

RURAL AND NEW TOWN PLANNING COMMITTEE OF THE TOWN PLANNING BOARD

**RNTPC Paper No. 14/14
For Consideration by
the Rural and New Town Planning Committee on 28.11.2014**

**PROPOSED AMENDMENTS TO
THE APPROVED LAM TEI AND YICK YUEN
OUTLINE ZONING PLAN NO. S/TM-LTTY/6**

**PROPOSED AMENDMENTS TO
THE APPROVED LAM TEI AND YICK YUEN
OUTLINE ZONING PLAN NO. S/TM-LTY Y/6**

1. Introduction

This paper is to seek Members' agreement that:

- (a) the proposed amendments to the approved Lam Tei and Yick Yuen Outline Zoning Plan (OZP) No. S/TM-LTY Y/6 as shown on the draft Lam Tei and Yick Yuen OZP No. S/TM-LTY Y/6B (**Attachment II**) and its Notes (**Attachment III**) are suitable for exhibition under section 5 of the Town Planning Ordinance (the Ordinance); and
- (b) the revised Explanatory Statement (ES) (**Attachment IV**) of the draft Lam Tei and Yick Yuen OZP No. S/TM-LTY Y/6B should be adopted as an expression of the planning intentions and objectives of the Town Planning Board (the Board) for the various land use zones of the OZP and is suitable for exhibition together with the draft OZP.

2. Status of the Current OZP

- 2.1 On 14.3.2006, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Lam Tei and Yick Yuen OZP, which was subsequently renumbered as S/TM-LTY Y/6. On 24.3.2006, the approved Lam Tei and Yick Yuen OZP No. S/TM-LTY Y/6 was exhibited under section 9(5) of the Ordinance. (**Attachment I**).
- 2.2 On 8.7.2014, the CE in C referred the approved Lam Tei and Yick Yuen OZP No. S/TM-LTY Y/6 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. The reference back was notified in the Gazette on 18.7.2014 under section 12(2) of the Ordinance.

3. Background

- 3.1 The 2014 Policy Address announced that the Government will continue to increase the supply of subsidised residential care places for the elderly through a multi-pronged approach including "Special Scheme on Privately Owned Sites for Welfare Uses". In line with this Government's initiative, a site to the east of Fuk Hang Tsuen Road has been identified for a proposed elderly care centre.
- 3.2 On 21.3.2014, the Rural and New Town Planning Committee (RNTPC) of the Board agreed in principle that a "Comprehensive Development Area" ("CDA") development to the west of Fuk Hang Tsuen Road be rezoned to reflect the

completed development (i.e. The Sherwood and Fuk Hang Tsuen Road Garden) and to designate appropriate zonings for the remaining areas at the periphery of the “CDA” zone.

- 3.3 In addition, opportunity is taken to rezone the area mainly beneath an elevated section of the completed Kong Sham Western Highway to reflect the ‘Road’ use.

4. Proposed Amendments (Attachment II and Plan 1 to 3)

- 4.1 The “CDA” zone to the west of Fuk Hang Tsuen Road is about 5.06 ha (**Plan 4a**). It is subject to a maximum domestic plot ratio (PR) of 2.0, a maximum non-domestic PR of 0.11 and a maximum building height (BH) of 15 storeys excluding car park (45 m).

- 4.2 On 16.4.2003, the last planning Application No. A/TM-LTTY/110 and master layout plan (MLP) for proposed commercial and residential development, public open space and minor relaxation of building height restriction were approved with conditions. The MLP covers a major part of the “CDA”. The commercial and residential development named The Sherwood was completed in 2007. The public open space under the MLP named Fuk Hang Tsuen Road Garden was also completed. All approval conditions had been complied with.

- 4.3 As mentioned in paragraph 3.2 above, amendment Item A is to reflect the completed development covered by the MLP, and to designate appropriate zoning for the remaining areas at the periphery of the “CDA” zone. Detailed amendments under Item A are stated below.

4.4 Item A1

- 4.4.1 According to the approved MLP of The Sherwood, the existing development parameters comprises a maximum domestic gross floor area (GFA) of 74,947 m², a maximum non-domestic GFA of 2,800 m² for commercial uses, and a maximum BH of 61.13 mPD. The Sherwood also provides a non-accountable non-domestic GFA of 1,058.012 m² for the existing kindergarten and nursery.

- 4.4.2 It is proposed to rezone the area occupied by The Sherwood (about 3.10 ha) from “CDA” to “Residential (Group B) 4” (“R(B)4”) with the following restrictions to reflect the completed development:

- (a) a maximum domestic GFA of 74,947 m²;
- (b) a maximum non-domestic GFA of 3,859 m²; and
- (c) a maximum BH of 62 mPD.

- 4.4.3 The existing development also provides 34 public car parking spaces, 8 public goods vehicle parking spaces and 2 refuse collection points as required by the Government, and the floor space for these facilities has been disregarded in the calculation of the non-domestic GFA. This would be stated in the ES.

4.5 Item A2

- 4.5.1 The existing Fuk Hang Tsuen Road Garden, which is a public open space developed according to the approved MLP of Application No. A/TM-LTTY/110, is located to the north of The Sherwood.
- 4.5.2 It is proposed to rezone the area occupied by the Fuk Hang Tsuen Road Garden (about 0.75 ha) from “CDA” to “Open Space” (“O”) (**Plan 4b**).

4.6 Item A3

- 4.6.1 There is an elongated strip of land abutting the southern boundary of The Sherwood abutting Lam Tei Main Street. Part of this strip of land was originally reserved for a market on the approved MLP to be developed by the Government. However, the Director of Food and Environmental Hygiene has confirmed that the land is no longer required for a market. This land is currently a piece of vacant Government land without proposed development (**Plan 4c, Photo 8**). The remaining parts of this strip of land (i.e. to the southwest and southeast of The Sherwood) are occupied by 1 to 2-storey high residential dwellings and vacant structures, and comprise private lots under different ownerships (**Plan 4c, Photo 6 and 7**).
- 4.6.2 Since the proposed market is no longer required, the entire strip of land has the potential for development/redevelopment for residential use compatible with the existing “Residential (Group B) 3” (“R(B)3”) zone to the south of Lam Tei Main Street. It is therefore proposed to rezone this strip of land from “CDA” to “R(B)3” (about 0.39 ha).
- 4.6.3 The development restrictions of the existing “R(B)3” zone are as follows:
 - (a) a maximum PR of 2.1;
 - (b) a maximum site coverage of 40%; and
 - (c) a maximum BH of 36 m (excluding car park) and 12 storeys excluding car park.

4.7 Item A4

- 4.7.1 An area abutting Fuk Hang Tsuen Road surrounded by The Sherwood on 3 sides is mainly occupied by a polyfoam factory and metal workshop, and comprises private lots under different ownerships and Government land held under short term tenancies and unleased/unallocated Government land (about 0.46 ha) (**Plan 4d**).
- 4.7.2 To encourage compatible redevelopment of the area so as to phase out the factory and workshop, it is proposed to rezone the area from “CDA” to “R(B)3” with the same development restrictions as mentioned in paragraph 4.6.3 above.
- 4.7.3 The Director of Electrical and Mechanical Services (DEMS) advises that the petrol filling station at Fuk Hang Tsuen Road is also a liquefied

petroleum gas (LPG) filling station (**Plan 4a, Photo 2**). The LPG filling station is regarded as a notifiable gas installation subject to the control of the Gas Safety Ordinance (Cap. 51). While there would be no insurmountable problem on the risk aspect on a prima facie basis, DEMS recommends that the future developers should conduct detailed Quantitative Risk Assessments (QRA) for developments in close proximity to the LPG filling station including at the sites of Item A4 and Item A5 below, taking into account the detailed design and layout of the proposed developments for compliance with the government risks guidelines. The requirement of conducting the detailed QRA would be specified in the ES and addressed at the land exchange or lease modification stage.

4.8 Item A5

- 4.8.1 An area abutting Castle Peak Road – Lam Tei to the north of Mui Fat Buddhist Monastery is occupied by a second-hand vehicle dealer, a real estate agency and a logistics company with godown, and comprises private lots under different ownerships (**Plan 4e**). The area would be subject to traffic noise impacts. It is considered that commercial use at the area would be more appropriate and would also encourage the development of commercial activities to meet the local needs for retail and commercial facilities.
- 4.8.2 It is proposed to rezone the area from “CDA” to “Commercial” (“C”) (about 0.37 ha). The development restrictions of the existing “C” zone are as follows:
 - (a) a maximum PR of 3.6; and
 - (b) a maximum BH of 12 storeys including carpark (36 m).

4.9 Item B

- 4.9.1 An area to the east of Fuk Hang Tsuen Road (about 1.24 ha) comprises mainly private land for donation to the Pok Oi Hospital for a proposed elderly care centre. This proposed development is one of the proposals submitted for consideration under the “Special Scheme on Privately Owned Sites for Welfare Uses”. The area is currently zoned “Residential (Group C)” (“R(C)”) and “Government, Institution or Community” (“G/IC”) and “Residential (Group D)” (“R(D)”) on the OZP. The “R(C)” zone is subject to a maximum PR of 0.4 and a maximum BH of 3 storeys (9 m) including car park. The “R(D)” zone is subject to a maximum PR of 0.2 and a maximum BH of 2 storeys (6 m). The area is mainly occupied by temporary vehicle parks for private vehicles, light goods vehicles and coaches, and a temporary site office (**Plan 4f**).
- 4.9.2 The proposed elderly care centre would include residential care home and day care centre for the elderly (**Plan 4f, Drawings A-1 and A-2**). The proposed facility is intended to provide about 1,400 elderly care places with ancillary facilities including rehabilitation and treatment. According to the indicative development scheme (**Drawing No. A-2**),

the proposed development would have a maximum GFA of 35,000 m² and a maximum BH of 50 mPD. The proposed building height of 50 mPD which is about 12m lower than The Sherwood (with a maximum building height of 61.13 mPD) to the west and about 12m higher than the elevated Kong Sham Western Highway (with a road surface at about 38 mPD) to the east is considered compatible with the surrounding environment.

4.9.3 To facilitate the proposed development of elderly care centre, it is proposed to rezone the area from “R(C)”, “G/IC” and “R(D)” to “Government, Institution or Community (1)” (“G/IC(1)”) with the following restrictions:

- (a) a maximum GFA of 35,000 m²; and
- (b) a maximum BH of 50 mPD.

4.9.4 Technical assessments including traffic impact assessment (TIA) (**Attachment VII**) and visual appraisal (photomontages) (**Drawings A-3a to A-3d**) were conducted. Relevant Government departments were consulted on the proposed scheme. The Assistant Commissioner for Transport/New Territories, Transport Department (AC for T/NT, TD) has no comment on the TIA. The Chief Town Planner/Urban Design and Landscape, Planning Department (CTP/UD&L, PlanD) comments that the proposed scheme is not expected to cause significant adverse visual impacts. To mitigate the noise impact arising from the close proximity with the Kong Sham Western Highway, the proposed development will provide central ventilation. No noise sensitive use with openable windows would be located facing the Kong Sham Western Highway. The Director of Environmental Protection (DEP) has no objection to the proposal and requires the project proponent to indicate the location(s) of the fresh air intake of central ventilation system for his reference. This issue could be addressed at detailed design stage.

4.10 Item C

4.10.1 An area, mainly beneath an elevated section of Kong Sham Western Highway, is about 5.27 ha. It is a piece of largely vacant Government land currently zoned “R(C)”, “R(D)” and “G/IC” on the OZP. A site beneath the elevated section of Kong Sham Western Highway near the junction of Castle Peak Road and Fuk Hang Tsuen Road is allocated to the Leisure and Cultural Services Department for a pet garden (**Plan 4g**).

4.10.2 Opportunity is taken to rezone the concerned land to an area shown as ‘Road’ to reflect the completed highway.

5. Provision of GIC Facilities and Open Space in Lam Tei and Yick Yuen Area

5.1 The provision of GIC facilities and open space within the planning scheme area of the Lam Tei and Yick Yuen OZP has been assessed. Based on a planned population of about 28,600 persons, the planned provision of major GIC

facilities is generally sufficient. There will be a surplus provision of local open space despite a shortfall of district open space (**Attachment V**). The shortfall of district open space could be met through sharing of district open space within the Tuen Mun District, where there is a surplus provision of about 50 ha of district open space.

- 5.2 There is a shortfall of about 7 kindergarten classrooms in the Lam Tei and Yick Yuen area. As kindergarten provision is premises-based, the classrooms could be incorporated in future development/redevelopment when opportunity arises. As for shortfalls of about 11 secondary school classrooms, there is a surplus of about 351 secondary school classrooms within the Tuen Mun New Town, which could make up the shortfall within Lam Tei and Yick Yuen area. There is a shortfall of about 164 hospital beds, but the provision of hospital beds is on a regional basis which would be addressed by the Hospital Authority.

