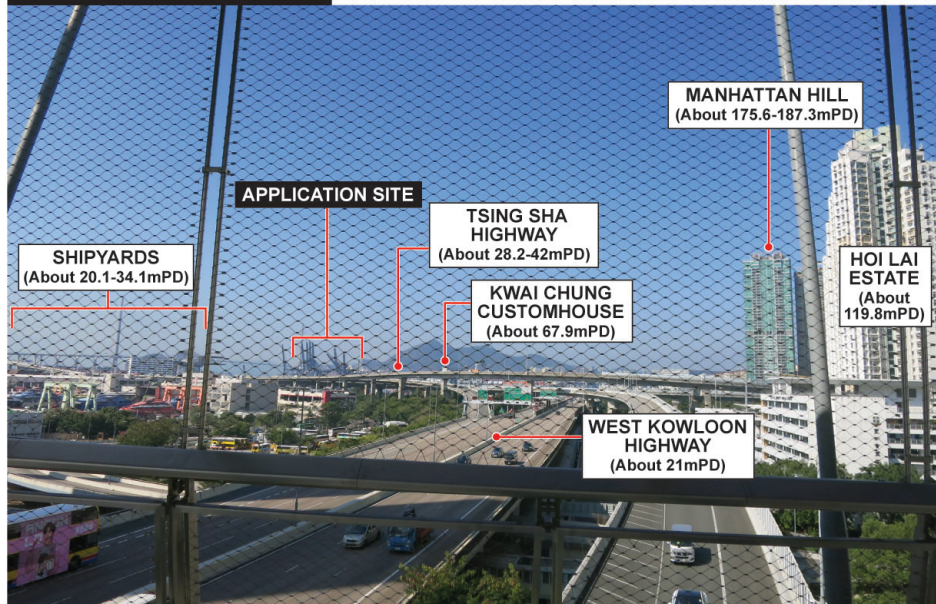
- 7.16 This is a long-range static VP located approx. 460m to the northeast of the Site at Lai Chi Kok Park. It is situated at the eastern end of Lai Chi Kok Park and near the entrance at Po Lun Street. It represents the users of the Park for resting, sitting-out, and leisure purposes. The visual elements in this VP is dominated by the vegetation in the Lai Chi Kok Park and the open sky backdrop (positive visual elements).
- 7.17 In terms of visual composition, the OZP Compliant Scheme is blocked by the vegetation in the Lai Chi Kok Park while the Proposed Scheme will block a very small portion of the open sky above the tree line. The visual composition of this VP is not anticipated to be significantly altered.
- 7.18 The Proposed Development will obstruct a very minor portion of the open sky backdrop when compared with the OZP Compliant Scheme which is not visible. However, the overall visual openness to the sky in this VP remains largely unchanged. The degree of obstruction is considered slight.
- 7.19 In terms of the effect on public viewers, the Proposed Development will induce insignificant effect of visual change when compared with the OZP Compliant Scheme given the vegetation in Lai Chi Kok substantially blocks the Proposed Development.
- 7.20 With regards to the effect on visual resources, the Proposed Development will only block a very small portion of the sky above the tree line and cause slight impact to the visual resources. Moreover, the open sky view is preserved. Thus, compared to the existing condition and the OZP Compliant Scheme, the quality and character at this VP will be slightly degraded.
- 7.21 In conclusion, while only a very minor portion of the Proposed Scheme can be visible and the light color façade scheme would allow the Proposed Scheme to blend in with the open sky backdrop, some minor visual obstruction to the open sky resulting in slight visual change is anticipated. Therefore, the result visual impact of the Proposed Development is considered **slightly adverse**.

## VP6: View from Footbridge Connecting Hoi Ying Estate and Hoi Tat Estate (**Figure 8** refers)

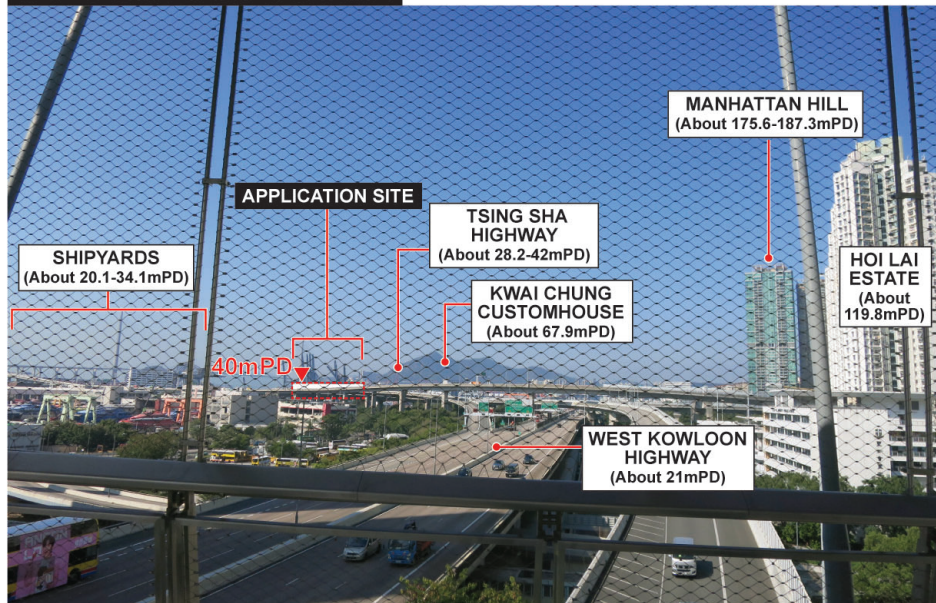
- 7.22 This is a long-range kinetic VP located approx. 1.06km to the east of the Site at footbridge connecting Hoi Ying Estate and Hoi Tat Estate above the West Kowloon Highway. It is a key pedestrian passageway between the waterfront and the hinterland. It represents the residents and future visitors of the planned waterfront promenade traversing to/ from the hinterland. The major visual elements within this VP include the West Kowloon Highway (neutral visual element), high-rise residential developments adjacent to the West Kowloon Highway (e.g. Manhattan Hill and Hoi Lai Estate) (neutral visual elements), shipyards (negative visual elements), the facilities at the Kwai Tsing Container Terminals (negative visual elements), the mountain backdrop at Tsing Yi (positive visual element) and the open sky backdrop (positive visual element). The clarity of the view in this VP is highly affected by the fences on the footbridge.
- 7.23 In terms of visual composition, this VP is dominated by the highway infrastructure and open sky backdrop with some high-rise developments on the right. Both the OZP Compliant Scheme and Proposed Scheme is predominantly screened by the elevated Tsing Sha Highway and barely visible due to long distance between the Site and this VP. Change to the visual composition of this VP due to the Proposed Scheme is not anticipated.
- 7.24 When comparing with the OZP Compliant Scheme, the Proposed Scheme will not cause any additional obstruction to the facilities at the Kwai Tsing Container Terminals. The views towards the open sky and mountain backdrop at Tsing Yi remain unobstructed. Therefore, the degree of obstruction is considered negligible.
- 7.25 In terms of the effect on public viewers, the Proposed Scheme is compatible with the surroundings and can blend in with adjacent developments. The increase in BH will not obstruct the view towards the mountain backdrop. Hence, the visual change to public viewers is considered negligible.
- 7.26 The Proposed Development will cause negligible impact to the visual resources from this VP given the open sky view is preserved.
- 7.27 In light of the above, the overall visual impact due to the Proposed Development is considered **negligible** from this VP.



