

Task Force on Harbourfront Developments in Kowloon, Tsuen Wan and Kwai Tsing

For circulation
in September 2024

TFK/C04/2024

Study on Multi-storey Complex for Container-Related Uses and Modern Logistics Facilities in Kwai Chung

PURPOSE

This paper briefs Members on the findings of the Study on Multi-storey Complex for Container-Related Uses and Modern Logistics Facilities in Kwai Chung.

BACKGROUND

2. As mentioned in the Action Plan on Modern Logistics Development promulgated by the Transport and Logistics Bureau (TLB) on 31 October 2023, the Government will continue to conduct feasibility studies on the potential of the land parcels around the Kwai Tsing Container Terminals for developing multi-storey modern logistics centres and provide a stable supply of logistics land to meet the short and medium-term demand for logistics land. Depending on the actual market situation, we plan to dispose of the said land parcels regularly from 2024 to 2027.

3. For this, TLB has engaged the Civil Engineering and Development Department to commission a consultancy study on the feasibility of developing multi-storey complexes (“MSCs”) for container-related uses and modern logistics facilities (“the Study”) on a site in Kwai Chung (“the Project Site”) as shown in **Figure 1**.

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PROPOSED MULTI-STORÉY COMPLEXES

4. The Project Site is located between Container Port Road South and Mei Ching Road in Kwai Chung. It has an area of about 9 hectares (ha) and falls within an area zoned “Other Specified Uses” annotated “Container Related Uses” on the approved Stonecutters Island Outline Zoning Plan (OZP) No. S/SC/10 (**Figure 2**). Under the said zone of the OZP, the proposed MSC uses are always permitted and there are no development restrictions in terms of plot ratio, gross floor area, site coverage and building height.

5. With a view to optimising the development potential of the Project Site, the consultant of the Study recommended that two MSCs be developed. The two MSCs are hereinafter to be identified as MSC A and MSC B, whose respective locations are shown in **Figure 1**. MSC A is recommended to be developed with a site area of 4.4 ha for modern logistics facilities. The height of MSC A will be about +70.0mPD with a site coverage of about 60% and plot ratio of 4.5. MSC B is recommended to be developed with a site area of 3.8 ha for modern logistics facilities and container storage with a capacity of around 2,000 twenty-foot equivalent unit. The height of MSC B will be about +75.0mPD with a site coverage of about 40% and plot ratio of 3.0.

6. To meet the operational requirements of the logistics trade, ancillary facilities such as sufficient parking spaces, loading and unloading facilities with queueing areas for vehicles, canteens and ancillary offices would be provided in the MSCs. The MSCs are recommended to provide a total of around 400 ancillary parking spaces, about half of which are to be reserved for parking of goods vehicles and container vehicles, and a total of around 200 ancillary loading/unloading spaces for goods vehicles and container vehicles. In order to make better use of the ancillary parking and loading/unloading spaces, the consultant

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recommended that a certain number of ancillary parking and loading/unloading spaces be opened for public night-time parking.

7. The consultant has carried out technical assessment on various aspects for the proposed MSCs development, and confirmed that the proposed MSCs would not have an unacceptable impact on the surrounding on traffic, landscape and visual, noise and environmental aspects, provided that the mitigation measures as mentioned in paragraphs 8 and 9 below would be implemented.

8. Based on the consultant's traffic impact assessment, in order to ensure smooth traffic flow, it is recommended that the respective ingresses of MSC A and MSC B be located at the access road to Container Port Road South and the cul-de-sac of Tat Mei Road respectively while both egresses of MSC A and MSC B be located at the proposed bypass lane to be constructed at Roundabout No. 6 of Container Port Road South to improve the operational efficiency. On the whole, with the improvement of Roundabout No. 6 at Container Port Road South, the traffic flow generated by the two MSCs will not have a significant impact on the nearby major roads and junctions.

9. With regard to the landscape and visual impact, the heights of MSC A and MSC B are similar to the adjacent Kwai Chung Customhouse so no significant visual impact will be caused (**Figures 3 and 4 refer**). To further minimise the visual impact on the surrounding areas, it is recommended that the building façades should adopt non-reflective materials with colour treatment to be in harmony with the environment. The MSCs are also recommended to be equipped with smart lighting system and adjust the lighting angle to reduce possible light pollution. In addition, the consultant recommended green roof for the MSCs to reduce the landscape impact.

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HARBOUR PLANNING PRINCIPLES AND GUIDELINES

10. In formulating the recommended design scheme, due consideration has been given to the Harbour Planning Principles, as detailed in the following paragraphs.

(a) *Preserving Victoria Harbour*

The proposed development does not involve any reclamation or destruction to the Victoria Harbour. They are also considered as visually compatible with the existing surrounding developments including the container terminals and Kwai Chung Customhouse. In fact, as shown in **Figure 1**, the Project Site is not in close proximity to the waterfront accessible to the public.

(b) *Stakeholder Engagement*

During the course of the Study, we consulted the Kwai Tsing District Council (DC) on 9 July 2024 and received no adverse comments. The DC paper was circulated to the Hong Kong Logistics Development Council (LOGSCOUNCIL) members on 28 June 2024, again with no negative comments received.

(c) *Sustainable Development and Integrated Planning*

There is an acute shortage of logistics floor space in Hong Kong. The proposed development aims to cater for the economic, social and environmental needs of society and is compatible with the working harbour setting. The multi-storey development would help create more floor space for port back-up and logistics uses and hence provide more local job opportunities.