6. Proposed Amendments to the Matters shown on the OZP

- 6.1 The proposed amendments to the approved OZP are shown on the draft OZP No. S/TM-LTY/6B at **Attachment II**. Details of the amendment items are as follows:

6.2 Item A1

Rezoning an area mainly occupied by The Sherwood to the west of Fuk Hang Tsuen Road from “CDA” to “Residential (Group B) 4” (“R(B)4”) (about 3.10 ha)

6.3 Item A2

Rezoning an area mainly occupied by Fuk Hang Tsuen Road Garden to the north of The Sherwood from “CDA” to “Open Space” (“O”) (about 0.75 ha)

6.4 Item A3

Rezoning an area abutting on Lam Tei Main Street to the south of The Sherwood from “CDA” to “Residential (Group B) 3” (“R(B)3”) (about 0.39 ha)

6.5 Item A4

Rezoning an area to the west of Fuk Hang Tsuen Road (about 0.46 ha) from “CDA” to “Residential (Group B) 3” (“R(B)3”)

6.6 Item A5

Rezoning an area abutting on Castle Peak Road – Lam Tei to the north of Mui Fat Buddhist Monastery from “CDA” to “Commercial” (“C”) (about 0.37 ha)

6.7 Item B

Rezoning an area to the east of Fuk Hang Tsuen Road from “R(C)”, “G/IC” and “R(D)” to “G/IC(1)” (about 1.24 ha)

6.8 Item C

Rezoning an area mainly beneath an elevated section of Kong Sham Western Highway from “R(C)”, “R(D)” and “G/IC” to an area shown as ‘Road’ (about 5.27 ha)

7. Proposed Amendments to the Notes of the OZP

- 7.1 The proposed amendments to the Notes of the OZP with additions in ***bold and italics*** and deletions in ‘~~crossed-out~~’ are at **Attachment III** for Members’ consideration. The proposed amendments are summarised below.
- 7.2 The Notes of the “R(B)” zone are amended to include the remarks for sub-area “R(B)4” to reflect the maximum domestic GFA, maximum non-domestic GFA and maximum BH restrictions as mentioned in paragraph 4.4.2 above.
- 7.3 The Notes of the “G/IC” zone are amended to include the remarks for sub-area “G/IC(1)” to reflect the maximum GFA and maximum BH restrictions as mentioned in paragraph 4.9.3 above. Provision for minor relaxation of the said restriction is also incorporated.
- 7.4 The Remarks of the Notes of the “CDA” zone to the west of Fuk Hang Tsuen Road are deleted.
- 7.5 Opportunity is also taken to revise the plot ratio/GFA/site coverage exemption clause to clarify the provision related to caretaker's quarters and recreation facilities in the Remarks of the Notes of the “CDA”, “R(B)”, “R(C)”, “R(D)” and “R(E)” zones.

8. Revision to the Explanatory Statement of the OZP

- 8.1 The Explanatory Statement (ES) of the OZP has been revised to take into account the proposed amendments as mentioned in the above paragraphs. Opportunity has also been taken to update the general information for the various land use zones to reflect the latest status and planning circumstances of the OZP.
- 8.2 The revised ES (with additions in ***bold and italics*** and deletions in ~~crossed-out~~) is at **Attachment IV** for Members’ consideration.

9. Plan Number

Upon exhibition for public inspection, the OZP will be renumbered as S/TM-LTY/7.

10. Consultation

Consultation with District Council

- 10.1 On 2.9.2014, the Tuen Mun District Council (TMDC) was consulted. The TMDC has no objection to the proposed amendments to OZP.
- 10.2 An extract of the minutes of the TMDC meeting is at **Attachment VI**.

Public Consultation

10.3 The TMDC will be consulted again on the proposed amendments during the statutory exhibition period of the draft Lam Tei and Yick Yuen OZP No. S/TM-LTY Y/6B (to be renumbered as S/TM-LTY Y/7 upon exhibition) under section 5 of the Ordinance. Members of the public can also submit representations on the OZP to the Board during the statutory exhibition period.

11. Decision Sought

Members are invited to:

- (a) agree that the proposed amendments to the approved Lam Tei and Yick Yuen OZP No. S/TM-LTY Y/6 and that the draft Lam Tei and Yick Yuen OZP No. S/TM-LTY Y/6B at **Attachment II** (to be renumbered as S/TM-LTY Y/7 upon exhibition) and its Notes at **Attachment III** are suitable for exhibition under section 5 of the Ordinance; and
- (b) adopt the revised ES at **Attachment IV** for the draft Lam Tei and Yick Yuen OZP No. S/TM-LTY Y/6B as an expression of the planning intentions and objectives of the Board for the various land use zones on the OZP and agree that the revised ES is suitable for exhibition together with the OZP.

12. Attachments

Attachment I	Approved Lam Tei and Yick Yuen OZP No. S/TM-LTY Y/6 (reduced scale)
Attachment II	Draft Lam Tei and Yick Yuen OZP No. S/TM-LTY Y/6B
Attachment III	Notes of the Draft Lam Tei and Yick Yuen OZP No. S/TM-LTY Y/6B
Attachment IV	Explanatory Statement of the Draft Lam Tei and Yick Yuen OZP No. S/TM-LTY Y/6B
Attachment V	Provision of GIC Facilities and Open Space in Lam Tei and Yick Yuen
Attachment VI	Extract of Minutes of the 18th Tuen Mun District Council Meeting held on 2.9.2014
Attachment VII	Traffic Impact Assessment of the Proposed Elderly Care Centre
Drawing A-1	Indicative Master Layout Plan of the Proposed Elderly Care Centre
Drawing A-2	Indicative Section Plan of the Proposed Elderly Care Centre
Drawings A-3a to A-3d	Visual Appraisal (Photomontages) of the Proposed Elderly Care Centre
Plans 1	Location Plan
Plans 2	Site Plans
Plans 3	Aerial Photos
Plans 4a to 4g	Site Photos



圖例
NOTATION

ZONES		地帶
COMMERCIAL	C	商業
COMPREHENSIVE DEVELOPMENT AREA	CDA	綜合發展區
RESIDENTIAL (GROUP B)	R(B)	住宅 (乙類)
RESIDENTIAL (GROUP C)	R(C)	住宅 (丙類)
RESIDENTIAL (GROUP D)	R(D)	住宅 (丁類)
RESIDENTIAL (GROUP E)	R(E)	住宅 (戊類)
VILLAGE TYPE DEVELOPMENT	V	鄉村式發展
GOVERNMENT, INSTITUTION OR COMMUNITY	GIC	政府、機構或社區
OPEN SPACE	O	休憩用地
OTHER SPECIFIED USES	OU	其他指定用途
GREEN BELT	GB	綠化地帶
CONSERVATION AREA	CA	自然保育區
COMMUNICATIONS		交通
WEST RAIL AND STATION (ELEVATED)		西鐵及車站 (高架)
LIGHT RAIL TRANSIT		輕鐵鐵路
MAJOR ROAD AND JUNCTION		主要道路及路口
ELEVATED ROAD		高架道路
MISCELLANEOUS		其他
BOUNDARY OF PLANNING SCHEME		規劃範圍界線
PETROL FILLING STATION	P F S	加油站

土地用途及面積一覽表
SCHEDULE OF USES AND AREAS

USES	大約面積及百分比 APPROXIMATE AREA & %		用途
	公頃 HECTARES	% 百分比	
COMMERCIAL	0.69	0.13	商業
COMPREHENSIVE DEVELOPMENT AREA	6.99	1.31	綜合發展區
RESIDENTIAL (GROUP B)	15.08	2.83	住宅 (乙類)
RESIDENTIAL (GROUP C)	17.54	3.30	住宅 (丙類)
RESIDENTIAL (GROUP D)	33.47	6.29	住宅 (丁類)
RESIDENTIAL (GROUP E)	11.56	2.17	住宅 (戊類)
VILLAGE TYPE DEVELOPMENT	102.78	19.32	鄉村式發展
GOVERNMENT, INSTITUTION OR COMMUNITY	9.07	1.70	政府、機構或社區
OPEN SPACE	2.47	0.46	休憩用地
OTHER SPECIFIED USES	29.66	5.57	其他指定用途
GREEN BELT	132.48	24.90	綠化地帶
CONSERVATION AREA	152.43	28.65	自然保育區
NULLAH	0.99	0.18	明渠
MAJOR ROAD ETC.	16.83	3.18	主要道路等
TOTAL PLANNING SCHEME AREA	532.12	100.00	規劃範圍總面積

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

行政委員會同行政會議於2006年3月14日 根據城市
規劃條例第9(1)(a)條核准的圖則
APPROVED BY THE CHIEF EXECUTIVE IN COUNCIL UNDER
SECTION 9(1)(a) OF THE TOWN PLANNING ORDINANCE ON
14 MARCH 2006

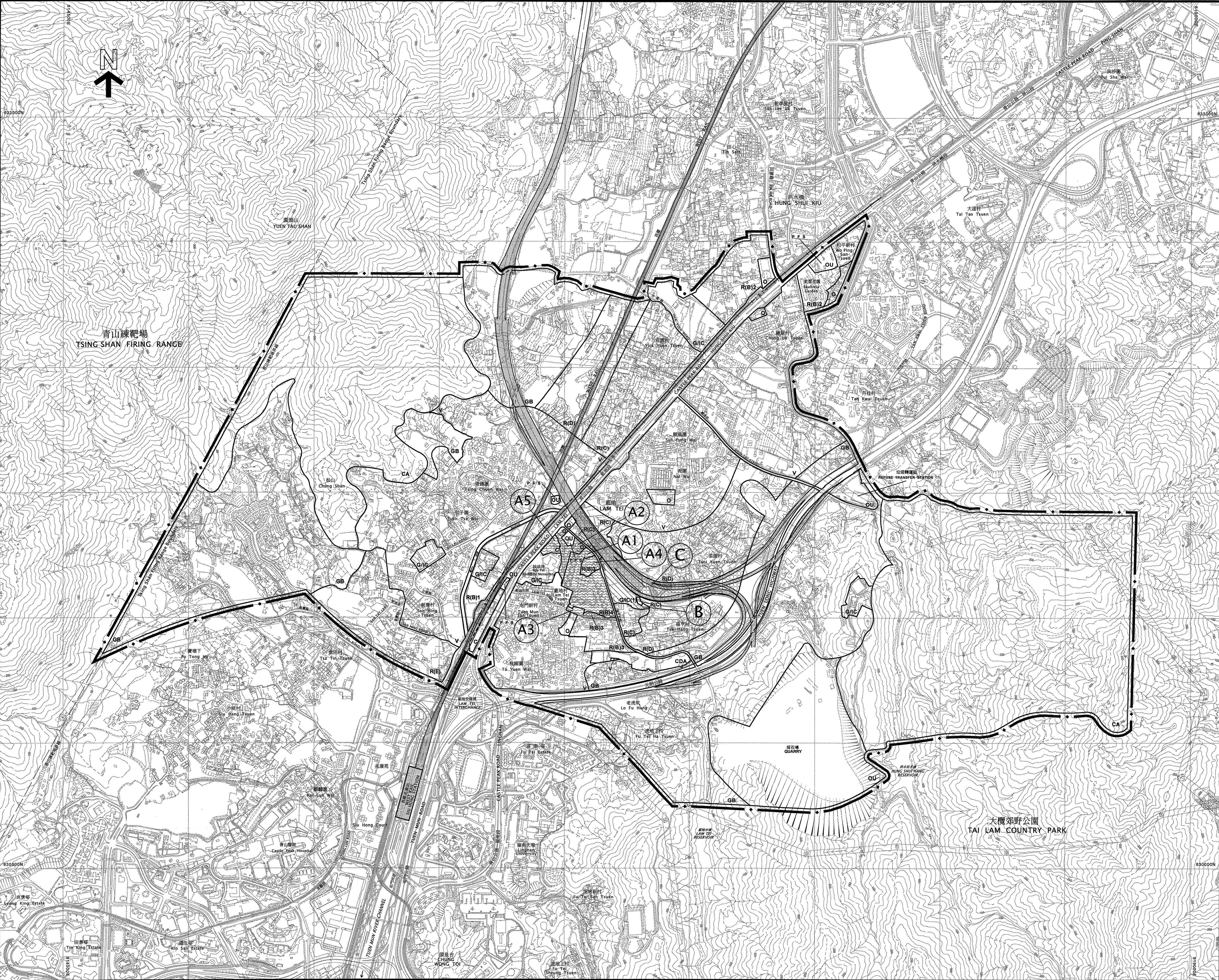
LAM Chik-ling, Tony 林植廷
CLERK TO THE EXECUTIVE COUNCIL 行政會議秘書

香港城市規劃委員會依據城市規劃條例擬備的藍地及亦園分區計劃大綱圖
TOWN PLANNING ORDINANCE, HONG KONG TOWN PLANNING BOARD
LAM TEI AND YICK YUEN - OUTLINE ZONING PLAN

SCALE 1:7500 比例尺
METRES 200 0 200 400 600 800 1000 METRES 米

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

圖則編號
PLAN No. S/TM-LTTY/6



圖例
NOTATION

ZONES		地帶
COMMERCIAL	C	商業
COMPREHENSIVE DEVELOPMENT AREA	CDA	綜合發展區
RESIDENTIAL (GROUP B)	R(B)	住宅（乙類）
RESIDENTIAL (GROUP C)	R(C)	住宅（丙類）
RESIDENTIAL (GROUP D)	R(D)	住宅（丁類）
RESIDENTIAL (GROUP E)	R(E)	住宅（戊類）
VILLAGE TYPE DEVELOPMENT	V	鄉村式發展
GOVERNMENT, INSTITUTION OR COMMUNITY	GIC	政府、機構或社區
OPEN SPACE	O	休憩用地
OTHER SPECIFIED USES	OU	其他指定用途
GREEN BELT	GB	綠化地帶
CONSERVATION AREA	CA	自然保育區
COMMUNICATIONS		交通
RAILWAY AND STATION (ELEVATED)		鐵路及車站（高架）
LIGHT RAIL		輕鐵
MAJOR ROAD AND JUNCTION		主要道路及路口
ELEVATED ROAD		高架道路
MISCELLANEOUS		其他
BOUNDARY OF PLANNING SCHEME		規劃範圍界線
PETROL FILLING STATION	P F S	加油站