### EXISTING CONDITION



### OZP COMPLIANT SCHEME



### PROPOSED SCHEME

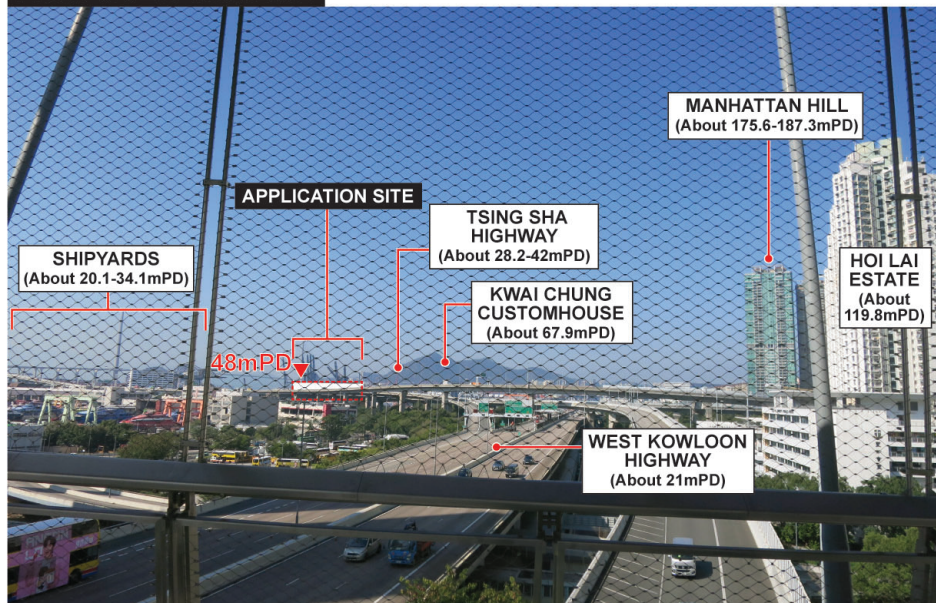


FIGURE 8 VIEWPOINT 6 : VIEW FROM FOOTBRIDGE CONNECTING HOI YING ESTATE AND HOI TAT ESTATE



## 8 CONCLUSION

- 8.1 The VIA is prepared in support of a Section 16 Planning Application for Minor Relaxation of BH Restriction for the Proposed Development. The VIA compares the visual impact of the OZP Compliant Scheme and the Proposed Development. A total of eight (8) potential VPs were identified for assessment.
- 8.2 In summary, the overall effect of minor increases to BH in the Proposed Development is considered negligible to slightly adverse. Nonetheless, the slight visual change is considered acceptable and would not result in significant change in visual impact when compared to the OZP Compliant Scheme. The development scale, BH and design is considered compatible with the local context and surrounding development. The design measures mentioned in **Para. 4.5** will also mitigate the potential visual impact. **Table 8.1** summarises the overall cumulative visual impact by the Proposed Development.

**Table 8.1 – Summary Table of Visual Impact (Proposed Scheme against the OZP Compliant Scheme)**

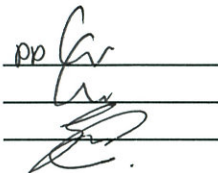
Viewpoints Assessed	Visual Sensitivity	Resultant Visual Impact
VP1: View from Lai Chi Kok Park (West)	Low to Medium	Slightly Adverse
VP2: View from Lai Chi Kok Park (Near Tsing Kwai Highway)	Low to Medium	Slightly Adverse
VP3: View from Lingnan Garden in Lai Chi Kok Park	Low to Medium	Not Applicable (Site not visible)
VP4: View from Lai Chi Kok Park (East)	Low to Medium	Not Applicable (Site not visible)
VP5: View from Lai Chi Kok Park (Near the Entrance at Po Lun Street)	Low to Medium	Slightly Adverse
VP6: View from Footbridge Connecting Hoi Ying Estate and Hoi Tat Estate	Low	Negligible
VP7: View from Planned Waterfront Promenade adjoining Approved Comprehensive Hotel Development at NKIL 6550 at Lai Ying Street, Cheung Sha Wan	Low to Medium	Negligible
VP8: View from Container Port Road South	Low	Slightly Adverse

Edited &

Approved by: Cindy Tsang

Edited by: Vincent Lau

Prepared by: Eric Chan



Date: 8 March 2023

File Ref: MCRKC

# *Attachment 3*

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REPLACEMENT PAGES OF  
SUPPLEMENTARY PLANNING STATEMENT

ACCOMMODATION SCHEDULE		
	OZP Compliant Scheme	Proposed Development
B2/F	Car Park	Car Park
B1/F	Car Park	Car Park
G/F	Lobby, L/UL, Car Park, Canteen*, Cold Storage	Lobby, L/UL, Car Park, Canteen*, Cold Storage
1/F	L/UL, Cold Storage	L/UL, Cold Storage
2/F	L/UL, Cold Storage	L/UL, Cold Storage
3/F	L/UL, Cold Storage	L/UL, Cold Storage
4/F	Car Park, Cold Storage	L/UL, Cold Storage
5/F	Car Park, Cold Storage	L/UL, Cold Storage
6/F	L/UL, Cold Storage	L/UL, Cold Storage
R/F	Car Park	Car Park

\* The canteen will only be for the use of staff.

## 5.6 Internal Transport Arrangement

- 5.6.1 Vehicular access of the Proposed Development will be provided at Container Port Road South per the Lease.
- 5.6.2 As required under the Lease, a substantial number of ancillary and public parking spaces shall be provided within the Site. The summary of the parking spaces provision is tabulated at **Table 5.2**. Parking spaces will be provided within 2 basement levels, at G/F (within the NBAs), and at roof level. The provision of parking spaces fulfils and does not exceed the requirement under the Lease. To enable direct docking facilities to cold storage, L/UL bays will be provided at all levels. Docking Facilities with 1.2m tall loading dock with dock seals will be equipped to level the cold storages and the loading compartment of the trucks and provide temperature control. Similar to other logistics developments, coach drop-off area is also reserved for future shuttle services for the workers.
- 5.6.3 To enable HGV access at all levels, a circular ramp with min. radius of 14.5m is provided throughout the Proposed Development. Adequate queuing spaces per the requirement under the Lease are also provided to avoid traffic queue tails to the public road.

**Table 5.2 Provision of Transport Facilities**

Types of Spaces	Provision (nos.)
<u>Public Vehicle Park</u>	
Motorcycle	9
Private Car	117
LGV	70
HGV	131
Container Vehicle	433
<u>Parking (for Logistics Use)</u>	
Motorcycle	15
Private Car	94
HGV	71
Container Vehicle	24
<u>Loading/Unloading (for Logistics Use)</u>	
HGV	78
Container Vehicle	26
<u>Queuing Spaces (for Logistics Use)</u>	
HGV	27
Container Vehicle	10
Coach Drop-off (for Shuttle Service for Workers)	1
Taxi and Private Cars Drop-off	3

## 5.7 Development Programme

- 5.7.1 The Proposed Development is anticipated to be completed in Q4 2027.



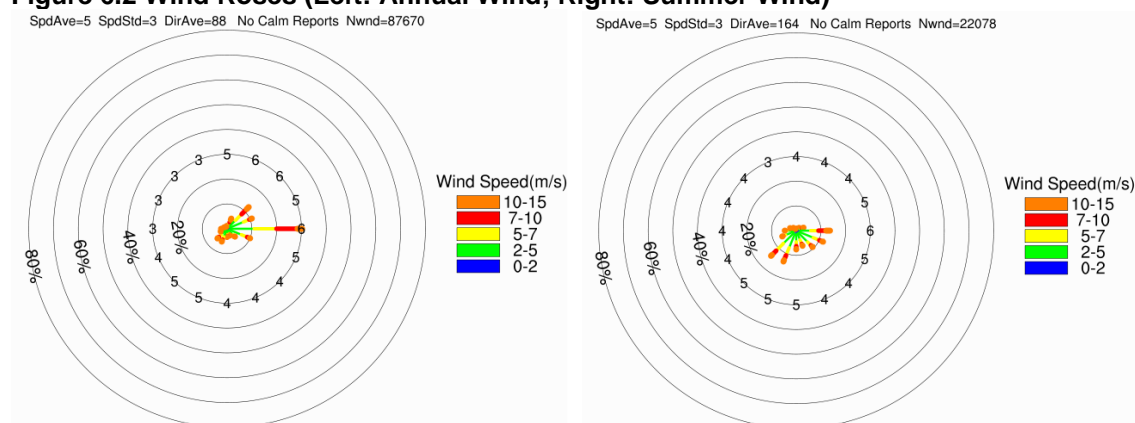
## 6.9 No Adverse Air Ventilation Impact

6.9.1 With reference to the Site Wind Availability Data available on Planning Department's website, the RAMS data of the grid (X: 072 Y:045) at 200m is selected to study the prevailing wind condition. Based on the site wind data in **Table 6.2** and wind roses in **Figure 6.2**, the major annual prevailing winds for the Site are from East (E), North-east (NE) and East-north-east (ENE), while the major summer prevailing winds for the Site are from South-west (SW), East (E) and South-south-west (SSW).

