

**CHAI WAN KOK INDUSTRIAL / BUSINESS AREA
OUTLINE DEVELOPMENT PLAN
No. D/CWK/A**

EXPLANATORY STATEMENT

OCTOBER 2025

**Tsuen Wan & West Kowloon
District Planning Office
Planning Department**



Chai Wan Kok Industrial / Business Area Outline Development Plan
No. D/CWK/A

Explanatory Statement

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Attachment

Plan 1: Location Plan of Chai Wan Kok Industrial / Business Area

Chai Wan Kok Industrial / Business Area Outline Development Plan
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Explanatory Statement

1. Background

- 1.1 The Chai Wan Kok Industrial / Business Area (the Area) (detailed in paragraph 3.1 below) was previously covered by the draft Tsuen Wan Central Outline Development Plan (ODP) No. D/TWC/2J, with building setbacks shown on a separate plan No. M/TW/16/14 which formed part of the ODP. The ODP was cancelled in August 2025 due to obsolete proposals and inconsistency of zonings with the prevailing Tsuen Wan Outline Zoning Plan (OZP).
- 1.2 In view of the above, the Chai Wan Kok Industrial / Business Area ODP No. D/CWK/A (the Plan) is prepared to guide future developments in relation to building setbacks in the Area. The base plan reflects the latest circumstances.

2. Objectives and Authority of the Plan

- 2.1 To cater for the traffic and pedestrian movement needs in the Area, the Plan indicates building setbacks from private lot boundaries along the roads (including building setback from the southern edge of Sha Tsui Road flyover) and/or between buildings to improve accessibility in north-south and northeast-southwest directions, accommodate future widening of carriageways and footpaths and improve connectivity along back lane. The Plan provides guidelines for future developments and redevelopments.
- 2.2 All developments and redevelopments in the Area should conform to the statutory requirements of the Tsuen Wan OZP. The land use zonings as shown on the Plan are generally in compliance with those on the current statutory OZP and more details are shown on the Plan. These details have no statutory effect but will generally be followed in land transactions and allocations where the Government is in a position to determine the user of land, by way of lease modifications or sales of Government land. Where the zoning on the Plan, which is more detailed than that set out on the Tsuen Wan OZP, conflicts with the uses permitted under existing lease conditions, the zoning on the Plan cannot be used other than as a guide to the development or redevelopment which the Government wishes to encourage. Amendments to the Plan would be made whenever need arises.

3. The Planning Scheme Area

- 3.1 The planning scheme area (i.e. the Area) of the Plan covers about 18.65 ha. It is located to the west of the Tsuen Wan Town Centre, bounded by Castle Peak Road – Tsuen Wan to the north and west, Tai Chung Road to the east and Hoi Shing Road to the south (**Plan 1**).
- 3.2 It is predominantly occupied by industrial buildings (IBs), industrial-office buildings, data centres and office buildings. Progressive transformation through new development/redevelopment and wholesale conversion to commercial/office and non-polluting industrial uses is observed.

4. Land Use Zonings

4.1 Business (“B”): Total Area 14.27 ha

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

4.2 Commercial (“C”): Total Area 0.16 ha

4.2.1 The planning intention of the “C” zone is primarily for commercial developments, which may include office, shop, services, place of entertainment and eating place, functioning mainly as local commercial and shopping centre(s).

4.2.2 A site at the northeastern tip of the Area abutting Castle Peak Road falls within this zoning. It is occupied by a commercial building, namely Chinachem Tsuen Wan Plaza.

4.3 Government (“G”): Total Area 0.4 ha

The “G” zone is to reflect the existing Government facilities including the Chai Wan Kok Cooked Food Market and the Chai Wan Kok Public Toilet at the western tip of the Area, and the Tsuen Wan Fire Station at the northeastern tip of the Area.

4.4 Institution and Community (“IC”): Total Area 0.3 ha

The “IC” zone is to reflect the existing institution and community facilities including the electricity substation abutting Sha Tsui Road and the CLP Power Hong Kong Limited Tsuen Wan Depot (providing

operational and emergency support services for power transmission and distribution) at the western tip of the Area.

4.5 Local Open Space (“LO”): Total Area 0.58 ha

The “LO” zone is to reflect the Chai Wan Kok Rest Garden at the southeastern tip of the Area.