土地用途及面積一覽表
SCHEDULE OF USES AND AREAS

USES	大約面積及百分率 APPROXIMATE AREA & %		用途
	公頃 HECTARES	% 百分率	
COMMERCIAL	1.06	0.20	商業
COMPREHENSIVE DEVELOPMENT AREA	1.91	0.36	綜合發展區
RESIDENTIAL (GROUP B)	19.01	3.57	住宅（乙類）
RESIDENTIAL (GROUP C)	14.88	2.80	住宅（丙類）
RESIDENTIAL (GROUP D)	30.38	5.71	住宅（丁類）
RESIDENTIAL (GROUP E)	11.56	2.17	住宅（戊類）
VILLAGE TYPE DEVELOPMENT	102.79	19.32	鄉村式發展
GOVERNMENT, INSTITUTION OR COMMUNITY	9.55	1.79	政府、機構或社區
OPEN SPACE	3.21	0.60	休憩用地
OTHER SPECIFIED USES	29.68	5.58	其他指定用途
GREEN BELT	132.48	24.90	綠化地帶
CONSERVATION AREA	152.43	28.65	自然保育區
NULLAH	0.99	0.19	明渠
MAJOR ROAD ETC.	22.19	4.16	主要道路等
TOTAL PLANNING SCHEME AREA	532.12	100.00	規劃範圍總面積

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

核准圖編號 S / T M - L T Y Y / 6 的修訂
AMENDMENTS TO APPROVED PLAN No. S/TM-LTTY/6

AMENDMENTS EXHIBITED UNDER SECTION 5
OF THE TOWN PLANNING ORDINANCE

按照城市規劃條例第 5 條
展示的修訂

AMENDMENT ITEMS A1,A2,A3,A4,A5		修訂項目 A 1、A 2、A 3、A 4、 A 5 項
AMENDMENT ITEM B		修訂項目 B 項
AMENDMENT ITEM C		修訂項目 C 項

（參看附表）
(SEE ATTACHED SCHEDULE)

按照城市規劃條例第 5 條展示的
核准圖編號 S/TM-LTTY/6 的修訂
AMENDMENTS TO APPROVED PLAN No. S/TM-LTTY/6 EXHIBITED
UNDER SECTION 5 OF THE TOWN PLANNING ORDINANCE ON

SECRETARY
TOWN PLANNING BOARD

城市規劃委員會秘書

香港城市規劃委員會依據城市規劃條例擬備的藍地及亦園分區計劃大綱圖
TOWN PLANNING ORDINANCE, HONG KONG TOWN PLANNING BOARD
LAM TEI AND YICK YUEN - OUTLINE ZONING PLAN

SCALE 1:7500 比例尺

米 METRES 200 0 200 400 600 800 1000 METRES 米

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

圖則編號
PLAN No. S/TM-LTTY/6B

**APPROVED DRAFT LAM TEI AND YICK YUEN
OUTLINE ZONING PLAN NO. S/TM-LTTY/6B**

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

NOTES

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

- (1) These Notes show the uses or developments on land falling within the boundaries of the Plan which are always permitted and which may be permitted by the Town Planning Board, with or without conditions, on application. Where permission from the Town Planning Board for a use or development is required, the application for such permission should be made in a prescribed form. The application shall be addressed to the Secretary of the Town Planning Board, from whom the prescribed application form may be obtained.
- (2) Any use or development which is always permitted or may be permitted in accordance with these Notes must also conform to any other relevant legislation, the conditions of the Government lease concerned, and any other Government requirements, as may be applicable.
- (3) No action is required to make the use of any land or building which was in existence immediately before the first publication in the Gazette of the notice of the draft development permission area plan conform to this Plan, provided such use has continued since it came into existence. Any material change of such use or any other development (except minor alteration and/or modification to the development of the land or building in respect of such use which is always permitted) must be always permitted in terms of the Plan or in accordance with a permission granted by the Town Planning Board.
- (4) A use or development of any land or building permitted under an earlier draft or approved plan including development permission area plan for the area and effected or undertaken during the effective period of that plan is always permitted under this Plan. Any material change of such use or any other development (except minor alteration and/or modification to the completed development of the land or building which is always permitted) must be always permitted in terms of the Plan or in accordance with a permission granted by the Town Planning Board.
- (5) Except to the extent that paragraph (3) or (4) applies, any use or development falling within the boundaries of the Plan and also within the boundaries of the draft development permission area plan, unless always permitted in terms of the Plan, shall not be undertaken or continued on or after the date of the first publication in the Gazette of the notice of the draft development permission area plan without permission from the Town Planning Board.
- (6) Except as otherwise specified by the Town Planning Board, when a use or material change of use is effected or a development or redevelopment is undertaken, as always permitted in terms of the Plan or in accordance with a permission granted by the Town Planning Board, all permissions granted by the Town Planning Board in respect of the site of the use or material change of use or development or redevelopment shall lapse.
- (7) Road junctions, alignment of roads and railway tracks, and boundaries between zones may be subject to minor adjustments as detailed planning proceeds.

- (8) The following uses or developments are always permitted on land falling within the boundaries of the Plan except (a) where the uses or developments are specified in Column 2 of the Notes of individual zones or (b) as provided in paragraph (9) in relation to areas zoned “Conservation Area”:
- (a) maintenance, repair or demolition of a building;
 - (b) provision, maintenance or repair of plant nursery, amenity planting, open space, rain shelter, refreshment kiosk, footpath, bus/public light bus/light rail stop or lay-by, cycle track, taxi rank, public utility pipeline, electricity mast, lamp pole, telephone booth, telecommunications radio base station, automatic teller machine and shrine;
 - (c) maintenance or repair of road, railway track, watercourse, nullah, sewer and drain;
 - (d) geotechnical works, local public works, road works, sewerage works, drainage works, environmental improvement works, marine related facilities and waterworks (excluding works on service reservoir) and such other public works co-ordinated or implemented by Government;
 - (e) rebuilding of New Territories Exempted House;
 - (f) replacement of an existing domestic building, i.e. a domestic building which was in existence on the date of the first publication in the Gazette of the notice of the draft development permission area plan, by a New Territories Exempted House; and
 - (g) provision, maintenance or repair of a grave of an indigenous New Territories villager or a locally based fisherman and his family members for which permission has been obtained from Government.
- (9) In areas zoned “Conservation Area”,
- (a) the following uses or developments are always permitted:
 - (i) maintenance or repair of plant nursery, amenity planting, sitting out area, rain shelter, refreshment kiosk, road, watercourse, nullah, public utility pipeline, electricity mast, lamp pole, telephone booth, shrine and grave;
 - (ii) geotechnical works, local public works, road works, sewerage works, drainage works, environmental improvement works, marine related facilities, waterworks (excluding works on service reservoir) and such other public works co-ordinated or implemented by Government; and
 - (iii) provision of amenity planting by Government; and
 - (b) the following uses or developments require permission from the Town Planning Board:

provision of plant nursery, amenity planting (other than by Government), sitting out area, rain shelter, refreshment kiosk, footpath, public utility pipeline, electricity mast, lamp pole, telephone booth and shrine.

- (10) In any area shown as 'Road', all uses or developments except those specified in paragraphs (8)(a) to (8)(d) and (8)(g) above and those specified below require permission from the Town Planning Board:

road, toll plaza, on-street vehicle park, railway station and railway track.

- (11) (a) Except in areas zoned "Conservation Area", temporary use or development of any land or building not exceeding a period of two months is always permitted provided that no site formation (filling or excavation) is carried out and that the use or development is a use or development specified below :

structures for carnivals, fairs, film shooting on locations, festival celebrations, religious functions or sports events.

- (b) Except as otherwise provided in paragraph (11)(a), and subject to temporary uses for open storage and port back-up purposes which are prohibited in areas zoned "Conservation Area", temporary use or development of any land or building not exceeding a period of three years requires permission from the Town Planning Board. Notwithstanding that the use or development is not provided for in terms of the Plan, the Town Planning Board may grant permission, with or without conditions, for a maximum period of three years, or refuse to grant permission.

- (c) Temporary use or development of land or building exceeding three years requires permission from the Town Planning Board in accordance with the terms of the Plan.

- (12) Unless otherwise specified, all building, engineering and other operations incidental to and all uses directly related and ancillary to the permitted uses and developments within the same zone are always permitted and no separate permission is required.

- (13) In these Notes, unless the context otherwise requires or unless as expressly provided below, terms used in the Notes shall have the meanings as assigned under section 1A of the Town Planning Ordinance.

"Existing building" means a building, including a structure, which is physically existing and is in compliance with any relevant legislation and the conditions of the Government lease concerned.

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

~~Approved~~**Draft** Lam Tei and Yick Yuen
Outline Zoning Plan No. S/TM-LTTY/6B

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COMMERCIAL

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Ambulance Depot Commercial Bathhouse/Massage Establishment Eating Place Educational Institution Exhibition or Convention Hall Government Use (not elsewhere specified) Hotel Information Technology and Telecommunications Industries Institutional Use (not elsewhere specified) Library Market Off-course Betting Centre Office Place of Entertainment Place of Recreation, Sports or Culture Private Club Public Clinic Public Convenience Public Transport Terminus or Station Public Utility Installation Public Vehicle Park (excluding container vehicle) Recyclable Collection Centre Religious Institution Rural Committee/Village Office School Shop and Services Social Welfare Facility Training Centre Utility Installation for Private Project Wholesale Trade	Broadcasting, Television and/or Film Studio Flat Government Refuse Collection Point Hospital House (other than rebuilding of New Territories Exempted House or replacement of existing domestic building by New Territories Exempted House permitted under the covering Notes) Petrol Filling Station Residential Institution

Planning Intention

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

(Please see next page)

COMMERCIAL (Cont'd)Remarks

- (a) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 3.6 and a maximum building height of 12 storeys including car park (36m), or the plot ratio and height of the building which was in existence on the date of the first publication in the Gazette of the notice of the draft development permission area plan, whichever is the greater.
- (b) In determining the maximum plot ratio for the purposes of paragraph (a) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.
- (c) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio and building height restrictions stated in paragraph (a) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

COMPREHENSIVE DEVELOPMENT AREA

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
	Eating Place Educational Institution Flat Government Refuse Collection Point Government Use (not elsewhere specified) House (other than rebuilding of New Territories Exempted House or replacement of existing domestic building by New Territories Exempted House permitted under the covering Notes) Institutional Use (not elsewhere specified) Library Market Off-course Betting Centre Office Place of Entertainment Place of Recreation, Sports or Culture Private Club Public Clinic Public Convenience Public Transport Terminus or Station Public Utility Installation Public Vehicle Park (excluding container vehicle) Recyclable Collection Centre Religious Institution Residential Institution Rural Committee/Village Office School Shop and Services Social Welfare Facility Utility Installation for Private Project

Planning Intention

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

(Please see next page)

COMPREHENSIVE DEVELOPMENT AREA (Cont'd)Remarks

- (a) Pursuant to section 4A(2) of the Town Planning Ordinance, and except as otherwise expressly provided that it is not required by the Town Planning Board, an applicant for permission for development on land designated "Comprehensive Development Area" shall prepare a Master Layout Plan for the approval of the Town Planning Board and include therein the following information:
- (i) the area of the proposed land uses, the nature, position, dimensions, and heights of all buildings to be erected in the area;
 - (ii) the proposed total site area and gross floor area for various uses, total number of flats and flat size, where applicable;
 - (iii) the details and extent of Government, institution or community (GIC) and recreational facilities, public transport and parking facilities, and open space to be provided within the area;
 - (iv) the alignment, widths and levels of any roads proposed to be constructed within the area;
 - (v) the landscape and urban design proposals within the area;
 - (vi) programmes of development in detail;
 - (vii) an environmental assessment report to examine any possible environmental problems that may be caused to or by the proposed development during and after construction and the proposed mitigation measures to tackle them;
 - (viii) a drainage and sewerage impact assessment report to examine any possible drainage and sewerage problems that may be caused by the proposed development and the proposed mitigation measures to tackle them;
 - (ix) a traffic impact assessment report to examine any possible traffic problems that may be caused by the proposed development and the proposed mitigation measures to tackle them; and
 - (x) such other information as may be required by the Town Planning Board.
- (b) The Master Layout Plan should be supported by an explanatory statement which contains an adequate explanation of the development proposal, including such information as land tenure, relevant lease conditions, existing conditions of the site, the character of the site in relation to the surrounding areas, principles of layout design, major development parameters, design population, types of GIC facilities, and recreational and open space facilities.

(Please see next page)

COMPREHENSIVE DEVELOPMENT AREA (Cont'd)Remarks (cont'd)

- ~~(e)~~ On land designated “Comprehensive Development Area” to the west of Fuk Hang Tsuen Road near Lam Tei Tsuen, no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum domestic plot ratio of 2.0, a maximum non-domestic plot ratio of 0.11 and a maximum building height of 15 storeys excluding car park (45m).
- (d)(c) On land designated “Comprehensive Development Area” to the north of Yuen Long Highway near Fuk Hang Tsuen, no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 0.54 and a maximum building height of 6 storeys over single-storey car park.
- (e)(d) In determining ~~the maximum domestic and non-domestic plot ratios for the purposes of paragraph (e) above and the maximum plot ratio for the purpose of paragraph (d)~~ above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room, caretaker's office, ~~or and~~ caretaker's quarters; ~~or and~~ recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded. Any floor space that is constructed or intended for use solely as Government, institution or community facilities, as required by the Government, may also be disregarded.
- (f)(e) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio and building height restrictions stated in paragraphs (c) ~~and (d)~~ above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

RESIDENTIAL (GROUP B)

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

Planning Intention

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

(Please see next page)

RESIDENTIAL (GROUP B) (Cont'd)Remarks

- (a) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum plot ratio, site coverage and building height specified below, or the plot ratio, site coverage and height of the building which was in existence on the date of the first publication in the Gazette of the notice of the draft development permission area plan, whichever is the greater.