**Table 6.2 Site Wind Data – Annual Wind**

<b>Annual Wind</b>			
Wind Direction	Percentage of Occurrence (%)	Wind Direction	Percentage of Occurrence (%)
N	1.2	S	3.3
NNE	4.5	SSW	5.6
<b>NE</b>	<b>12.4</b>	SW	5.5
<b>ENE</b>	<b>10.9</b>	WSW	2.8
<b>E</b>	<b>30.4</b>	W	2.4
ESE	10.1	WNW	1.4
SE	4.5	NW	1.1
SSE	3.0	NNW	0.9
<b>Summer Wind</b>			
Wind Direction	Percentage of Occurrence (%)	Wind Direction	Percentage of Occurrence (%)
N	0.6	S	7.6
NNE	1.0	<b>SSW</b>	<b>13.6</b>
NE	1.6	<b>SW</b>	<b>14.5</b>
ENE	3.3	WSW	6.2
<b>E</b>	<b>13.8</b>	W	4.7
ESE	11.9	WNW	2.7
SE	9.4	NW	1.6
SSE	6.7	NNW	0.7

**Figure 6.2 Wind Roses (Left: Annual Wind; Right: Summer Wind)**



### Site Environment

6.9.2 High-density buildings are located to the East and North-east of the Site, including Manhattan Hill, Hoi Lai Estate, Banyan Garden, and the developments in the Cheung Sha Wan Industrial/Business Area. Mei Foo Sun Chuen, a large scale medium-rise residential development, is located to the north of the Site. Several low-rise and medium-rise non-residential buildings are located to the North-west and South-east of the Site, including China Resources International Logistic Centre, Kwai Chung Customhouse, Kowloon Motor Bus (KMB) Depot, West Kowloon Refuse Transfer and Stonecutters Island Sewage Treatment Works. **Figure 6.3** shows the overview of the Proposed Development and its surrounding developments with their corresponding BH.

6.9.4 The high-rise residential buildings located to the East and North-east of the Site could significantly block the annual North-easterly and East-north-easterly winds and less wind could reach the Site. Nonetheless, abundant easterly wind can reach the Site by passing through the West Kowloon Highway to the East of the Site (blue arrows in **Figure 6.4** refers).

6.9.5 Different from annual winds, most of the summer winds are unobstructed. The summer winds from the sea arrive at the South-west of the Site by passing through the container terminals and Stonecutter Island Sewage Treatment Works. Besides, abundant easterly wind can reach the Site by passing through the West Kowloon Highway to the East of the Site (orange arrows in **Figure 6.4** refers).

[illegible]

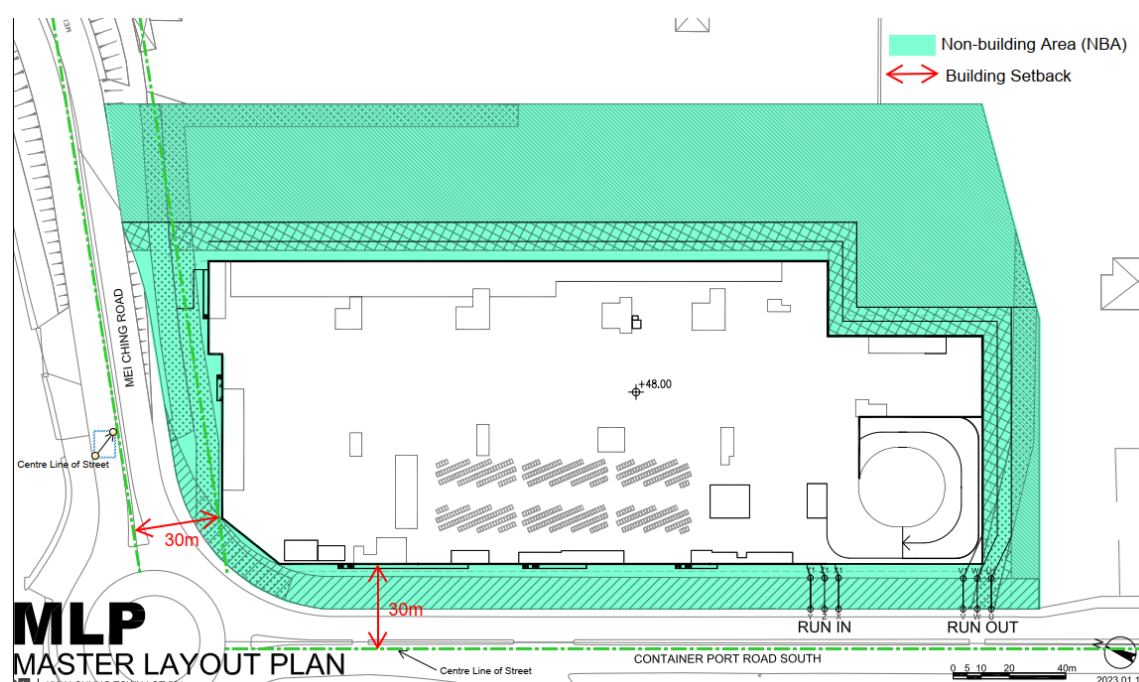
The map illustrates the proposed container port and associated facilities in Tsing Yi, Kowloon. Key features include:

- Proposed Container Port:** A large rectangular area outlined in blue, situated between Mei Ching Road and the West Kowloon Refuse Transfer Station.
- Major Air Path:** Indicated by a black double-headed arrow, showing a path between the container port and the surrounding urban areas.
- Air Path for Annual Winds:** Shown as a blue arrow pointing from the container port towards the West Kowloon Refuse Transfer Station.
- Air Path for Summer Winds:** Shown as an orange arrow pointing from the container port towards the West Kowloon Refuse Transfer Station.
- Prevailing Winds:** Annual prevailing winds are shown as black wavy arrows (NE, ENE, E, SSW). Summer prevailing winds are shown as red wavy arrows (SW, SSW).
- Facilities and Landmarks:**
  - Lai Chi Kok Park
  - Container Terminal
  - Open-air Car Park
  - Mei Ching Road
  - Container Port Road South
  - Hong Kong Institute of Construction Technology Training Ground
  - Customs Cargo Examination Compound
  - West Kowloon Refuse Transfer Station
  - Food and Environmental Hygiene Department Seized Goods Compound
  - Hoi Lai Estate
  - Hoi Yung Estate
  - Hoi Lok Estate
  - Lai Chi Kok Garden
  - Mei Foo Sun Chuen
  - Manhattan Hill
  - Lai Chi Kok Road
  - Ching Cheung Road
  - Ching Lai Court
  - Heritage Lodge
  - Lai Chi Kok Reception Centre
  - Hong Kong Industrial Centre
  - Liberte
  - Aqua Marine
  - Yuen
- Highways:** West Kowloon Highway (21mPD) and Tsing Sha Highway (28.2 – 42mPD).
- Legend:**
  - Major Air Path (Black double-headed arrow)
  - Air Path for Annual Winds (Blue arrow)
  - Air Path for Summer Winds (Orange arrow)
  - Annual Prevailing Winds (Black wavy arrow)
  - Summer Prevailing Winds (Red wavy arrow)
- Scale:** 1:10,000
- North Arrow:** Indicated by an arrow pointing upwards.