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Various technical assessments have been conducted under the Study and have established that the proposed MSCs are technically feasible with no adverse impact on the surrounding areas. The proposed MSC uses comply with the OZP. Design features would be incorporated in the proposed development so as to enhance the visual permeability as viewed from the waterfront.

(d) Vibrant Harbour

The logistics and port back-up uses of the proposed development are in line with the working port function of the area. The proposed development will create great synergy with the surrounding container terminals and support the port and logistics sectors of Hong Kong.

WAY FORWARD

11. The proposed MSCs are formulated in compliance with the OZP and requirements of the relevant Government bureaux/departments. We have also considered the Harbour Planning Guidelines when taking forward the proposed development.

12. Members are invited to note the findings of the Study and the above proposed developments.

ATTACHMENTS

Figure 1 Location Plan of the Project Site

Figure 2 Proposed Multi-storey Complexes

Figure 3 Photomontage for the Recommended Design Scheme

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Figure 4 Photomontage for the Recommended Design Scheme
(Sea View)

**Transport and Logistics Bureau
Civil Engineering and Development Department
September 2024**

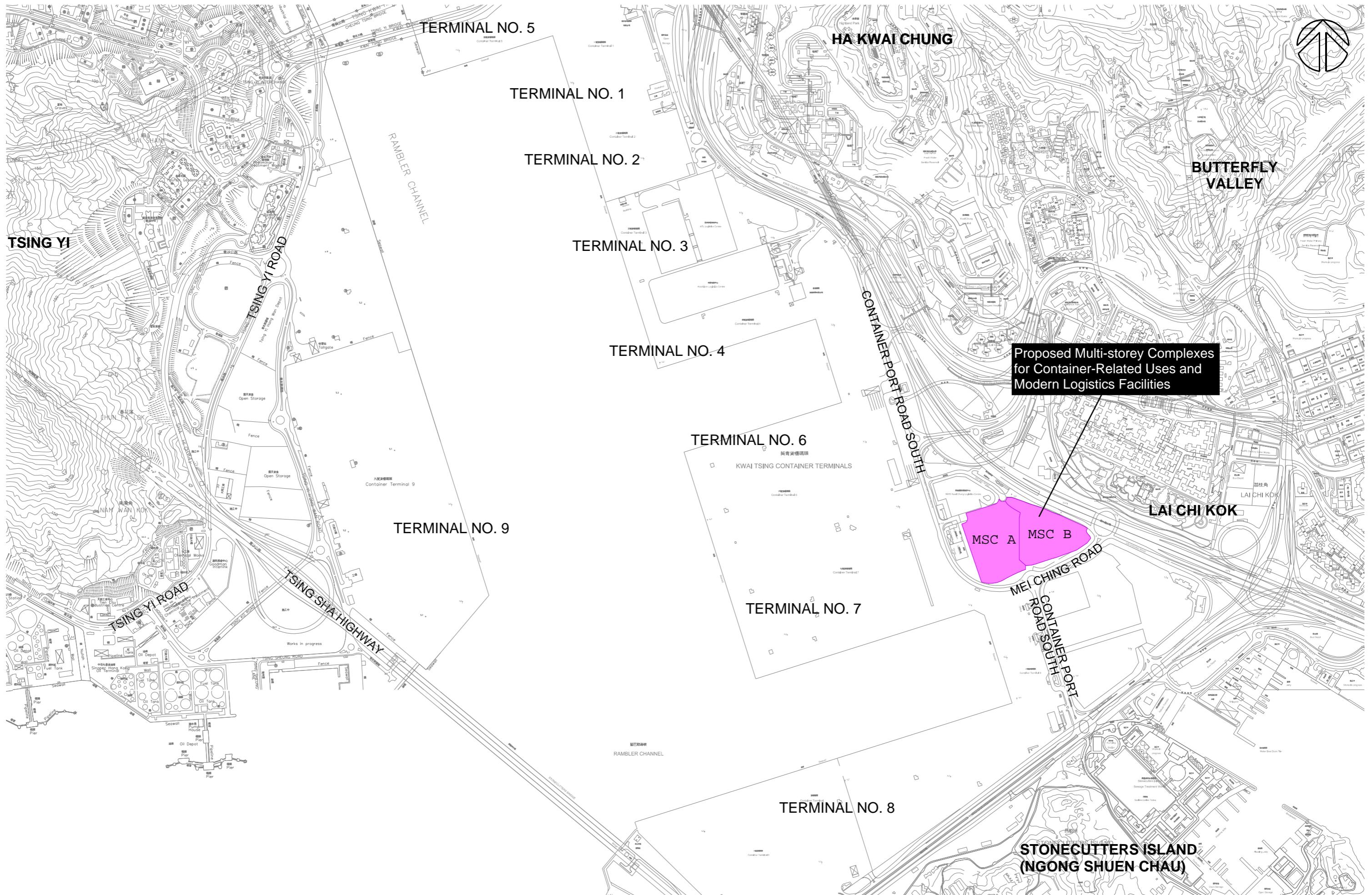


Figure 1 Location Plan of the Project Site



Figure 2 Proposed Multi-storey Complexes



Figure 3 Photomontage for the Recommended Design Scheme



Before Proposed Development



After Proposed Development

Figure 4

Photomontage for the Recommended Design Scheme (Sea View)