<u>Maximum Building Height</u>				
<u>Sub-area</u>	<u>Maximum Plot Ratio</u>	<u>Maximum Site Coverage</u>	<u>No. of Storeys</u>	<u>Building Height</u>
R(B)1	1.0	40%	4 storeys over single-storey car park	15m
R(B)2	1.26	40%	6 storeys over single-storey car park	21m
R(B)3	2.1	40%	12 storeys excluding car park	36m (excluding car park)

- (b) *On land designated “R(B)4”, no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in breach of the following restrictions, or the plot ratio, site coverage and height of the building which was in existence on the date of the first publication in the Gazette of the notice of the draft development permission area plan, whichever is the greater:*

Restrictions

“R(B)4” *A maximum domestic gross floor area (GFA) of 74,947 m².
A maximum non-domestic GFA of 3,859 m².
A maximum building height of 62 mPD.*

- (c) In determining the maximum plot ratio/**GFA** and site coverage for the purposes of paragraphs (a) **and** (b) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room, caretaker's office, **or** ~~and~~ caretaker's quarters, ~~or~~ **and** recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.
- (d) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio/**GFA**, site coverage and building height restrictions stated in paragraphs (a) **and** (b) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

RESIDENTIAL (GROUP C)

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

Planning Intention

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

(Please see next page)

RESIDENTIAL (GROUP C) (Cont'd)Remarks

- (a) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 0.4 and a maximum building height of 3 storeys (9m) including car park, or the plot ratio, site coverage and height of the building which was in existence on the date of the first publication in the Gazette of the notice of the draft development permission area plan, whichever is the greater.
- (b) In determining the maximum plot ratio for the purposes of paragraph (a) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room, caretaker's office, ~~or~~~~and~~ caretaker's quarters; ~~or~~~~and~~ recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.
- (c) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio and building height restrictions stated in paragraph (a) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

RESIDENTIAL (GROUP D)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Agricultural Use Government Use (Police Reporting Centre, Post Office only) House (Redevelopment; Addition, Alteration and/or Modification to existing house only) On-Farm Domestic Structure Rural Committee/Village Office	Eating Place Flat Government Refuse Collection Point Government Use (not elsewhere specified) # House (not elsewhere specified) Institutional Use (not elsewhere specified) # Library Market Petrol Filling Station Place of Recreation, Sports or Culture Public Clinic Public Convenience Public Transport Terminus or Station Public Utility Installation # Public Vehicle Park (excluding container vehicle) Recyclable Collection Centre Religious Institution # Residential Institution # School # Shop and Services Social Welfare Facility # Utility Installation for Private Project

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

Eating Place
Library
School
Shop and Services

Planning Intention

This zone is intended primarily for improvement and upgrading of existing temporary structures within the rural areas through redevelopment of existing temporary structures into permanent buildings. It is also intended for low-rise, low-density residential developments subject to planning permission from the Town Planning Board.

(Please see next page)

RESIDENTIAL (GROUP D) (Cont'd)Remarks

- (a) No addition, alteration and/or modification to or in-situ redevelopment of an existing temporary structure or an existing building (except to 'New Territories Exempted House' or to those annotated with #) shall result in a total development and/or redevelopment in excess of a maximum building area of 37.2m² and a maximum building height of 2 storeys (6m), or the building area and height of the building which was in existence on the date of the first publication in the Gazette of the notice of the draft development permission area plan, whichever is the greater.
- (b) No development including redevelopment for 'Flat' and 'House' uses, other than those to which paragraph (a) above shall apply, shall result in a development and/or redevelopment in excess of a maximum plot ratio of 0.2 and a maximum building height of 2 storeys (6m).
- (c) In determining the maximum plot ratio for the purposes of paragraph (b) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room, caretaker's office, ~~or~~**and** caretaker's quarters, ~~or~~**and** recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.
- (d) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio and building height restrictions stated in paragraph (b) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

RESIDENTIAL (GROUP E)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
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Schedule I: for open-air development or for building other than industrial building

Ambulance Depot	Eating Place
Government Use (Police Reporting Centre, Post Office only)	Educational Institution
Rural Committee/Village Office	Flat
Utility Installation for Private Project	Government Refuse Collection Point
	Government Use (not elsewhere specified)
	House (other than rebuilding of New Territories Exempted House or replacement of existing domestic building by New Territories Exempted House permitted under the covering Notes)
	Institutional Use (not elsewhere specified)
	Library
	Market
	Office
	Petrol Filling Station
	Place of Entertainment
	Place of Recreation, Sports or Culture
	Private Club
	Public Clinic
	Public Convenience
	Public Transport Terminus or Station
	Public Utility Installation
	Public Vehicle Park (excluding container vehicle)
	Recyclable Collection Centre
	Religious Institution
	Residential Institution
	School
	Shop and Services
	Social Welfare Facility
	Training Centre

Schedule II: for existing industrial development

Eating Place (Canteen only)	Office
Government Refuse Collection Point	Petrol Filling Station
Government Use (not elsewhere specified)	Public Convenience
Public Utility Installation	Public Vehicle Park (excluding container vehicle)
Recyclable Collection Centre	Shop and Services (ground floor only)
Rural Workshop	Vehicle Repair Workshop
Utility Installation for Private Project	Wholesale Trade
Warehouse (excluding Dangerous Goods Godown)	

(Please see next page)

RESIDENTIAL (GROUP E) (Cont'd)Planning Intention

This zone is intended primarily for phasing out of existing industrial uses through redevelopment for residential use on application to the Town Planning Board. Whilst existing industrial uses will be tolerated, new industrial developments are not permitted in order to avoid perpetuation of industrial/residential interface problem.

Remarks

- (a) No new development (except 'New Territories Exempted House') shall exceed a maximum plot ratio of 1.0, a maximum site coverage of 40% and a maximum building height of 4 storeys over single-storey car park (15m).
- (b) No addition, alteration and/or modification to or redevelopment of an existing building (except redevelopment to 'New Territories Exempted House') shall exceed the plot ratio, site coverage and building height restrictions stated in paragraph (a) above, or the plot ratio, site coverage and height of the building which was in existence on the date of the first publication in the Gazette of the notice of the draft development permission area plan, whichever is the greater, subject to redevelopment to the plot ratio in the latter restriction shall be permitted only if the existing building is a domestic building.
- (c) In determining the maximum plot ratio and site coverage for the purposes of paragraphs (a) and (b) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room, caretaker's office, ~~or~~ and caretaker's quarters; ~~or~~ and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.
- (d) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio, site coverage and building height restrictions stated in paragraphs (a) and (b) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

VILLAGE TYPE DEVELOPMENT

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

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

Eating Place
Library
School
Shop and Services

(Please see next page)

VILLAGE TYPE DEVELOPMENT (Cont'd)Planning Intention

The planning intention of this zone is to reflect existing recognized and other villages, and to provide land considered suitable for village expansion and reprovisioning of village houses affected by Government projects. Land within this zone is primarily intended for development of Small Houses by indigenous villagers. It is also intended to concentrate village type development within this zone for a more orderly development pattern, efficient use of land and provision of infrastructures and services. Selected commercial and community uses serving the needs of the villagers and in support of the village development are always permitted on the ground floor of a New Territories Exempted House. Other commercial, community and recreational uses may be permitted on application to the Town Planning Board.

Remarks

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

GOVERNMENT, INSTITUTION OR COMMUNITY

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Ambulance Depot Animal Quarantine Centre (in Government building only) Broadcasting, Television and/or Film Studio Cable Car Route and Terminal Building Eating Place (Canteen, Cooked Food Centre only) Educational Institution Exhibition or Convention Hall Field Study/Education/Visitor Centre Government Refuse Collection Point Government Use (not elsewhere specified) Hospital Institutional Use (not elsewhere specified) Library Market Place of Recreation, Sports or Culture Public Clinic Public Convenience Public Transport Terminus or Station Public Utility Installation Public Vehicle Park (excluding container vehicle) Recyclable Collection Centre Religious Institution Research, Design and Development Centre Rural Committee/Village Office School Service Reservoir Social Welfare Facility Training Centre Wholesale Trade	Animal Boarding Establishment Animal Quarantine Centre (not elsewhere specified) Columbarium Correctional Institution Crematorium Driving School Eating Place (not elsewhere specified) Firing Range Flat Funeral Facility Helicopter Fuelling Station Helicopter Landing Pad Holiday Camp Hotel House (other than rebuilding of New Territories Exempted House or replacement of existing domestic building by New Territories Exempted House permitted under the covering Notes) Off-course Betting Centre Office Petrol Filling Station Place of Entertainment Private Club Radar, Telecommunications Electronic Microwave Repeater, Television and/or Radio Transmitter Installation Refuse Disposal Installation (Refuse Transfer Station only) Residential Institution Sewage Treatment/Screening Plant Shop and Services Utility Installation for Private Project Zoo

Planning Intention

This zone is intended primarily for the provision of Government, institution or community facilities serving the needs of the local residents and/or a wider district, region or the territory. It is also intended to provide land for uses directly related to or in support of the work of the Government, organizations providing social services to meet community needs, and other institutional establishments.

(Please see next page)

GOVERNMENT, INSTITUTION OR COMMUNITY (Cont'd)**Remarks**

- (a) *On land designated "Government, Institution or Community (1)", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum gross floor area (GFA) of 35,000 m² and a maximum building height of 50 mPD, or the GFA and height of the building which was in existence on the date of the first publication in the Gazette of the notice of the draft development permission area plan, whichever is the greater.*
- (b) *Based on the individual merits of a development or redevelopment proposal, minor relaxation of the GFA and building height restrictions stated in paragraph (a) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.*

OPEN SPACE

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

Planning Intention

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

OTHER SPECIFIED USES

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

Quarry

Government Use
Public Utility InstallationPlanning Intention

This zone is intended primarily for quarry use.

For “Refuse Transfer Station” onlyPublic Utility Installation
Refuse Transfer Station

Government Use

Planning Intention

This zone is intended primarily for the provision of refuse transfer station.

For “Petrol Filling Station” only

Petrol Filling Station

Government Use
Public Utility InstallationPlanning Intention

This zone is intended primarily for the provision of petrol filling station.

GREEN BELT

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Agricultural Use Barbecue Spot Government Use (Police Reporting Centre only) Nature Reserve Nature Trail On-Farm Domestic Structure Picnic Area Public Convenience Tent Camping Ground Wild Animals Protection Area	Animal Boarding Establishment Broadcasting, Television and/or Film Studio Burial Ground Columbarium (within a Religious Institution or extension of existing Columbarium only) Crematorium (within a Religious Institution or extension of existing Crematorium only) Field Study/Education/Visitor Centre Firing Range Flat Golf Course Government Refuse Collection Point Government Use (not elsewhere specified) Helicopter Landing Pad Holiday Camp House (other than rebuilding of New Territories Exempted House or replacement of existing domestic building by New Territories Exempted House permitted under the covering Notes) Petrol Filling Station Place of Recreation, Sports or Culture Public Transport Terminus or Station Public Utility Installation Public Vehicle Park (excluding container vehicle) Radar, Telecommunications Electronic Microwave Repeater, Television and/or Radio Transmitter Installation Religious Institution Residential Institution Rural Committee/Village Office School Service Reservoir Social Welfare Facility Utility Installation for Private Project Zoo

Planning Intention

The planning intention of this zone is primarily for defining the limits of urban and sub-urban development areas by natural features and to contain urban sprawl as well as to provide passive recreational outlets. There is a general presumption against development within this zone.

(Please see next page)

GREEN BELT (Cont'd)Remarks

Any filling of land or excavation of land, including that to effect a change of use to any of those specified in Columns 1 and 2 above or the uses or developments always permitted under the covering Notes (except public works co-ordinated or implemented by Government, and maintenance, repair or rebuilding works), shall not be undertaken or continued on or after the date of the first publication in the Gazette of the notice of the draft Lam Tei and Yick Yuen Outline Zoning Plan No. S/TM-LTYY/5 without the permission from the Town Planning Board under section 16 of the Town Planning Ordinance.

CONSERVATION AREA

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Agricultural Use (other than Plant Nursery)	Barbecue Spot
Nature Reserve	Field Study/Education/Visitor Centre
Nature Trail	Government Refuse Collection Point
On-Farm Domestic Structure	Government Use (not elsewhere specified)
Picnic Area	Holiday Camp
Wild Animals Protection Area	House (Redevelopment only)
	Public Convenience
	Public Utility Installation
	Radar, Telecommunications Electronic Microwave Repeater, Television and/or Radio Transmitter Installation
	Tent Camping Ground
	Utility Installation for Private Project

Planning Intention

This zoning is intended to protect and retain the existing natural landscape, ecological or topographical features of the area for conservation, educational and research purposes and to separate sensitive natural environment such as Country Park from the adverse effects of development.

There is a general presumption against development in this zone. In general, only developments that are needed to support the conservation of the existing natural landscape or scenic quality of the area or are essential infrastructure projects with overriding public interest may be permitted.

Remarks

- (a) No redevelopment, including alteration and/or modification, of an existing house shall result in a total redevelopment in excess of the plot ratio, site coverage and height of the house which was in existence on the date of the first publication in the Gazette of the notice of the draft development permission area plan.
- (b) Any filling of land or excavation of land, including that to effect a change of use to any of those specified in Columns 1 and 2 above or the uses or developments always permitted under the covering Notes, shall not be undertaken or continued on or after the date of the first publication in the Gazette of the notice of the draft Lam Tei and Yick Yuen Outline Zoning Plan No. S/TM-LTYT/4 without the permission from the Town Planning Board under section 16 of the Town Planning Ordinance.

APPROVEDDRAFT LAM TEI AND YICK YUEN OUTLINE ZONING PLAN
NO. S/TM-LTYT/6B

EXPLANATORY STATEMENT

EXPLANATORY STATEMENT

Approved ~~DRAFT~~ LAM TEI AND YICK YUEN OUTLINE ZONING PLAN NO. S/TM-LTTY/6B

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**~~APPROVED~~DRAFT LAM TEI AND YICK YUEN OUTLINE ZONING PLAN NO.
S/TM-LTY Y/6B**

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

EXPLANATORY STATEMENT

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

1. INTRODUCTION

This Explanatory Statement is intended to assist an understanding of the ~~approved~~***draft*** Lam Tei and Yick Yuen Outline Zoning Plan (OZP) No. S/TM-LTY Y/6B. It reflects the planning intentions and objectives of the Town Planning Board (the Board) for various land-use zonings of the Plan.