### OZP Compliant Scheme and Proposed Development

- 6.9.6 The air ventilation impact of the Proposed Development is reviewed against the OZP Compliant Scheme (40mPD). The Proposed Development adopts a similar building footprint as the OZP Compliant Scheme while adopting a higher BH (of 8m). The details description of the OZP Compliant Scheme can be referred at **Section 5.2**.
- 6.9.7 As required under the Lease, there are multiple NBAs within the Site (**Section 4.1** refers). The Site is also subject to a maximum SC of 50% under the Approved OZP. The Proposed Development will also comply with SBDG by providing a minimum setback of 30m from the centerline of the adjacent roads. These restrictions and design intention (see **Figure 6.5**) will promote the wind performance and minimize the ventilation impact on the surrounding environment of the Site.

**Figure 6.5 Building Setback and NBA in OZP Compliant Scheme and Proposed Development**



### Wind Assessment

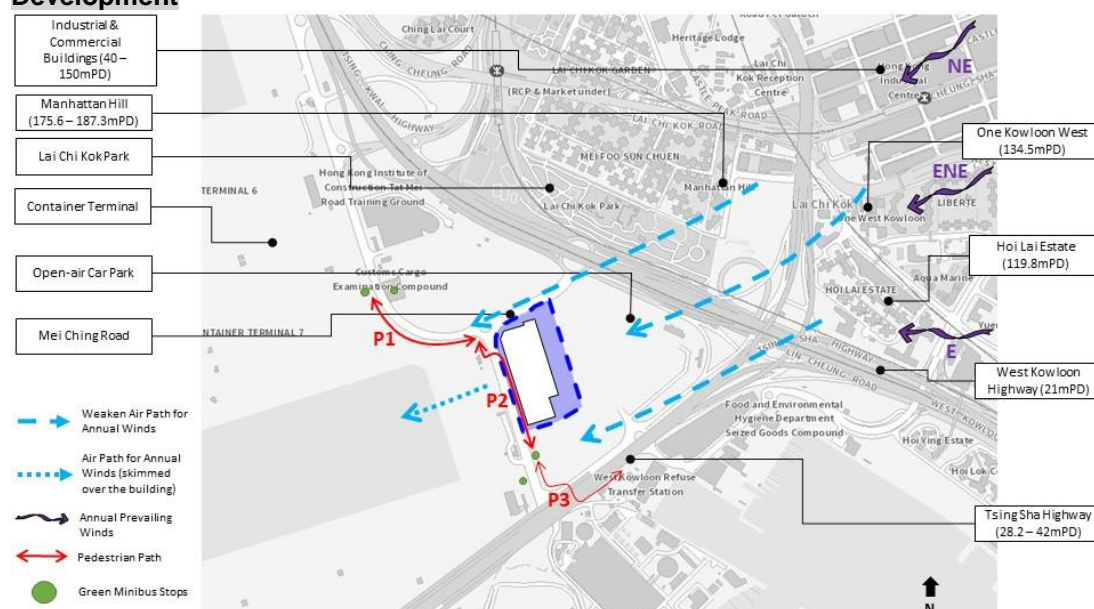
- 6.9.8 With consideration of the developments nearby, the wind environment under both annual and summer conditions are qualitatively assessed below based on the wind data presented in **Para. 6.9.1**. The details of the direction assessment are presented in the below sections.

#### NE & ENE Wind

- 6.9.9 NE and ENE winds are two of the annual prevailing winds. These two annual prevailing winds are expected to have similar wind environment. **Figure 6.6** presents the potential wind environment under NE and ENE wind conditions.
- 6.9.10 The North-east of the Site is the high-density built-up areas in Mei Foo and Lai Chi Kok. The weakened NE wind would reach Manhattan Hill passing through the North-east high-density built-up areas. Manhattan Hill, which is located to the North-east of the Site, has the potential wind shielding effect. The weakened wind could travel through the building gaps and pass over Lai Chi Kok Park to reach Mei Ching Road and the Site. With the NBA in the North of the Site and Mei Ching Road, the pedestrian path (P1) and the green minibus stops near Kwai Chung Customhouse would be ventilated and no significant impact to the wind performance would be anticipated in both OZP Compliant Scheme and Proposed Development.



**Figure 6.6 NE & ENE Winds Analysis for OZP Compliant Scheme and Proposed Development**



6.9.11 The weakened ENE wind would reach One Kowloon West and Hoi Lai Estate, which are located to the North-east of the Site, after passing through the high-density built area in Lai Chi Kok. These two developments have the potential wind shielding effect and the further weakened wind could travel through the building gaps to reach the Site and the nearby open-air car parks. With the NBA in the South of the Site and open-air car park at the South-east, the pedestrian path (P3) and the green minibus stops to the South of the Site would be ventilated and no significant impact to the wind performance would be anticipated in both OZP Compliant Scheme and Proposed Development.

6.9.12 Portion of the NE and ENE winds could skim over the Proposed Development and would ventilate the downwind area in a distance. Since the Proposed Development is slightly higher than the OZP Compliant Scheme (by 8m), the skim-over effect would be lightly reduced. However, the downwind area is container terminal, which is not considered as a pedestrian area. Therefore, the impact to the pedestrian wind environment is anticipated to be insignificant by the Proposed Development.

6.9.13 The ventilation performance at pedestrian path (P2) would be affected by the Proposed Development as the Proposed Development could block the winds. Although the Proposed Development is higher than the OZP Compliant Scheme, the difference of wind performance at P2 when compared to the OZP Compliant Scheme would be minimal as P2 is in close proximity to the building. Nonetheless, P2 is not considered to be a busy pedestrian path and the significant building setback (30m from the centerline of the adjoining Container Port Road South) would improve the ventilation at P2 so that the impact to the pedestrian wind environment would be anticipated as insignificant in the Proposed Development as compared to the OZP Compliant Scheme.

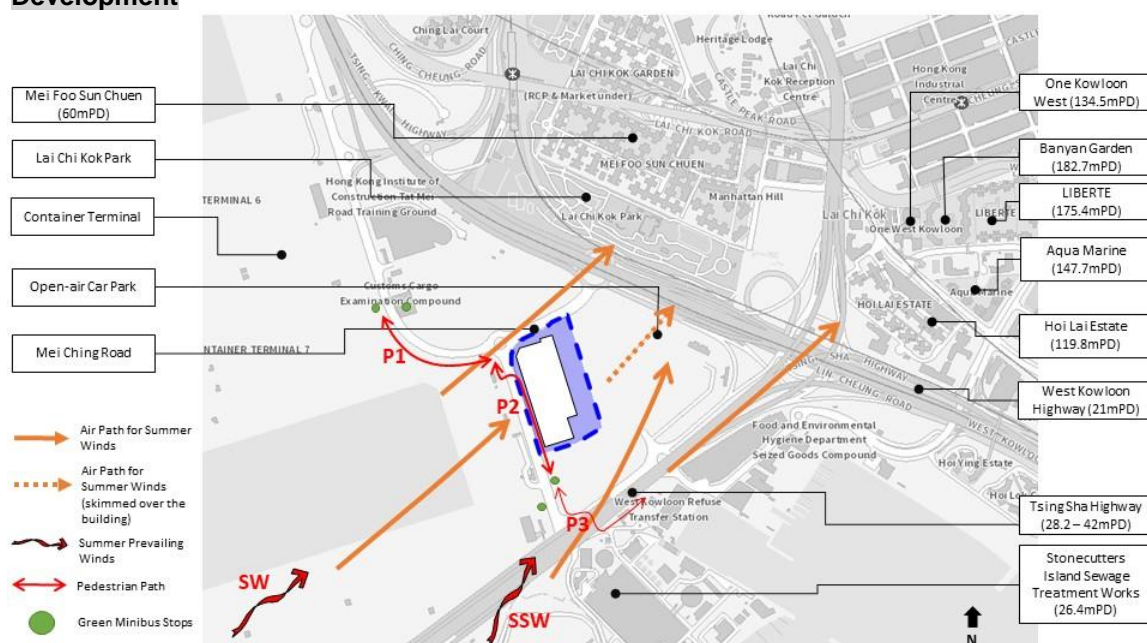
#### SW & SSW Wind

6.9.14 SW and SSW winds are two of the summer prevailing winds. These two summer prevailing winds are expected to have similar wind environment. **Figure 6.7** presents the potential wind environment under SW and SSW wind conditions.