5. Transport

Road Network

- 5.1 The Area is well-connected to the surrounding areas by Sha Tsui Road which runs in northwest-southeast direction, as well as the surrounding Castle Peak Road – Tsuen Wan, Tai Chung Road and Hoi Shing Road. There are several local distributor roads, such as Pak Tin Par Street, Pun Shan Street and Chai Wan Kok Street, within the Area.

Public Transport Facilities

- 5.2 The Area is well-served by various modes of public transport. It is located within 700m from MTR Tsuen Wan Station and Tsuen Wan West Station. Bus stops and minibus stops are mainly located along Tai Chung Road, Castle Peak Road – Tsuen Wan, Sha Tsui Road and Hoi Shing Road.

Buildings Setbacks

- 5.3 According to Chapter 8 of the Hong Kong Planning Standards and Guidelines (HKPSG), future developments/buildings conducive to vehicular traffic and pedestrian planning should be encouraged at street level. This would include dedication of part of building lot for pedestrian passage or pavement widening. To cater for the future pedestrian flow in the transforming business area, it is proposed to introduce three types of building setbacks as detailed in paragraphs 5.3.1 to 5.3.6 below and shown on the Plan for carriageway and footpath improvements. With reference to HKPSG, the following building setbacks are proposed:

Setbacks between Buildings

- 5.3.1 8.5m-wide setbacks are proposed between buildings in north-south and northeast-southwest directions for pedestrian movement, greening and landscaping. The setbacks break the long street blocks along Castle Peak Road – Tsuen Wan, Pak Tin Par Street, Sha Tsui Road, Chai Wan Kok Street and Hoi Shing Road to improve accessibility.

Setbacks along Carriageways

- 5.3.2 Setbacks along carriageways are proposed to accommodate the future widening of carriageways and/or footpaths to cater for the future traffic demand.
- 5.3.3 **Pak Tin Par Street, Chai Wan Kok Street and Pun Shan Street:** these carriageways are proposed to be widened to 10.3m. Footpaths with width of about 5m on both sides are proposed for these carriageways. As a result, the proposed width of the carriageway cum footpath on both sides would be about 20.3m. Given the aforesaid road widening requirements, 2.2m to 3.5m setbacks from lot boundaries along the streets (except the southern side of Pak Tin Par Street) are proposed.
- 5.3.4 **Sha Tsui Road:** the carriageway is proposed to be widened to 17.1m. Footpaths with width of about 6.5m on both sides are proposed for the carriageway. As a result, the proposed width of the carriageway cum footpath would be about 30.1m. Given the aforesaid road widening requirements, 4.3m setbacks from lot boundaries along both sides of Sha Tsui Road and up to 11m setback from the southern edge of Sha Tsui Road Flyover are proposed.
- 5.3.5 **Hoi Shing Road:** 3.5m setback from lot boundaries along the northern side of Hoi Shing Road is proposed for footpath widening with width of about 6.5m.

Setback along Back Lane

- 5.3.6 In consideration of pedestrian demand, it is proposed to maintain the existing back lane between Sha Tsui Road and Chai Wan Kok Street connecting Pun Shan Street and Tai Chung Road. The setback provides direct thoroughfare route in the form of back lane from Tai Chung Road to Pun Shan Street and is vital to improve connectivity of the Area. Given the proposed back lane requirement of about 9m in width, 4.5m setbacks from lot boundaries along the back lane are proposed.