2. AUTHORITY FOR THE PLAN AND PROCEDURE

- 2.1 The land within the Lam Tei and Yick Yuen OZP was previously included in the draft Lam Tei and Yick Yuen Development Permission Area (DPA) Plan No. DPA/TM-LTY Y/1 which was exhibited for public inspection under section 5 of the Town Planning Ordinance (the Ordinance) on 18 June 1993.
- 2.2 On 30 April 1996, the draft Lam Tei and Yick Yuen DPA Plan No. DPA/TM-LTY Y/1 was approved by the then Governor in Council under section 9(1)(a) of the Ordinance.
- 2.3 On 13 March 1995, under the power delegated by the then Governor, the then Secretary for Planning, Environment and Lands, directed the Board, under section 3(1)(a) of the Ordinance, to prepare an OZP for the area of Lam Tei and Yick Yuen.
- 2.4 On 7 June 1996, the draft Lam Tei and Yick Yuen OZP No. S/TM-LTY Y/1 was exhibited for public inspection under section 5 of the Ordinance. The OZP was subsequently amended under section 7 of the Ordinance on 6 August 1999 to reflect the changing circumstances.
- 2.5 On 23 May 2000, the Chief Executive in Council (CE in C), under section 9(1)(a) of the Ordinance, approved the draft Lam Tei and Yick Yuen OZP which was subsequently renumbered as S/TM-LTY Y/3.
- 2.6 On 16 December 2003, the CE in C referred the approved Lam Tei and Yick Yuen OZP No. S/TM-LTY Y/3 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. The reference back of the OZP was notified in the Gazette on 24 December 2003 under section 12(2) of the Ordinance.
- 2.7 On 4 June 2004, the draft Lam Tei and Yick Yuen OZP No. S/TM-LTY Y/4, ~~incorporating amendments to the Notes of the Plan mainly in accordance with the revised Master Schedule of Notes to Statutory Plans endorsed by the Board,~~ was

~~exhibited for public inspection under section 5 of the Ordinance. The alignment of the Deep Bay Link, and the widening of Yuen Long Highway between Lam Tei and Shap Pat Heung Interchange (section between Lam Tei & Tan Kwai Tsuen) authorized by the CE in C under the Roads (Works, Use and Compensation) Ordinance and deemed to be approved under the Town Planning Ordinance has been incorporated in the Plan for information. During the exhibition period, one valid objection was received. Upon consideration, the Board decided not to propose amendment to the OZP to meet the objection. The objection was not withdrawn.~~

- 2.8 On 15 April 2005, the draft Lam Tei and Yick Yuen OZP No. S/TM-LTYT/5, ~~incorporating mainly amendments to the Notes for the “Green Belt” zone to include control on filling of land and excavation of land and an amendment to the definition of “existing building” in the covering Notes,~~ was exhibited for public inspection under section 7 of the Ordinance. ~~No objection was received during the exhibition period.~~
- 2.9 On 14 March 2006, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Lam Tei and Yick Yuen OZP, which was subsequently renumbered as S/TM-LTYT/6. On 24 March 2006, the approved Lam Tei and Yick Yuen OZP No. S/TM-LTYT/6 ~~(the Plan)~~ was exhibited under section 9(5) of the Ordinance.
- 2.10 *On 8 July 2014, the CE in C referred the approved Lam Tei and Yick Yuen OZP No. S/TM-LTYT/6 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. The reference back of the OZP was notified in the Gazette on 18 July 2014 under section 12(2) of the Ordinance.*
- 2.11 *On _____ 2014, the draft Lam Tei and Yick Yuen OZP No. S/TM-LTYT/7 (the Plan) was exhibited for public inspection under section 5 of the Ordinance. The Plan incorporated the amendments on rezoning an area to the west of Fuk Hang Tsuen Road from “Comprehensive Development Area” (“CDA”) to “Residential (Group B) 4” to reflect a completed development (The Sherwood), to “Open Space” to reflect the completed Fuk Hang Tsuen Road Garden, and the remaining parts of the “CDA” to “R(B)3” and “C” respectively; rezoning an area to the east of Fuk Hang Tseun Road from “Residential (Group C)” (“R(C)”), “Government, Institution or Community” (“G/IC”) and “Residential (Group D)” (“R(D)”) to “G/IC(1)”; and rezoning an area mainly beneath an elevated section of Kong Sham Western Highway from “R(C)”, “R(D)” and “G/IC” to an area shown as ‘Road’; and corresponding amendments to the Notes of the Plan.*

3. OBJECT OF THE PLAN

- 3.1 The object of the Plan is to indicate the broad land-use zonings for the Lam Tei and Yick Yuen area so that development and redevelopment within the area can be put under statutory planning control. It also provides the planning framework for preparing more detailed non-statutory plans which form the basis for public works planning and site reservation for various uses.

- 3.2 The Plan is to illustrate the broad principles of development and control only. It is a small-scale plan and the road alignments and boundaries between the land-use zones may be subject to minor adjustments as detailed planning proceeds.
- 3.3 The boundary of the area is delineated having regard to physical and topographical features such as roads, drainage channels and hills. Therefore, the area boundary does not necessarily follow the Heung boundaries which are used for administration purpose only. Also, the name of the Plan is geographical in nature and would not cause implications on development rights, particularly Small House applications.

4. NOTES OF THE PLAN

- 4.1 Attached to the Plan is a set of Notes which shows the types of uses or developments which are always permitted within the area and in particular zones and which may be permitted by the Board, with or without conditions, on application. The provision for application for planning permission under section 16 of the Ordinance allows greater flexibility in land use planning and control of development to meet changing needs.
- 4.2 For the guidance of the general public, a set of definitions that explains some of the terms used in the Notes may be obtained from the Technical Services Division of the Planning Department and can be downloaded from the Board's website at <http://www.info.gov.hk/tpb>.

5. THE PLANNING SCHEME AREA

- 5.1 The Planning Scheme Area (the Area) is about 532 ha. It is located in the south-western part of the North West New Territories (NWNT). It is bounded by Hung Shui Kiu and Yuen Tau Shan in the north, Tan Kwai Tsuen in the north-east, Tai Lam Country Park in the east, the Tsing Shan Firing Range in the west, Fu Tai Estate, Tze Tin Tsuen and Po Tong Ha in the south. The boundary of the Area is shown in a heavy broken line on the Plan.
- 5.2 The Area is situated to the north of Tuen Mun New Town. It extends northwards to the edge of Hung Shui Kiu and is characterised by a land-use pattern which is a mixture of industrial workshops and residential dwellings. Traditional villages and agricultural land uses, ~~both arable and livestock~~, exist side by side with squatter housing and industrial workshops in temporary structures. The existing road networks in the Area comprise Castle Peak Road and several other minor roads branching off from it. Yuen Long Highway and the ~~future Deep Bay Link~~ **Kong Sham Western Highway** traverse the Area from the north-*east* to south-*west*, and from the north-west to south-~~west-east~~ respectively.
- 5.3 ~~Several buildings/structures of historical significance and architectural merits are located within the Area. These buildings are worthy of preservation and thus any developments affecting them should be avoided as far as possible. They include Nai Wai Walled Village, Sun Fung Wai Walled Village, Tao Ancestral~~

~~Hall and Sam Shing Kung in Tuen Tze Wai and the Miu Fat Buddhist Monastery. The Fu Tei Ha, Nai Wai, San Hing Tsuen, Tsing Chuen Wai and Tuen Tsz Wai Archaeological Sites fall within the Area. Prior consultation with the Antiquities and Monuments Office is required for any development proposals which might affect these archaeological sites and their immediate environs.~~

- 5.43 In recognition of the traditional burial right of the indigenous villagers, the existing burial grounds in the Area have been preserved.
- 5.54 The present conditions in the Area are unsatisfactory because of the proliferation of container storage and other non-compatible uses, poor vehicular access, stream pollution and general visual squalor and urban sprawl.

6. POPULATION

- 6.1 According to the ~~2001~~**2011** census, the population of the Area was about ~~16,320~~**24,200** persons. The population concentrates **along Fuk Hang Tsuen Road**, in and around nine recognized villages in the Area including Chung Uk Tsuen, Sun Fung Wai, Nai Wai, Tsing Chuen Wai, Tuen Tsz Wai, San Hing Tsuen, Lam Tei Tsuen, Tuen Mun San Tsuen (also known as Lam Tei San Tsuen) and To Yuen Wai as well as the non-indigenous villages such as Yick Yuen Tsuen, Tsoi Yuen Tsuen, Fuk Hang Tsuen and Fu Tei Ha Tsuen.
- 6.2 Apart from usual natural growth in the existing villages, future expansion of population of the Area will be concentrated in the areas zoned for residential use along Castle Peak Road and ~~within the local centre in Lam Tei areas~~ to the north-east **and north-west** of Lam Tei Interchange. It is estimated that the planned population for the Area would be about ~~38,360~~**28,600 persons**. There is no definite programme for this anticipated level of population built-up and the planned population growth and distribution will be for long-term consideration.

7. OPPORTUNITIES AND CONSTRAINTS

7.1 Opportunities

- 7.1.1 The completion of Route 3, the New Territories Circular Road, Yuen Long Highway, the West Rail and the Light Rail ~~Transit (LRT)~~-network has improved the accessibility of the Area. The ~~proposed Deep Bay Link~~**Kong Sham Western Highway** provides a strategic road link for the Area. The Siu Hong Station of the West Rail is in close proximity to the southern boundary of the Area. This increases the development potential and provides opportunities for comprehensive development in the Lam Tei and Yick Yuen area.
- 7.1.2 According to the Agriculture, Fisheries and Conservation Department, ~~agricultural land in Lam Tei and Yick Yuen is categorized as “good quality” in the “Categorization of Agricultural Land”.~~ ~~A~~**a** few pockets of agricultural land in the Area are still under active cultivation and they are mainly confined to market gardening.

7.2 Constraints

- 7.2.1 ~~There are two sewerage projects proposed for the Lam Tei area. One was recommended under Tuen Mun Sewerage Master Plan (SMP) in 1993 and another one was recommended in the Tuen Mun SMP Review in 2003. The implementation programmes of the sewerage projects for the Lam Tei area are under review.~~ ***There is a proposed sewerage project, including construction of village sewerage along Lam Tei Main Street, for the Lam Tei area. Subject to availability of land and fund, the project will tentatively commence in early 2015 and complete in late 2019.*** As for drainage projects, the Widening of Drainage Channel at Tan Kwai Tsuen was completed in mid-2004. The Drainage Improvement Works in Tuen Mun, Package B in Nai Wai ~~will commence in mid-2006 and was completed in late-2008~~ ***May 2012.*** Before the basic infrastructure is completed, only low density and small-scale developments can be permitted subject to the provision of satisfactory arrangements for water supply, sewerage, drainage, flood mitigation and access facilities.
- 7.2.2 The West Rail alignment, the Light Rail alignment and the ~~Deep Bay Link (under construction)~~ ***Kong Sham Western Highway*** in the Area pose constraints to the developments along their alignments in terms of vehicular/pedestrian access and environmental impact. Mitigation measures will be required when nearby development proceeds.
- 7.2.3 There is an existing 400kV overhead power line running along the southern boundary of the Area. Furthermore, the alignment of the integral part of the Black Point 400kV Transmission System from Black Point to Sha Tin, runs across from Yick Yuen in the west passing through a narrow area between Chung Uk Tsuen and Sun Fung Wai to the east of the Area. According to the Hong Kong Planning Standards and Guidelines (HKPSG), only low-rise development can be allowed within the 50 metres wayleave corridor of the 400kV overhead power lines. Therefore, land-use designation on the OZP has to take account of this constraint.
- 7.2.4 There are nine recognized villages in the Area and ~~sufficient land has to be reserved for expansion of the existing recognized villages to meet the demand for the foreseeable future~~ ***to meet the forecasted Small House demand.***
- 7.2.5 The potential suburban development area in Lam Tei and Yick Yuen should be confined to the plain area. The steep slopes of the Tsing Shan Firing Range and the Tai Lam Country Park are more suitable for conservation purposes.
- 7.2.6 ***The petrol filling station at Fuk Hang Tsuen Road is also a liquefied petroleum gas (LPG) filling station. The LPG filling station is regarded as a notifiable gas installation subject to the control of the Gas Safety Ordinance (Cap. 51). For developments in close proximity to the LPG filling station, the respective developers should conduct a***

detailed quantitative risk assessment to ascertain the risk levels posed by the LPG filling station and implement mitigation measures identified in the assessment to comply with the Government Risk Guidelines stated in the Hong Kong Planning Standards and Guidelines.

8. GENERAL PLANNING INTENTION

8.1 The Area is situated along the Tuen Mun and Yuen Long Corridor close to the Tuen Mun New Town. It extends northwards from the northern fringe of Tuen Mun New Town to Hung Shui Kiu. Due to its geographical location and transport network, the general planning intention is to develop the Area for suburban development between the two existing urban centres of Tuen Mun New Town and Yuen Long Town. Castle Peak Road, the West Rail and the ~~LRT~~ **Light Rail** traverse the Area from north to south. With the convenience of the public transport network, ~~a gradation concept of development intensity has been applied. Relatively higher intensity of developments will be concentrated in the Lam Tei Local Centre area, and along Castle Peak Road~~ **and near public transport network**. For areas further away from these centres and existing and planned infrastructural provisions, developments with less intensity will be envisaged. The general planning intention for the Area is:

- (a) to designate suburban residential developments to appropriate locations along committed and planned infrastructure corridors;
- (b) to develop and maintain Lam Tei as a local centre in order to serve the residents in the Area;
- (c) to reserve sufficient land for village expansion;
- (d) to designate land for strategic road and railway link including ~~LRT~~ **Light Rail** and West Rail;
- (e) to encourage upgrading for the environment through comprehensively planned development by private sectors and infrastructural improvement works by Government departments; and
- (f) to retain the countryside character of the upland portion of the Area.