6.9.15 The SW wind would reach Mei Ching Road and Proposed Development and the unobstructed wind could travel through the Mei Ching Road and NBA at the North and pass over Lai Chi Kok Park to reach Mei Foo Sun Chuen. The SW winds would also reach Tsing Sha Highway and ventilate the high-density developments, including Hoi Lai Estate, Aqua Marine and One Kowloon West. The pedestrian path (P1) would be ventilated by the unobstructed SW winds. Therefore, the downwind areas would be ventilated and no significant impact to the pedestrian environment would be anticipated for in OZP Compliant Scheme and Proposed Development.



**Figure 6.8 SW & SSW Winds Analysis for OZP Compliant Scheme and Proposed Development**



6.9.16 The SWW wind would reach Stonecutter Island Sewage Treatment Works but is not anticipated to have the potential wind shielding effect due to its low-rise nature. The unobstructed wind could travel through the open-air car park to the southeast of the Site and the NBA at the south and then pass over Lai Chi Kok Park to reach Mei Foo Sun Chuen and Manhattan Hill. The pedestrian path (P3) would be ventilated by the unobstructed SSW winds. Therefore, the downwind areas would be ventilated and no significant impact to the wind performance would be anticipated in both OZP Compliant Scheme and Proposed Development.

6.9.17 Portion of the SW and SSW winds could skim over the Proposed Development and would ventilate the downwind area in a distance. Since the Proposed Development is slightly higher than the OZP Compliant Scheme (by 8m), the skim-over effect would be lightly reduced. However, the downwind area is an open-air car park, which is not considered as pedestrian area, and the skim-over wind could reach Lai Chi Kok Park and Mei Foo Sun Chuen. Therefore, the impact to the wind performance would be anticipated as insignificant in Proposed Development as compared to OZP Compliant Scheme.

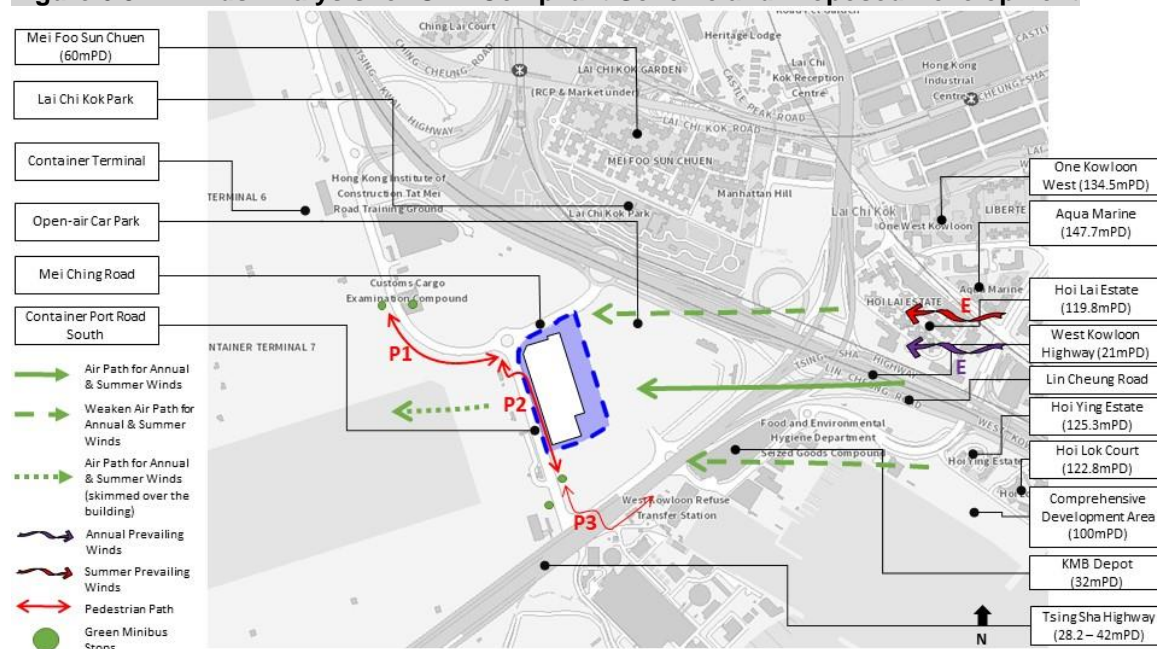
6.9.18 The unobstructed SW wind would directly ventilate the pedestrian path (P2) and green minibus stops nearby. Therefore, no significant impact to the wind performance would be anticipated in both OZP Compliant Scheme and Proposed Development.

### E Wind

6.9.19 E wind is the annual and summer prevailing winds. **Figure 6.9** presents the potential wind environment under SW and SSW wind conditions.

6.9.20 The weakened E winds would reach Hoi Lai Estate after passing through the high-density built-up area in Sham Shui Po. Hoi Lai Estate, which is located to the East of the Site, has the potential wind shielding effect. The weakened wind could travel through the building gaps and pass over open-air car park and the NBA at North to reach Mei Ching Road. With the NBA in the North of the Site and Mei Ching Road, the pedestrian path (P1) and the green minibus stops near Kwai Chung Customhouse would be ventilated and no significant impact to the wind performance would be anticipated in both OZP Compliant Scheme and Proposed Development.

**Figure 6.9 E Winds Analysis for OZP Compliant Scheme and Proposed Development**



6.9.21 The E wind would reach Hoi Ying Estate from Lin Cheung Road. Hoi Ying Estate, which is located to the East of the Site, has the potential wind shielding effect. The weakened wind could travel through the building gaps and pass over KMB Depot at North to reach Container Port Road South. The pedestrian path (P3) and the green minibus stops nearby would be ventilated and no significant impact to the wind performance would be anticipated in both OZP Compliant Scheme and Proposed Development.

6.9.22 The E wind would travel along the West Kowloon Highway and the unobstructed wind could pass over open-air car park and reach the Site. Portion of the E winds could skim over the Proposed Development and would ventilate the downwind area in a distance. Since the Proposed Development is slightly higher than the OZP Compliant Scheme (by 8m), the skim-over effect would be lightly reduced. However, the downwind area is container terminal, which is not considered as pedestrian area. Therefore, the impact to the pedestrian wind environment would be anticipated as insignificant in Proposed Development as compared to OZP Compliant Scheme.

6.9.23 The ventilation performance at pedestrian path (P2) would be affected by the Proposed Development as the Proposed Development could block the winds. Although the Proposed Development is higher than the OZP Compliant Scheme, the difference of wind performance at P2, comparing to OZP Compliant Scheme, would be minimal. Besides, the significant building setback (30m from the centerline of the adjoining Container Port Road South) would improve the ventilation at P2 so that the impact to the pedestrian wind environment would be anticipated as insignificant in Proposed Development as compared to OZP Compliant Scheme.

### Conclusion

6.9.24 The wind environment was studied for two schemes, i.e. OZP Compliant Scheme and Proposed Development. The NBAs and building setbacks of 30m from the centerlines of the adjoining Mei Ching Road and Container Port Road South are incorporated in the Schemes in facilitating wind penetration at the immediate surrounding of the Site. The Proposed Development with increased BH would potentially block a small portion of the incoming winds and slightly affect wind availability in its immediate downwind areas and pedestrian path (P2) as compared to the OZP Compliant Scheme. Nonetheless, the impact on wind performance would be anticipated as minimal as the aforementioned NBAs and building setbacks could help reduce the wind shielding effect. Therefore, it is unlikely that the Proposed Development would induce significant impact on the pedestrian wind environment at the downwind area and immediate surrounding areas.