6. Environmental Considerations

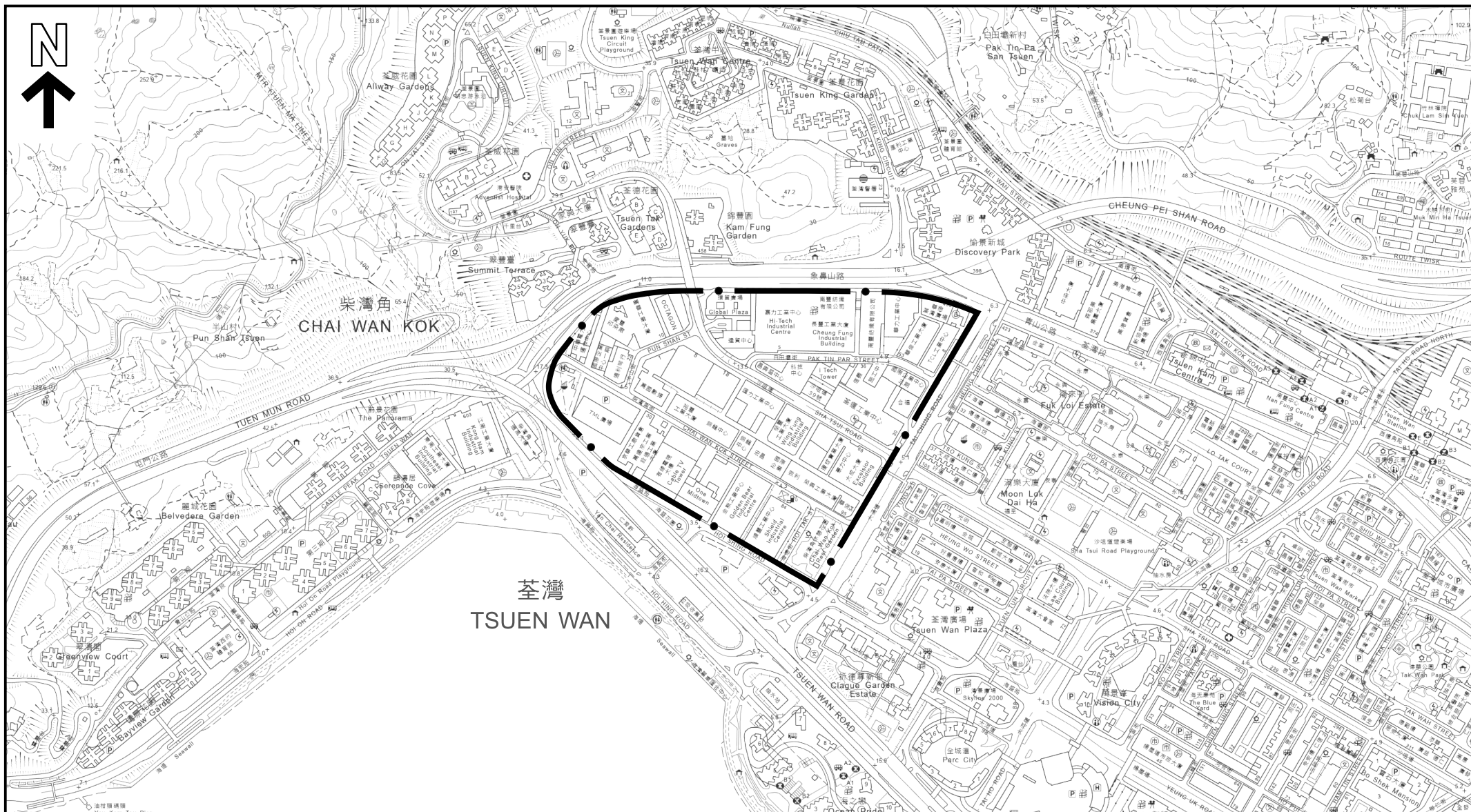
Future developments/redevelopments within the Area shall be planned, designed, constructed and implemented in accordance with the environmental guidelines and criteria laid down in Chapter 9 of HKPSG and comply with the requirements of relevant environmental legislation, standards and guidelines.

7. **Others**

The Urban Renewal Authority is conducting the Tsuen Wan District Study (the Study) under which a Master Renewal Plan will be prepared. The Area is included in the Study and is being reviewed.

PLANNING DEPARTMENT

OCTOBER 2025



—●— 規劃範圍界線
 PLANNING SCHEME
 BOUNDARY
 本摘要圖於2025年8月21日擬備
 EXTRACT PLAN PREPARED ON 21.8.2025

位置圖 LOCATION PLAN
 柴灣角工貿區發展大綱圖
 CHAI WAN KOK INDUSTRIAL / BUSINESS AREA OUTLINE DEVELOPMENT PLAN

SCALE 1 : 8 000 比例尺
 米 100 0 100 200 300 米
 METRES

規劃署
 PLANNING
 DEPARTMENT



M/TW/25/06

圖 PLAN
 1