8.2 In the designation of various zones in the Area, considerations have been given to the natural environment, physical landform, existing settlements, land status, availability of infrastructure, local development pressures, Territorial Development Strategy Review and the North West New Territories (Yuen Long District) Development Statement Study under the North West New Territories Development Strategy Review. Other than the above, buildings and places of historical interest have been preserved in the Area as far as possible.

9. LAND-USE ZONINGS

9.1 Commercial ("C") : Total Area : ~~0.69~~ **1.06** ha

- 9.1.1 This zone is intended primarily for commercial developments, which may include shop, services, place of entertainment and eating place, functioning mainly as local shopping centre(s) serving the immediate neighbourhood.
- 9.1.2 ~~The small~~ ***An elongated*** parcel of land ~~near to the east of~~ San Hing Tsuen which is sandwiched by the ~~LRT~~ ***Light Rail*** and Castle Peak Road is zoned “C”. At present, ***Lam Tei Vegetable Collection Centre and 2 village type houses with commercial use are on this land*** ~~the area is characterised by retail shops on the ground floor and residential use on the upper floors.~~
- 9.1.3 ***An area abutting on Castle Peak Road – Lam Tei to the north of Mui Fat Buddhist Monastery is also zoned “C”. This area is occupied by a second-hand vehicle dealer, a real estate agency and a logistics company with godown.***
- 9.1.4 In order to be compatible with the character of the neighbourhood, developments in this zone are restricted to a maximum plot ratio of 3.6 and a maximum building height of 12 storeys including car park (36m).
- 9.1.5 To provide flexibility for innovative design adapted to the characteristics of particular sites, minor relaxation of the above restrictions may be considered by the Board through the planning permission system. Each proposal will be considered on its individual planning merits.
- 9.2 Comprehensive Development Area (“CDA”) : Total Area : ~~6.99~~ ***1.91*** ha
- 9.2.1 This zone is intended for comprehensive development/redevelopment of the area for residential use with the provision of commercial, open space and other supporting facilities, if any. The zoning is to facilitate appropriate planning control over the development mix, scale, design and layout of development, taking account of various environmental, traffic, infrastructure and other constraints. Such zoning is to facilitate the phasing out of the sporadic rural industrial activities and temporary structures which have been incompatible with the adjoining developments. Although the existing uses are tolerated, any development/redevelopment proposals on sites under this zoning should be submitted to the Board in the form of a master layout plan for consideration, except as otherwise expressly provided that it is not required by the Board. When approved by the Board, a copy of the approved Master Layout Plan shall be made available for public inspection in the Land Registry pursuant to section 4A(3) of the Ordinance.
- ~~9.2.2 There are two sites zoned “CDA”. The first site (about 5.08 ha) is located to the west of Fuk Hang Tsuen Road near Lam Tei Tsuen. To enhance the concept of local centre in Lam Tei, the development within this “CDA” zone should maintain a balance of residential development, commercial development together with a market to provide adequate retail~~

~~floor space and adequate open space to serve the local residents. The development shall not result in a total development or redevelopment intensity in excess of a maximum plot ratio of 2.0 for residential use and a maximum plot ratio of 0.11 for commercial and retailing uses and a maximum building height of 15 storeys excluding car park (45m). The prospective developer of this “CDA” zone should provide community facilities such as a kindergarten, nursery etc., public car parking spaces and undertake the construction of a market of not less than 55 stalls and a public open space of not less than 1 ha in area for public use. Development within this “CDA” zone should take account of the Lam Tei Local Centre Layout Plan in formulating the Master Layout Plan for submission to the Board for consideration. The area is predominantly vacant under single ownership. The rest of the area consists of workshops within temporary structures.~~

- 9.2.32 The ~~other~~ **area zoned** “CDA” site (about 1.91 ha) is located to the north of Yuen Long Highway near Fuk Hang Tsuen. A large part of the site has first been approved by the Board on 29.11.1996 for residential development with a plot ratio of 0.54. To put the development under better control, the site is zoned “CDA”. The development shall not result in a total development or redevelopment in excess of a maximum plot ratio of 0.54 and a maximum building height of 6 storeys over single-storey car park. The site is predominantly vacant under single ownership.
- 9.2.43 As the ~~two~~ “CDA” sites ~~are~~ **is** located adjacent to ~~the~~ **an existing** main roads, noise mitigation measures such as the use of screening structures and the adoption of self-protective building layout would need to be implemented. To provide flexibility for innovative design adapted to the characteristics of ~~particular~~ **the** sites, minor relaxation of the above restrictions for the ~~two~~ “CDA” sites may be considered by the Board through the planning permission system. Each proposal will be considered on its individual planning merits.

9.3 Residential (Group B) (“R(B)”) : Total Area : ~~15.06~~ **19.01** ha

- 9.3.1 This zone is intended primarily for sub-urban medium-density residential developments in rural areas where commercial uses serving the residential neighbourhood may be permitted on application to the Board.
- 9.3.2 As the zoned areas are located adjacent to Castle Peak Road and Fuk Hang Tsuen Road, noise mitigation measures such as the use of screening structures and the adoption of self-protective building layout would need to be implemented.
- 9.3.3 There are ~~three~~ **4** *sub-areas* within this zone. ~~Development and redevelopment in these areas are guided by the adopted layout plans for Hung Shui Kiu and San Hing Tsuen and the layout plan for Lam Tei Local Centre.~~

(a) Residential (Group B) 1 (“R(B)1”): Total Area: 4.04 ha

The parcel of land located between the Nullah and Castle Peak Road near San Hing Tsuen is zoned for “R(B)1”. Residential developments within this zone are restricted to a maximum plot ratio of 1.0, a maximum site coverage of 40% and a maximum building height of 4 storeys over single - storey car park (15m).

(b) Residential (Group B) 2 (“R(B)2”): Total Area: 8.72 ha

Two parcels of land, one located to the south-east of Hung Shui Kiu namely Bauhinia Garden and Wo Ping San Tsuen and the other between Hung Shui Kiu and the “G/IC” zone to the north of Yick Yuen Tsuen, are zoned for this purpose. Residential developments within this zone are restricted to a maximum plot ratio of 1.26, a maximum site coverage of 40% and a maximum building height of 6 storeys over single - storey car park (21m).

(c) Residential (Group B) 3 (“R(B)3”): Total Area: ~~2.30~~3.15 ha

~~The Three~~ parcels of land located at the junction of ~~abutting on~~ Fuk Hang Tsuen Road and Lam Tei Main Street ~~is~~ are zoned for this purpose ~~“R(B)3”~~. *The “R(B)3” located to the south of Lam Tei Main Street is to reflect a completed residential development (i.e. Botania Villa). This residential scheme constitutes part of the Lam Tei Local Centre development. Another parcel of land abuts on Lam Tei Main Street to the south of The Sherwood. An area abutting on Fuk Hang Tsuen Road surrounded by The Sherwood on 3 sides is also zoned “R(B)3”.*

The residential developments within this zone are restricted to a maximum plot ratio of 2.1, a maximum site coverage of 40% and a maximum building height of 12 storeys (36m) excluding car park.

(d) Residential (Group B) 4 (“R(B)4”): Total Area: 3.10 ha

An area to the west of Fuk Hang Tsuen Road is zoned “R(B)4” to reflect the completed commercial and residential development named The Sherwood. Developments within this sub-area are restricted to a maximum domestic GFA of 74,947 m², a maximum non-domestic GFA of 3,859 m², and a maximum building height of 62 mPD. The non-domestic GFA also includes that of the existing kindergarten and nursery. In addition, 34 public car parking spaces, 8 public goods vehicle parking spaces and 2 refuse collection points should be provided. The floor space for these facilities is disregarded in the calculation of the non-domestic GFA.

9.3.4 To provide flexibility for innovative design adapted to the

characteristics of particular sites, minor relaxation of the above restrictions may be considered by the Board through the planning permission system. Each proposal will be considered on its individual planning merits.

9.4 Residential (Group C) (“R(C)”) : Total Area : ~~47.54~~**14.88** ha

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

9.4.2 As the zoned areas are located adjacent to Castle Peak Road and Fuk Hang Tsuen Road, noise mitigation measures such as the use of screening structures and the adoption of self-protective building layout would need to be implemented.

9.4.3 Under this zoning, residential developments are restricted to a maximum plot ratio of 0.4 and a maximum building height of 3 storeys (9m) including car park. To provide flexibility for innovative design adapted to the characteristics of particular sites, minor relaxation of the above restrictions may be considered by the Board through the planning permission system. Each proposal will be considered on its individual planning merits.

9.4.4 ~~Three~~**Five areas** sites are designated as “R(C)”. The area between the “G/IC” zone to the north of Yick Yuen Tsuen and Tsing Chuen Wai abutting Castle Peak Road and ~~two~~**four** areas ***on the two sides of the Kong Sham Western Highway*** ~~along~~**near** Fuk Hang Tsuen Road are zoned for this purpose. At present, these areas are occupied by temporary structures for domestic purpose and rural workshops.

9.5 Residential (Group D) (“R(D)”) : Total Area : ~~33.47~~**30.38** ha

9.5.1 This zone is intended primarily for improvement and upgrading of existing temporary structures within the rural areas through redevelopment of existing temporary structures into permanent buildings. It is also intended for low-rise, low-density residential developments subject to planning permission from the Board. Within this zoned area, replacement or new houses are encouraged to be constructed in permanent materials. Replacement housing for temporary structures shall not result in a total redevelopment in excess of a maximum building area of 37.2m² and a maximum building height of 2 storeys (6m).

9.5.2 Apart from the intention of residential upgrading, very low-rise and low-density residential development may be permitted on application to the Board. To be in line with the development intensity of existing domestic accommodation within the zoned area, residential development other than New Territories Exempted House shall not result in a total development in excess of a maximum plot ratio of 0.2, and a maximum building height of 2 storeys (6m). Generally, the applicant has to prove

to the Board that the proposed development would have no or minimal adverse effects on the environment. To provide flexibility for innovative design adapted to the characteristics of particular sites, minor relaxation of the above restrictions may be considered by the Board through the planning permission system. Each proposal will be considered on its individual planning merits.

9.5.3 For the areas located adjacent to industrial establishments, necessary mitigation measures should be provided to minimize industrial/residential (I/R) interface problems.

9.5.4 Areas surrounding Tsoi Yuen Tsuen and Fuk Hang Tsuen and an area to the north-east of the “V” zone for Tsing Chuen Wai are zoned “R(D)”. At present, the areas are mainly occupied by temporary structures for both domestic purpose and rural workshops.

9.6 Residential (Group E) (“R(E)”) : Total Area 11.56 ha

9.6.1 This zone is intended primarily for phasing out of existing industrial uses through redevelopment for residential use on application to the Board. Whilst existing industrial uses will be tolerated, new industrial developments are not permitted in order to avoid perpetuation of industrial/residential (I/R) interface problem.

9.6.2 An area to the south-west of San Hing Tsuen is zoned “R(E)”. The area is at present intermixed with structures for residential use, open storage and workshops. Since it may not be possible to phase out all the industrial uses at once, it is important to ensure that the residential development will be environmentally acceptable and not subject to I/R interface problems. The applicant will be required to submit adequate information to demonstrate that the new development will be environmentally acceptable, and suitable mitigation measures, if required, will be implemented to address the potential I/R interface problems. In addition, the applicant will have to prove to the Board that the proposed development would have no or minimal adverse impact on the area in terms of environmental quality, land-use compatibility, infrastructural provision and traffic requirement.

9.6.3 New development within this zone is restricted to a maximum plot ratio of 1.0, a maximum site coverage of 40% and a maximum building height of 4 storeys over single - storey car park (15m). To provide flexibility for innovative design adapted to the characteristics of particular sites, minor relaxation of the above restrictions may be considered by the Board through the planning permission system. Each proposal will be considered on its individual planning merits.

9.7 Village Type Development (“V”) : Total Area : 102.78-79 ha

9.7.1 The planning intention of this zone is to reflect existing recognized and other villages, and to provide land considered suitable for village

expansion and reprovisioning of village houses affected by Government projects. Land within this zone is primarily intended for development of Small Houses by indigenous villagers. It is also intended to concentrate village type development within this zone for a more orderly development pattern, efficient use of land and provision of infrastructures and services. Selected commercial and community uses serving the needs of the villagers and in support of the village development are always permitted on the ground floor of a New Territories Exempted House. Other commercial, community and recreational uses may be permitted on application to the Board.

9.7.2 The boundaries of the “V” zones are drawn up having regard to the existing village environs, the anticipated Small House demands for the next ten years, topography, site constraints and the provision of public services. Village expansion areas and other infrastructural improvements will be guided by detailed layout plans whenever applicable.

9.7.3 All recognized villages within the Area are zoned “V”. These include San Hing Tsuen, Tuen Tsz Wai, Tsing Chuen Wai, Chung Uk Tsuen, Nai Wai, Sun Fung Wai, Lam Tei Tsuen, Tuen Mun San Tsuen and To Yuen Wai.

9.7.4 As the zoned areas are located adjacent to Castle Peak Road, Shun Tat Street and Yuen Long Highway, noise mitigation measures such as the use of screening structures and the adoption of self-protective building layout would need to be implemented.

9.8 Government, Institution or Community (“G/IC”): Total Area : ~~9.07~~9.55 ha

9.8.1 This zone is intended primarily for the provision of Government, institution or community facilities serving the needs of the local residents and/or a wider district, region or the territory. It is also intended to provide land for uses directly related to or in support of the work of the Government, organizations providing social services to meet community needs, and other institutional establishments.

9.8.2 The Director of Environmental Protection should be informed of any noise sensitive users within the “G/IC” zone which might be subject to noise impact and noise mitigation measures may be required.