# *Attachment 4*

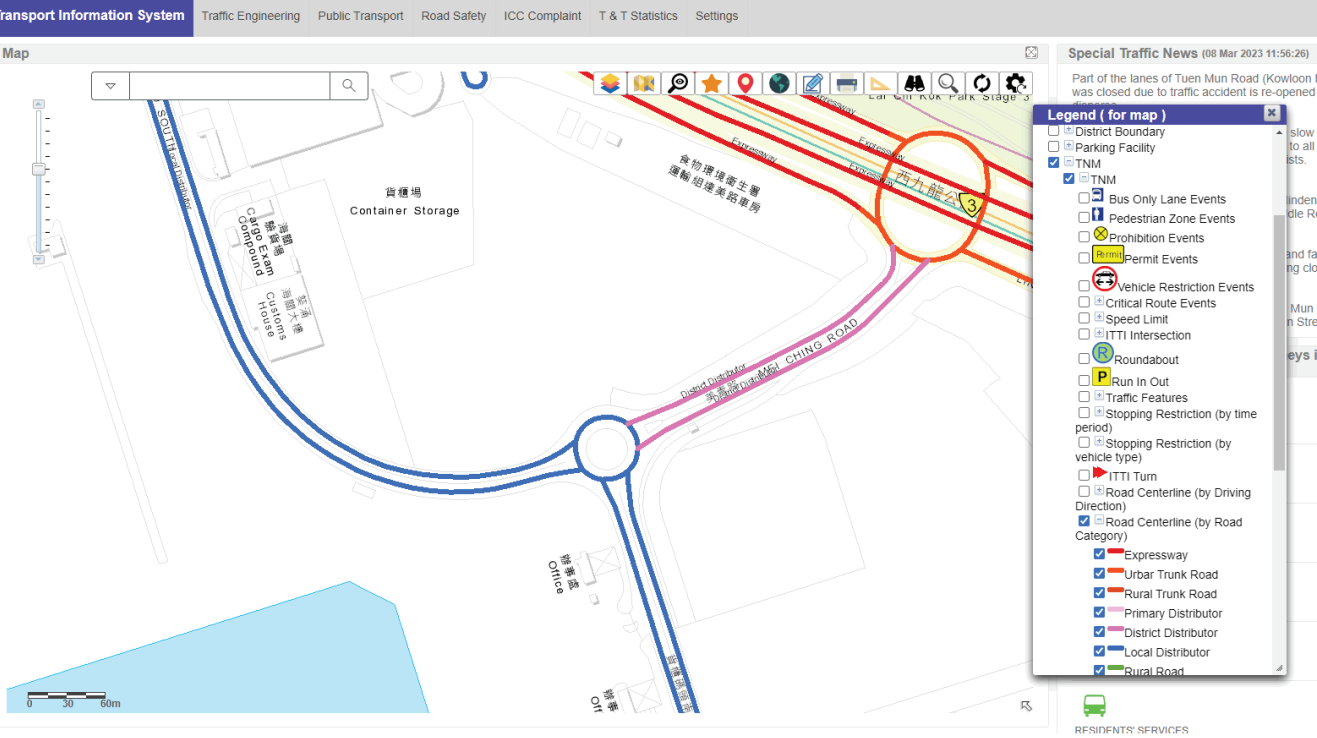
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	CONFIRMATION BY TD ON ROAD TYPES
--	----------------------------------

From: Ying Yin LEE  
To: TSUI Gary  
Cc: Eric Chan  
Subject: RE: Proposed Logistics Centre Development with PVP at Kwai Chung Town Lot No. 531, J/O Mei Ching Road and Container Port Road South  
Date: Wednesday, 8 March 2023 5:22:43 pm

Dear Gary,

FYR.



Regards,  
Brian YY LEE  
E/SD4, TENTW  
Office: 2399 2738  
Mobile: 9540 8922

From: TSUI Gary <Gary.TSUI@mvaasia.com>  
To: Ying Yin LEE <yingyinlee@td.gov.hk>  
Cc: Eric Chan <eric.chan@townland.com>  
Date: 06/03/2023 12:21 PM  
Subject: RE: Proposed Logistics Centre Development with PVP at Kwai Chung Town Lot No. 531, J/O Mei Ching Road and Container Port Road South

Dear Mr. Lee,

Further to our email to Mr. Lo below, please note that MVA Hong Kong Ltd. has been commissioned by the Sunrise Victory Limited as the Traffic Consultant for the captioned project.

Our Client is now submitting an Planning Application No. A/SC/11 for the Proposed Minor Relaxation of Building Height Restriction of the proposed building. According to EPD's comments as shown in the email below, the project Environmental Consultant advised that EPD may require our Client to provide evidence on the road types of the road for the EIA study.

Our site is mainly bounded by Mei Ching Road and Container Port Road South.

Further review the ATC, there is no such information on the road type of Mei Ching Road in ATC. As Container Port Road South is classified as **Local Distributor** in ATC, could we also assume the road type of Mei Ching Road is Local Distributor as well?

Please kindly advise if you have any comment on our assumption on Mei Ching Road is classified as **Local Distributor** for our Client further liaison with EPD.

Your early reply on the above will be appreciated. Should you have any queries on the above or need any further information, please feel free to contact me at 2864 6452.

Thank you very much for your kind assistance.

Best Regards,

Gary Tsui  
Associate Director  
Tel: +852 2864 6452 (Direct Line) • Gen: +852 2529 7037 • Fax: +852 2527 8490

**SYSTRA**  
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22nd Floor • Genesys • 33-35 Wong Chuk Hang Road • Hong Kong  
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Please consider the environment before printing.

From: Chun Hin LO <chunhinlo@td.gov.hk>  
Sent: Monday, March 6, 2023 12:03 PM  
To: TSUI Gary <Gary.TSUI@mvaasia.com>  
Cc: Eric Chan <eric.chan@townland.com>; Ying Yin LEE <yingyinlee@td.gov.hk>  
Subject: Re: Proposed Logistics Centre Development with PVP at Kwai Chung Town Lot No. 531, J/O Mei Ching Road and Container Port Road South

Dear Gary,

The subject location is under E/SD4's purview. Please check with him separately. Thanks.

Regards,  
Chris CHI LO  
E/KwC, TENTW  
2399 2420

From: TSUI Gary <Gary.TSUI@mvaasia.com>  
To: "chunhinlo@td.gov.hk" <chunhinlo@td.gov.hk>  
Cc: Eric Chan <eric.chan@townland.com>  
Date: 06/03/2023 10:52 AM  
Subject: Proposed Logistics Centre Development with PVP at Kwai Chung Town Lot No. 531, J/O Mei Ching Road and Container Port Road South



**就規劃申請/覆核提出意見 Making Comment on Planning Application / Review****參考編號****Reference Number:**

230203-140445-88209

**提交限期****Deadline for submission:**

24/02/2023

**提交日期及時間****Date and time of submission:**

03/02/2023 14:04:45

**有關的規劃申請編號****The application no. to which the comment relates:**

A/SC/11

**「提意見人」姓名/名稱****Name of person making this comment:**

小姐 Miss Ling Chang

**意見詳情****Details of the Comment :****發展有助加強香港物流業的競爭性**

2

**就規劃申請/覆核提出意見 Making Comment on Planning Application / Review****參考編號****Reference Number:**

230206-095755-94250

**提交限期****Deadline for submission:**

24/02/2023

**提交日期及時間****Date and time of submission:**

06/02/2023 09:57:55

**有關的規劃申請編號****The application no. to which the comment relates:**

A/SC/11

**「提意見人」姓名/名稱****Name of person making this comment:**

先生 Mr. Tan Tai Kiat

**意見詳情****Details of the Comment :**

It is beneficial to Hong Kong to have more modern logistic development to cater the growing demand of cold storage for food, vaccination etc.