9.8.3 There are ~~six sites~~**5 areas** zoned “G/IC” **and 1 area zoned “G/IC(1)”** in the Area and three of them are existing uses. The first site is located at San Hing Tsuen covering the existing primary school and Tze Tong. The second site covers the existing Miu Fat Buddhist Monastery and its affiliated secondary school. The third area is a waterworks installation located near Lam Tei Quarry.

9.8.4 The other ~~three~~**2** sites are designated for future “G/IC” uses. One of the “G/IC” sites is reserved for a proposed primary school located between the Nullah and Castle Peak Road. ~~A site on the eastern side of Fuk Hang~~

~~Tsuen Road is reserved for a primary school, and the~~**The other** “G/IC” site ~~is~~ to the north of Yick Yuen Tsuen consisting the former Yick Yuen Temporary Housing Area. **Part of it** is intended to accommodate 2 ~~secondary schools, 1 primary schools and a sports ground.~~ These “G/IC” facilities are intended to serve also the population in the neighbouring areas in Tuen Mun and Yuen Long Corridor.

Government, Institution or Community (1) (“G/IC(1)”): Total Area 1.24 ha

9.8.5 *An area to the east of Fuk Hang Tsuen Road is zoned “G/IC(1)”. Developments within this sub-area are restricted to a maximum GFA of 35,000 m² and a maximum building height of 50 mPD. This area is intended for development of elderly care services.*

9.8.6 *To provide flexibility for innovative design adapted to the characteristics of the site, minor relaxation of the above restrictions may be considered by the Board through the planning permission system. Each proposal will be considered on its individual planning merits.*

9.9 Open Space (“O”) : Total Area : 2,473.21 ha

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

~~9.9.2 The existing playgrounds at Nai Wai, Chung Uk Tsuen, the playground at the junction of Castle Peak Road and Tin Ha Road and the playground at the junction of Castle Peak Road and Fuk Hang Tsuen Road are zoned “O” to reflect the existing uses. A strip of land to the east of Bauhinia Garden opposite to Hung Shui Kiu and a proposed public open space by private developer in Lam Tei are also included in this zone. Some 3 hectares of land in the Lam Tei Quarry, after the cessation of quarrying activities and its surrender back to the Government, will be designated for open space to meet the need of the growing population in the Area as detailed planning proceeds.~~

9.9.2 *The following areas are zoned “O”:*

- (a) *Tin Ha Road Playground at junction of Tin Ha Road and Castle Peak Road;*
- (b) *Chung Uk Children’s Playground at Chung Uk Tsuen;*
- (c) *Nai Wai Soccer Pitch at Nai Wai;*
- (d) *Fuk Hang Playground on both sides of the junction of Fuk Hang Tsuen Road and Castle Peak Road;*
- (e) *Fuk Hang Tsuen Road Garden;*
- (f) *a public open space at Lam Tei Main Street; and*
- (g) *a strip of land to the east of Bauhinia Garden opposite to Hung Shui Kiu.*

9.9.3 *There is also a pet garden (not zoned “O”) beneath an elevated section of Kong Sham Western Highway near the junction of Castle Peak Road and Fuk Hang Tsuen Road. Additional open space will be provided within the residential zonings and “CDA” zones. The designation of open space at Lam Tei Quarry after its decommissioning would be subject to review as detailed planning proceeds.*

9.10 Other Specified Uses (“OU”) : Total Area : 29.66-68 ha

This zone covers sites designated for specified uses.

(a) “OU” annotated “Quarry”

This zone is intended primarily for quarry use. The existing Lam Tei Quarry is zoned for this purpose to reflect the existing use of the site for quarry operation and its ancillary uses. ~~The quarry is expected to continue operation until 2006.~~

(b) “OU” annotated “Refuse Transfer Station”

This zone is intended primarily for the provision of refuse transfer station. A site at the end of Shun Tat Street and adjacent to Yuen Long Highway is zoned for this use and is currently occupied by the North West New Territories Refuse Transfer Station and its ancillary uses. The site is allocated to the Director of Environmental Protection.

(c) “OU” annotated “Petrol Filling Station”

This zone is intended primarily for the provision of petrol filling station. Four sites for five existing petrol filling stations (PFSs) are zoned for this purpose to reflect the existing uses. Two PFSs are located to the north of Bauhinia Garden opposite to Hung Shui Kiu. The third one is located near the junction of Castle Peak Road and Fuk Hang Tsuen Road in Lam Tei. The fourth one is located at the island site between Castle Peak Road and the ~~LRT~~ **Light Rail** while the fifth one is located near to the junction of Castle Peak Road and the access road to Tsing Chuen Wai.

9.11 Green Belt (“GB”) : Total Area : 132.48 ha

9.11.1 The planning intention of this zone is primarily for defining the limits of urban and sub-urban development areas by natural features and to contain urban sprawl as well as to provide passive recreational outlets. There is a general presumption against development within this zone. The zoned areas may include foothills, lower hill slopes, spurs, isolated knolls, woodland, traditional burial ground or vegetated land which occur at the urban fringe. Limited developments may be permitted with or without conditions on application to the Board, and each application will be considered on its individual merits taking into account the relevant Town Planning Board Guidelines.

9.11.2 The “GB” zone covers the northern, south-western corner and western portion of the Area. The strip of land along the western side of Yuen Long Highway is also zoned “GB” in order to provide a buffer area for the adjoining uses.

9.11.3 As filling of land and excavation of land may cause adverse drainage impacts on the adjacent areas and adverse impacts on the natural environment, permission from the Board is required for such activities.

9.12 Conservation Area (“CA”) : Total Area : 152.43 ha

9.12.1 This zoning is intended to protect and retain the existing natural landscape, ecological or topographical features of the area for conservation, educational and research purposes and to separate sensitive natural environment such as Country Park from the adverse effects of development. There is a general presumption against development in this zone. In general, only developments that are needed to support the conservation of the existing natural landscape or scenic quality of the area or are essential infrastructure projects with overriding public interest may be permitted. The area under this zoning is mainly Government land and permitted burial grounds.

9.12.2 Uses related to conservation purposes such as nature reserve and natural trail are permitted as of right. However, significant new developments are not permitted in this zone. Only a selective range of uses such as public convenience and tent camping ground which would have insignificant impact on environment and infrastructural provision could be permitted upon approval by the Board.

9.12.3 The majority of the areas under this zoning are the flanks of the western and eastern boundaries of the Area. They are sloping land adjoining Tai Lam Country Park and the Tsing Shan Firing Range.

9.12.4 Filling of land and excavation of land may cause adverse drainage impacts on the adjacent areas and adverse impacts on the natural environment. In view of the conservation value of the area within this zone, permission from the Board is required for such activities.

10. TRANSPORT AND COMMUNICATION

10.1 Road and Rail Networks

10.1.1 Castle Peak Road, an important local distributor, provides pedestrian and vehicular access to the Area. Several roads branch off from Castle Peak Road serving the Area are Fuk Hang Tsuen Road, Shun Tat Street, Lam Tei Main Street and San Hing Road. Parallel to Castle Peak Road is the ~~LRT~~ **Light Rail** network which connects the Area with Yuen Long Town and Tin Shui Wai New Town in the north and Tuen Mun New Town in the south. The completion of Route 3 and the West Rail also greatly improve the accessibility of the Area. The ~~proposed Deep Bay Link~~

~~will provide~~ ***Kong Sham Western Highway provides*** a strategic road link for the Area in the long run ~~which links the Shenzhen Bay Bridge (which is also known as the Hong Kong-Shenzhen Western Corridor) at its landing point in Ngau Hom Shek with the Yuen Long Highway at Lam Tei.~~

10.1.2 It is also one of the planning intentions that the junctions especially those along Castle Peak Road should be improved through comprehensive planning.

~~10.1.3 The proposed Deep Bay Link will be linking the Hong Kong-Shenzhen Western Corridor at its landing point in Ngau Hom Shek with the Yuen Long Highway at Lam Tei. Pursuant to section 13A of the Ordinance, the road scheme for the Deep Bay Link, and the widening of Yuen Long Highway between Lam Tei and Shap Pat Heung Interchange (section between Lam Tei and Tan Kwai Tsuen) authorized by the CE in C under the Roads (Works, Use and Compensation) Ordinance (Chapter 370) on 26 November 2002 shall be deemed to be approved under the Ordinance. The alignment of this road scheme is shown on the Plan for information only.~~

10.2 Transport Provision

The Area is at present served by both rail-based and road-based public transport including the West Rail, ~~LRT~~**Light Rail**, existing buses, public light buses and taxi services linking to Tin Shui Wai New Town and Yuen Long Town in the north and Tuen Mun New Town in the south.

11. UTILITY SERVICES

11.1 Water Supply

~~There is an existing service reservoir to the north of the Lam Tei Quarry. The capacity of the existing water treatment works available in the NWNT has already been committed. Further treatment works capacity, if required, will be made available from the future extension to Ngau Tam Mei Water Treatment Works. The existing water treatment works capacity available in the Northwest New Territories will soon be fully committed. Further treatment works capacity, if required, would be made available from the future extension to Ngau Tam Mei Water Treatment Works. Extension of water supply system will be required if there is a substantial increase in the future water demand arising from large residential developments.~~

11.2 Sewerage and Sewage Treatment

At present, public sewer along Castle Peak Road is provided to serve the Area. The Director of Environmental Protection (**DEP**) has completed a consultancy study on the review of Tuen Mun Sewerage Master Plan in 2003. The study includes the formulation of a new Sewerage Master Plan ~~for the control of water pollution and for the provision of adequate sewage collection, treatment and~~

~~disposal facilities in~~ ***to extend the public sewer to the Area in the long-term. Private residential developments in the Area must be provided with make own provision for suitable and satisfactory on-site sewage treatment facilities prior to the availability of public sewer with adequate capacity for connection. and make*** ~~Connection to a public sewer shall be made when a public sewer with adequate capacity is in place and connection to public sewer is required by the DEP.~~

11.3 Electricity

The Area has long been supplied with electricity. It is anticipated that there will not be any problem in the provision of electricity supply to the Area.

11.4 Gas

Gas pipelines have already been laid along Yuen Long Highway and Castle Peak Road. Piped gas supply to the Area is dependent on the demand of future developments.

12. CULTURAL HERITAGE

12.1 Within the Area, there are graded historic buildings, i.e. To Ancestral Hall at Tuen Tsz Wai (Grade 1) and Entrance Gate of Sun Fung Wai (Grade 3), as well as the Fu Tei Ha, Nai Wai Kiln, San Hing Tsuen, Tsing Chuen Wai and Tuen Tsz Wai Sites of Archaeological Interest. All of the above graded historic buildings and sites of archaeological interest are worthy of preservation.

12.2 The Antiquities Advisory Board (AAB) also released a list of new items in addition to the list of 1,444 historic buildings. These items are subject to grading assessment by the AAB. Details of the list of 1,444 historic buildings and the new items have been uploaded onto the website of the AAB at <http://www.aab.gov.hk>.

12.3 Prior consultation with the Antiquities and Monuments Office (AMO) of the Leisure and Cultural Services Department should be made if any development, redevelopment or rezoning proposals might affect the above graded historic buildings/structures, new items pending grading assessment, sites of archaeological interest and their immediate environs. If disturbance to the site(s) of archaeological interest is unavoidable, an archaeological impact assessment shall be conducted to evaluate the archaeological impact imposed by the proposed works. If necessary, a qualified archaeologist shall be engaged to apply for a licence from the Antiquities Authority under the Antiquities and Monuments Ordinance (Cap. 53) for an archaeological field investigation and proposed appropriate mitigation measures to the satisfaction of the AMO.

13. IMPLEMENTATION

13.1 The Plan provides a broad land-use framework for development control and implementation of planning proposals. More detailed plans will be prepared as a basis for public works planning and private developments.

- 123.2 At present there is no overall programme for the provision of infrastructure within the Area. The implementation process will be gradual and may stretch over a long period depending on the availability of resources. It will be undertaken through the participation of both the public and private sectors.
- 123.3 The provision of infrastructure, e.g. road widening and laying of services will be implemented through the Public Works Programme and Rural Public Works as and when resources are available. Private developments will be effected principally through private sector initiatives to develop or redevelop their properties in accordance with the zoned uses indicated on the Plan, provided that their proposals meet Government requirements.

1314. PLANNING CONTROL

- 134.1 The types of permitted developments and uses within the Area are listed in the Notes to the Plan. Unless otherwise specified, all building, engineering and other operations incidental to and all uses directly related and ancillary to the permitted developments and uses within the same zone are always permitted and no separate permission is required.
- 134.2 Uses of land or building which were in existence immediately before the first publication in the Gazette of the notice of the draft DPA Plan and which are not in compliance with the terms of the Plan may have adverse impact on the environment, drainage and traffic of the Area. Although no action is required to make such use conform to the Plan, any material change of such use or any other development (except minor alteration and/or modification to the development of the land or building in respect of such use which is always permitted) must be always permitted in terms of the Plan or, if permission is required, in accordance with a permission granted by the Board. The Board will consider these applications on their individual merits. Those alteration and/or modification works which may lead to an environmental improvement or upgrading to the Area may be considered favourably by the Board.
- 134.3 Planning applications to the Board will be assessed on individual merits. In general, the Board, in considering the planning applications, will take into account all relevant planning considerations which may include the departmental outline development plans and layout plans, and the guidelines published by the Board. The outline development plans and the layout plans are available for public inspection at the Planning Department. Guidelines published by the Board are available from the Board's website, the Secretariat of the Board and the Technical Services Division of the Planning Department. Application forms and Guidance Notes for planning applications can be downloaded from the Board's website and are available from the Secretariat of the Board, and the Technical Services Division and the relevant District Planning Office of the Planning Department. Applications should be supported by such materials as the Board thinks appropriate to enable it to consider the applications.
- 134.4 Any development, other than those referred to in paragraph 134.1 above or in conformity with this Plan or with the permission of the Board, undertaken or

continued on or after 18 June 1993 on land included in a plan of the Lam Tei and Yick Yuen DPA, may be subject to enforcement proceedings under the Ordinance. Any filling of land and excavation of land in the relevant zones on or after the exhibition of the specific plan referred to in the Notes of the relevant zones without the permission from the Board may also be subject to enforcement proceedings.