3

**就規劃申請/覆核提出意見 Making Comment on Planning Application / Review****參考編號****Reference Number:**

230209-100144-20928

**提交限期****Deadline for submission:**

24/02/2023

**提交日期及時間****Date and time of submission:**

09/02/2023 10:01:44

**有關的規劃申請編號****The application no. to which the comment relates:**

A/SC/11

**「提意見人」姓名/名稱****Name of person making this comment:**

先生 Mr. Edson Tsang

**意見詳情****Details of the Comment :**

The construction of new logistic centre will create more job opportunities and it's beneficial to the economy.

4

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號

Reference Number:

230212-164722-63730

提交限期

Deadline for submission:

24/02/2023

提交日期及時間

Date and time of submission:

12/02/2023 16:47:22

有關的規劃申請編號

The application no. to which the comment relates:

A/SC/11

「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. Chung

意見詳情

Details of the Comment :

本人反對這個計劃，因高度超過100米，會造成屏風樓，影響區內居民，而九百多個停車場位，將會增加區內交通負荷，而且計劃的地點遠離民居住宅，受惠當區的居民有限。



5

**就規劃申請/覆核提出意見 Making Comment on Planning Application / Review****參考編號****Reference Number:**

230212-165336-70605

**提交限期****Deadline for submission:**

24/02/2023

**提交日期及時間****Date and time of submission:**

12/02/2023 16:53:36

**有關的規劃申請編號****The application no. to which the comment relates:**

A/SC/11

**「提意見人」姓名/名稱****Name of person making this comment:**

先生 Mr. Lei

**意見詳情****Details of the Comment :****本人十分反對這個計劃，因四十多米高度會影響區內住宅景觀，也造成屏風效應**

6

**就規劃申請/覆核提出意見 Making Comment on Planning Application / Review****參考編號****Reference Number:**

230212-170645-99011

**提交限期****Deadline for submission:**

24/02/2023

**提交日期及時間****Date and time of submission:**

12/02/2023 17:06:45

**有關的規劃申請編號****The application no. to which the comment relates:**

A/SC/11

**「提意見人」姓名/名稱****Name of person making this comment:**

小姐 Miss Chung

**意見詳情****Details of the Comment :**

本人反對這個昂船洲公眾停車場計劃，因為高度過高，阻擋光線和海風，影響當地數以萬計的居民，而且一般公眾停車場每一層不會起那麼高，這個高度會影響昂船洲大橋的整體景觀，令大橋失去特色。

## 就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號

Reference Number:

230212-170154-20149

提交限期

Deadline for submission:

24/02/2023

提交日期及時間

Date and time of submission:

12/02/2023 17:01:54

有關的規劃申請編號

The application no. to which the comment relates:

A/SC/11

「提意見人」姓名/名稱

Name of person making this comment:

女士 Ms. Wong

意見詳情

Details of the Comment :

本人強烈反對這個公眾停車場計劃，因為該計劃的興建地點遠離民居，能夠用到的公眾人數十分有限，絕大部份當地居民不會泊車在這個地方，再步行去其他附近住宅，因估計步行到附近的住宅，步行時間超過15分鐘，周圍居民有限，根本不是一個公眾停車場，只可以泊其他車輛如旅遊巴或貨櫃車，受惠當區居民人數有限，不應該起那麼高。

8

**就規劃申請/覆核提出意見 Making Comment on Planning Application / Review****參考編號****Reference Number:**

230214-102257-50703

**提交限期****Deadline for submission:**

24/02/2023

**提交日期及時間****Date and time of submission:**

14/02/2023 10:22:57

**有關的規劃申請編號****The application no. to which the comment relates:**

A/SC/11

**「提意見人」姓名/名稱****Name of person making this comment:**

先生 Mr. Jeffrey Ho

**意見詳情****Details of the Comment :**

Support, there is no visual impact to residential development nearby and also can encourage a more sustainable and environmentally friendly design.



9

**就規劃申請/覆核提出意見 Making Comment on Planning Application / Review****參考編號****Reference Number:**

230218-143452-25603

**提交限期****Deadline for submission:**

24/02/2023

**提交日期及時間****Date and time of submission:**

18/02/2023 14:34:52

**有關的規劃申請編號****The application no. to which the comment relates:**

A/SC/11

**「提意見人」姓名/名稱****Name of person making this comment:**

先生 Mr. R Liu

**意見詳情****Details of the Comment :**

The subject application benefits Hong Kong society as it significantly improves the specification of the premium quality cold storage facility to be erected on site and at the same time does not have any adverse impact in the aspects of visual, noise, traffic, etc. The current 40mPD height restriction was imposed with reference to the then under construction dry storage facility in the neighbourhood more than a decade ago. This restriction is out dated and irrelevant due to different product to be constructed on site. I fully support this planning application.

10

**就規劃申請/覆核提出意見 Making Comment on Planning Application / Review****參考編號****Reference Number:**

230221-095856-03080

**提交限期****Deadline for submission:**

24/02/2023

**提交日期及時間****Date and time of submission:**

21/02/2023 09:58:56

**有關的規劃申請編號****The application no. to which the comment relates:**

A/SC/11

**「提意見人」姓名/名稱****Name of person making this comment:**

先生 Mr. Nelson Sit

**意見詳情****Details of the Comment :**

支持，香港已有20餘年沒有興建凍倉，現有設備並不符合現今的需求，新建的凍倉設備可以推進物流業的進步

11

**就規劃申請/覆核提出意見 Making Comment on Planning Application / Review**

**參考編號**

**Reference Number:**

230223-105115-73043

**提交限期**

**Deadline for submission:**

24/02/2023

**提交日期及時間**

**Date and time of submission:**

23/02/2023 10:51:15

**有關的規劃申請編號**

**The application no. to which the comment relates:**

A/SC/11

**「提意見人」姓名/名稱**

**Name of person making this comment:**

先生 Mr. Tsao

**意見詳情**

**Details of the Comment :**

The proposed minor relaxation will not have any environmental or traffic impact.

12

致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

電郵：tphpd@pland.gov.hk

To : Secretary, Town Planning Board

By hand or post : 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong

By Fax : 2877 0245 or 2522 8426

By e-mail : tphpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates

A/SC/11

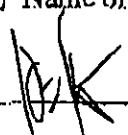
意見詳情 (如有需要，請另頁說明)

Details of the Comment (use separate sheet if necessary)

見附件一

「提意見人」姓名/名稱 Name of person/company making this comment 美孚新邨 則業主立案法團李秀怡

簽署 Signature



日期 Date

23 / 2 / 2023





12

附件一

葵涌美荷路與貨櫃碼頭車路交界葵涌市地段 531 號  
擬議略為放寬建築物高度限制，以作准許的貨物裝卸及貨運設施(物流中心)  
及公眾停車場用途  
(申請編號: A/SC/11)

隨著疫情緩和及陸續通關，經濟活動開始復甦。物流和入口貨品儲存的需求因而大增，故提供足夠物流中心(冷藏庫)和貨品儲存的設施是應該的。然而對於申請人要求放寬建築物高度限制之申請，我們有以下看法：

- 1) 根據已批准的分區計劃大綱圖(Approved OZP)的註解第 7.3.8 段，在“其他指定用途”地帶所規定的最高總樓面面積、地積比率及高度限制，是為著提供合適的發展密度控制及減低未來建築物對鄰近住宅區構成的不良視覺影響。所以計劃大綱圖特別指定此用地的建築物高度限制定為 40mAPD 或以下是有標誌性的和為確保鄰近住宅區得享有良好的景觀。
- 2) 是次申請要求放寬建築物高度至可申請 20% 的極限，亦即由原本高度限制的 40mAPD 增高至 48mAPD 高，相差的 8m 高度等同差不多 3 層樓高。若批准興建 48mAPD 高的建築物將會異常突出，與鄰近不超 40mAPD 高的建築物並不協調。
- 3) 在賣地前，政府有關部門已完成的可行性研究，確認賣地地盤的發展用途其高度限制 40mAPD 是可行的。再者，此幅賣地是指定作物流中心及大型貨車停車場之用，與普通住宅、工商用地不同，故此等買家應具備物流及大型停車場行業的知識或經驗，認為可行和值得投資才會競投。申請人所提的增加高度限制的主要理據是使他的發展項目能提供更充裕樓底高度，使卸貨更易及可擺放更多的貨物和更高大更方便貨車內行車空間。此只有利和方便申請人私人的發展及收益，但卻有損鄰近住宅區的公共景觀。
- 4) 如物流業，貨物儲存和大型車輛停車場的需求增多，政府大可考慮在此“OU”用地內，再劃出一幅土地作新型物流中心/大型車輛停車場之用，公開拍賣，以滿足該等用途的需求，而不一定容許一鶴之雞群型式的發展。
- 5) 申請人提供多項理據支持申請放寬高度限制，但在最重要視覺影響方面的評估並不合理，屬誤導性和最使我們失望。在規劃圖註解的第 7.3.8 段已明言對鄰近的住宅區視覺景觀的影響，然而申請人進行的視覺評估地點差不多全在被公園樹木小山丘遮擋的荔枝角公園內的較低位置，根本看不到申請的物流中心對住宅區所帶來的視覺影響。既然規劃的高度限制主要著重減輕對住宅區帶來的不良視覺影響，故視覺景觀評估應選取鄰近的住宅大廈如美孚新邨、盈暉台、清麗苑、海麗邨、曼克頓山等中/高層位置才是合適的評估點。

12

- 6) 申請人指因屬填海土地，加深挖掘深度或降低地基並不可行，可能造成水浸等問題。但事實上，申請地填海較貨櫃碼頭早，也較貨櫃碼頭距離海岸線更遠，而申請人的用地在規劃大綱圖 OU 用地內列明“地下污水廠”是其中一項指定用途，因此該地不適宜挖掘深些或降低地基實難以使人信服。當然掘深些或降低地基甚或任何地庫工程費用都會較貴和更需加強防水滲漏及抽氣等工程，但絕非如申請人所說的不可行。
- 7) 申請人提及放寬建築物高度限制可使天台層能提供更大彈性予綠化。由於申請地受 50% site coverage 限制，所以不論放不放寬樓宇的高度，天台的面積都不會變，在天台面積不變下，如何可使天台能在綠化上提供更大的彈性呢？申請人理應提供天台佈置設計圖以詳細說明。再者，如城規會批准申請，也懇請考慮加入條款要求申請人除加強綠化天台外，也應美化面向住宅區的外牆，如在外牆種植一些攀藤植物以綠化外牆或在外牆繪畫一些能美化環境的繪圖以淡化增加了高度對視覺感觀的不良影響，作為批准申請的附加條件。

美孚新邨第一期業主立案法團主席



(美孚物業管理經理李秀怡代行)

二零二三年二月二十三日

13

致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

電郵：tpbpd@pland.gov.hk

To : Secretary, Town Planning Board

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By Fax : 2877 0245 or 2522 8426

By e-mail : tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates

A/SC/11

意見詳情 (如有需要，請另頁說明)

Details of the Comment (use separate sheet if necessary)

工程期間須留意對交通、環境噪音以及空氣  
質素的影响，減低對鄰近地區的影响，  
亦要加強地盤管理，滅鼠滅蚊。

同時需要考慮衛生及休閒設施以供擬議發展  
建築物予有關使用者享用。

「提意見人」姓名/名稱 Name of person/company making this comment

金顯輝  
助理分區經理

簽署 Signature

日期 Date

24 FEB 2023



**Advisory Clauses**

- (a) To note the comments of the District Lands Officer/Tsuen Wan and Kwai Tsing, Lands Department (LandsD) that:
- (i) pursuant to Special Condition (SC) (27)(f) of the lease, all GFA for the public vehicle park (PVP) (including all the parking spaces, turning circles, means of access, circulation areas and any areas and spaces as may be required by the Director of Lands (D of Lands) within the PVP and any other areas and spaces as the D of Lands may at his sole discretion consider appropriate but excluding any parking spaces, turning circles, means of access and circulation areas provided or to be provided within the Pink Hatched Black Areas and the Pink Hatched Black Stippled Black Areas as defined under the lease) shall be countable for GFA calculation. As such, the area of the PVP to be constructed below ground level and at or above ground level including the roof outside the Pink Hatched Black Areas and Pink Hatched Black Stippled Black Areas shall be countable for GFA calculation. LandsD will examine the detailed development proposal including the PVP during the building plan submission stage. There is no guarantee that any exemption for the GFA of the PVP to be constructed below the ground level in calculating the total permitted GFA will be approved under SC(27)(g), which is at the sole discretion of the D of Lands and if approval is given, it shall be subject to payment of additional premium and administrative fee;
  - (ii) the development proposal will require tree felling and diversion of the existing drainage facilities within the Drainage Reserve Areas (as defined under the lease) subject to the prior approvals and compliance of the relevant lease conditions. LandsD will consider the tree felling and compensatory proposal when detailed proposal are submitted for LandsD's approval under the lease and examine the development proposal during the building plan submission stage; and
  - (iii) the applicant's attention is drawn to SC(27)(f) of the lease that the areas (including all the parking spaces, turning circles, means of access, circulation areas, etc.) of the PVP to be provided are all GFA accountable, and that there is no guarantee that any GFA for the PVP to be provided may be exempted from GFA calculation under the lease as expected by the applicant.
- (b) To note the comment of the Chief Buildings Surveyor/New Territories West, Buildings Department (BD) that:
- (i) Greenery calculation and GFA concession should be subject to compliance with relevant Practice Notes for Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineers (PNAP) and submission of justifications at building plan submission stage; and
  - (ii) justification for the storey higher than 5m is required for his consideration at building plan submission stage.



- (c) To note the comment of the Director of Electrical and Mechanical Services that in the interests of public safety and ensuring the continuity of electricity supply, the parties concerned with planning, designing, organizing and supervising any activity near the underground cable or overhead line under the mentioned application should approach the electricity supplier (i.e. CLP Power) for the requisition of cable plans (and overhead line alignment drawings, where applicable) to find out whether there is any underground cable and/or overhead line within and/or in the vicinity of the concerned site. They should also be reminded to observe the Electricity Supply Lines (Protection) Regulation and the “Code of Practice on Working near Electricity Supply Lines” established under the Regulation when carrying out works in the vicinity of the electricity supply lines.
- (d) To note the comment of the Chief Town Planner/Urban Design and Landscape, Planning Department that the applicant is reminded that approval of Section 16 Application under Town Planning Ordinance does not imply approval of the site coverage of greenery requirements under PNAP APP-152 and/or under the lease. The site coverage of greenery calculation should be submitted separately to BD for approval. Similarly for any proposed tree preservation/removal scheme and compensatory planting proposal, the applicant should approach relevant authority direct to obtain necessary approval as appropriate.
- (e) To note the comment of the Chief Architect/Central Management Division 2, Architectural Services Department that in addition to the proposed rooftop garden and facade treatment, the applicant is suggested to consider mitigation measures (such as articulation in elevation design and building form, adoption of vertical greening, and visual/wind corridor, etc.) to prevent continuous long facade and soften possible visual impact.
- (f) To note the comments of the Chief Engineer/Construction, Water Supplies Department (WSD) that:
  - (i) existing water mains at the northern boundary of the application site will be affected. The cost of any necessary diversion shall be borne by the developer;
  - (ii) in case it is not feasible to divert the affected water mains, a waterworks reserve within 1.5m from the center line of the water mains shall be provided to WSD. No structure shall be built or materials stored within this waterworks reserve. Free access shall be made available at all times for staff of the Director of Water Supplies or their contractor to carry out construction, inspection, operation, maintenance and repair works;
  - (iii) no trees or shrubs with penetrating roots may be planted within the Waterworks Reserve or in the vicinity of the concerned water main; and
  - (iv) Government shall not be liable to any damage whatsoever and howsoever caused arising from burst or leakage of the public water mains within and in close vicinity of the application site.