TOWN PLANNING BOARD
MARCH 2006_____ **2014**

Provision of GIC Facilities and Open Space in Lam Tei and Yick Yuen

Type of Facilities	Hong Kong Planning Standards and Guidelines (HKPSG)	HKPSG Requirement (based on planned population)	Provision		Surplus/ Shortfall (against planned provision)
			Existing Provision	Planned Provision	
District Open Space	10 ha per 100,000 persons	2.86 ha	0.78	0.78	-2.08ha
Local Open Space	10 ha per 100,000 persons	2.86 ha	2.20	4.38	+1.52ha
Secondary School	1 whole-day classroom for 40 persons aged 12-17	35.70 classrooms	25	25	-10.70 classrooms
Primary School	1 whole-day classroom for 25.5 persons aged 6-11	44.26 classrooms	0.00	60.00	+15.74 classrooms
Kindergarten/ Nursery	26 classrooms for 1,000 children aged 3 to 6	16.09 classrooms	9	9	-7.09 classrooms
District Police Station	1 per 200,000 to 500,000 persons	0.06	0.00	0.00	-0.06
Divisional Police Station	1 per 100,000 to 200,000 persons	0.15	0.00	0.00	-0.15
Hospital	5.5 beds per 1,000 persons	163.86 beds	0 beds	0 beds	-163.86 beds*
Clinic/Health Centre	1 per 100,000 persons	0.30	0.00	0.00	-0.30
Magistracy (with 8 courtrooms)	1 per 660,000 persons	0.05	0.00	0.00	-0.05
Integrated Children and Youth Services Centre	1 for 12,000 persons aged 6-24	0.44	0.00	0.00	-0.44
Integrated Family Services Centre	1 for 100,000 to 150,000 persons	0.19	0.00	0.00	-0.19
Library	1 district library for every 200,000 persons	0.15	0.00	0.00	-0.15
Sports Centre	1 per 50,000 to 65,000 persons	0.44	0.00	0.00	-0.44
Sports Ground/ Sport Complex	1 per 200,000 to 250,000 persons	0.11	0.00	0.00	-0.11
Swimming Pool Complex - standard	1 complex per 287,000 persons	0.10	0.00	0.00	-0.10

* Hospital bed provision is determined on a regional basis. The regional deficit would be addressed by Food and Health Bureau and Hospital Authority.

Extract of Minutes of the 18th Tuen Mun District Council Meeting held on 2.9.2014

屯門區議會第十八次會議
會議記錄

日期：2014 年 9 月 2 日（星期二）

時間：上午 9 時 30 分

地點：屯門區議會會議室

II. 討論事項

- (a) 屯門新慶路公營房屋、教育及社會福利設施等綜合發展計劃
(屯門區議會文件 2014 年第 25 號)
- (b) 諮詢擬議修訂《藍地及亦園分區計劃大綱核准圖編號 S/TM-LTY/6》
(屯門區議會文件 2014 年第 26 號)

19. 主席表示，議程 (a) 項議題與議程 (b) 項的「諮詢擬議修訂《藍地及亦園分區計劃大綱核准圖編號 S/TM-LTY/6》」，均與屯門新慶路的公營房屋發展計劃有關，故建議把相關的 25 號及 26 號文件合併討論。區議會同意此安排。

20. 他歡迎房屋署總規劃師 (一) 黎范小華女士、總土木工程師 (工務計劃) 羅國綱先生、高級建築師 (三十三) 周永熊先生、高級規劃師 (四) 林德強先生、建築師 (二十一) 周永強先生、土木工程師 (工務計劃 (四)) 李超朋先生、土木工程拓展署高級工程師/2 伍英偉先生、運輸署高級工程師/房屋及策劃/新界西何偉基先生、博威工程顧問有限公司項目經理宋雁先生出席是次會議，就有關第 25 號文件向議員作出簡介。此外，他亦歡迎就第 26 號文件陪同規劃署屯門及元朗西規劃專員劉榮想先生出席會議的規劃署高級城市規劃師/屯門 2 簡國治先生。

21. 他續表示，規劃署劉專員會先向議員介紹第 26 號文件有關藍地及亦園的各項規劃修訂建議，再請房屋署黎太就有關新慶路的發展計劃 (即第 25 號文件) 作出簡介。然後，他會讓議員就兩份文件提出意見或提問。

22. 規劃署劉專員向議員介紹有關《藍地及亦園分區計劃大綱核准圖》 (下稱大綱圖) 的擬議修訂。他表示，行政長官於《2014 年施政報告》

中表示，政府會以 47 萬個單位作為未來十年公私營房屋的新供應目標，當中大約六成公營房屋。此外，政府會繼續以多種方式，包括「私人土地作福利用途特別計劃」，增加安老宿位的供應。為達到上述兩項目標，當局擬議將一幅位於藍地新慶路的土地改劃作擬議公營房屋發展，並擬把一幅位於福亨村路以東的土地改劃，以作擬議安老院舍之用。另一方面，署方亦於是次修訂項目中，建議數項技術性修訂，以反映已大致完成的「綜合發展區」計劃及其他現有土地用途。接着，劉專員透過投影片（見附件二）介紹以下四項擬議修訂項目：

- (a) 福亨村路以西（修訂項目 A1 至 A6）；
- (b) 福亨村路以東（修訂項目 B）；
- (c) 港深西部公路高架段橋底部分（修訂項目 C），以及
- (d) 新慶路新慶村以南和以西（修訂項目 D）。

23. 房屋署黎女士透過投影片（見附件二）介紹政府及香港房屋委員會（下稱房委會）擬於屯門新慶路的公營房屋、教育及社會福利設施等綜合發展計劃（下稱「綜合發展計劃」），特別是「綜合發展計劃」的背景、發展計劃及建議，以及相關技術評估和研究等。

24. 有議員指出，由於第 26 號文件的多項議題(除新慶路以外)不牽涉「收地」事宜，而且較第 25 號文件少爭議性，故建議先討論前者。區議會同意此建議。

25. 接着，多位議員就有關「諮詢擬議修訂《藍地及亦園分區計劃大綱核准圖編號 S/TM-LTTY/6》」的議題提出意見及查詢。有關內容綜述於下文第 26 至 34 段。

26. 有議員表示，他早於八十年代時已提出有關在藍地設置新街市的要求，及至興建豫豐花園時，他再次提出有關訴求，但此事至今仍未有進展。此外，他擔心福亨村路可能未能應付將來發展的需要，並要求規劃署就藍地大街的交通作出重新規劃的工作。由於當局擬把一幅位於福亨村路以東的土地改劃，作為興建安老院舍之用，為方便救護車出入，他提議署方考慮改善相關的交通配套。另一方面，他要求署方增加社區設施，以照顧區內居民體育及文娛方面的需要。

27. 有議員指出，政府在擬建豫豐花園時，曾表示會考慮於現時修訂項目 A3 的位置增設新的街市，但後來卻以人流及人口不足為理由而未有做到，而該位置現時仍然空置。為此，他希望知悉現時署方就有關修訂項目 A3 的規劃意向，特別是相關圖示中標示為「R (B) 3」地段的用途。此外，是項議題以更改土地用途為主，當中不牽涉「收地」事宜，故他基本上會予以支持。此外，他表示自己過去亦曾多次向運輸署提出有關改善福亨村路的道路及交通配套的要求，但至今仍未有正面回應。現時，來往藍地石礦場的超重型車輛需行經福亨村路，除了造成交通擠塞之外，亦會令道路變得沙塵滾滾，對鄰近豫豐花園及綠怡居的居民構成影響。為此，他希望政府決定批准藍地石礦場續期時，亦會研究興建十號幹線，好讓來往藍地石礦場的超重型車輛可改用此幹線，以減少對鄰近居民的影響。他亦要求政府考慮擴闊福亨村路，改善車流及交通配套，並增加該處的泊車位置。

28. 有議員認為，現時的藍地輕鐵站未必能應付將來人口增加後的交通需要，故要求政府考慮改善相關的交通配套，並增加來往市區的交通設施。此外，她亦要求政府考慮於該區增加多些休憩設施，以配合居民的生活所需。

29. 有議員表示，隨著鄉郊地方的不斷發展，愈來愈多人選擇於鄉村地方居住，各項生活需要亦有所增加，故他贊成應盡快在藍地興建新的街市。此外，多位議員在過去多年曾於屯門東北分區委員會中提出有關擴闊福亨村路的要求，但政府一直未有具體的計劃，故他希望在席的運輸署及規劃署代表可作出回應，並交代署方在交通配套方面能如何與此次大綱圖的擬議修訂作出配合。

30. 有議員提議政府考慮於修訂項目 A5 的位置興建社區綜合服務大樓，以增加社會服務設施。此外，由於空氣污染的問題，他反對政府擬於橋底位置興建可提供約 1,400 個宿位的安老院舍，以免長者需長期於窗戶緊閉及冷氣空調的環境下生活，影響健康。另一方面，他亦認為於該位置興建安老院舍可能會影響豫豐花園及綠怡居的空氣對流。故此，雖然此乃獲私人捐贈的土地，他希望政府不要為求增加土地供應以應付社會需要，而胡亂修訂土地用途。

31. 有議員認為，由於屯門及元朗區的發展迅速，而深圳灣的交通亦日漸繁忙，屯門公路可能會不勝負荷，故現時乃落實興建十號幹線的合適時

機，希望規劃署予以考慮。

32. 有議員指出，政府有需要就長者服務及醫療等方面的中長期發展作合適的規劃，但同時亦需顧及附近環境的發展配套。

33. 有議員認為長期在空調環境下生活可能會影響長者的氣管健康，故希望規劃署小心考慮，不要於橋底位置興建安老院舍。

34. 有議員指出，根據資料顯示，政府並不是擬於橋底位置興建安老院舍，而是在福亨村路以東的地方作安老院舍的發展，故他會支持有關計劃。但是，他希望政府在發展安老院舍的同時，亦會改善福亨村路及藍地大街的交通配套。

35. 規劃署劉專員就上述意見及查詢作出綜合回應如下：

- (a) 規劃署已徵詢食物及環境衛生署(下稱食環署)對擬議修訂的意見，包括把以前擬興建藍地新街市的土地改劃。食環署認為現有的藍地街市已足夠應付居民的需要，故決定不會將現時的藍地街市搬往修訂項目A3內的政府土地；
- (b) 由於發展參數沒有大改變，故有關「綜合發展區」的擬議修訂並不會因而增加該處的人口數目。「綜合發展區」內的剩餘土地亦只會增加約200多個單位。政府必須考慮資源分配及成本效益問題，按規劃標準及地方的實際人口數目及需要，提供各種社區配套設施；
- (c) 政府各個相關部門均會關注藍地福亨村路一帶的發展，特別是有關「住宅(丙類)」用途地帶、「住宅(丁類)」用途地帶、藍地石礦場長遠用途，及交通配套及社會服務設施等事宜。規劃署及相關部門會就石礦場及附近規劃作整體綜合研究，待確定具體研究範圍及內容後，會諮詢區議會的意見；
- (d) 政府會在整體綜合研究中，一併考慮是否興建新的道路，讓車輛可以無須經由福亨村路而直接通往屯門公路及元朗公路。此外，路政署現正就有關擴闊福亨村路的要求進行初步設計工作，審視有關「收地」的安排、地下設施的情況，以及受影響樹木的補償方案等問題。待有關設計完成後，路政署會諮詢相關居民及區議會的意見。然後，會按《道路(工程、使用及補償)條例》的規定，將有關工程的內容刊憲，並向立法會提交撥款申請進行工程；

- (e) 由於修訂項目 A5 的位置為私人土地，而政府亦留意到藍地會有商業活動的需求，故才有將之改為「商業（1）」地帶的建議，以方便附近居民。有關興建社區綜合服務大樓的建議方面，政府會按該地的實際人口數目及需要，再就資源分配方面作出考慮；以及
- (f) 政府擬於福亨村路以東作安老院舍的發展，該處屬天橋的旁邊，而不是橋底。根據規劃準則，本港所有橋底地方均不可以作居住用途。此外，無論土地是否由他人捐贈，政府在決定其用途時，均會先考慮該地是否適合。以擬建的安老院舍為例，規劃署與環境保護署一直有保持緊密聯繫。環保署認為有關發展在噪音及空氣質素方面並無不可克服的困難，並要求項目倡議人需提供相關的紓緩措施。此外，由於此地會捐贈予博愛醫院，故博愛醫院亦已開展了包括空氣質素在內的研究工作，他們亦確認此地適合興建安老院舍。另一方面，規劃署已考慮了擬議安老院舍對空氣流通的影響，認為有關計劃不會對豫豐花園的通風情況構成負面影響。

36. 運輸署何先生補充回應表示，署方已就有關的改劃作出初步交通評估，並發現現有的道路能夠應付改劃後的需要。他指出，現時福亨村路的繁忙時間主要為下午放工時份，署方會考慮改善及優化相關的交通配套（例如增加行人過路設施），並已開展了研究工作。待研究有具體結果後，署方會向區議會作出匯報。此外，署方會繼續留意改劃的發展，以及觀察路面情況，並作出適當的改動。另一方面，由於每一項規劃發展項目均需經過交通評估的程序，而當中會包括所有相關的道路發展。並且署方亦設有獨立的工作單位，檢視各主要幹道（包括十號幹線）的交通情況和需要性。如有需要，署方會適時提供合適的交通配套措施。

37. 有議員表示，由於是項議題不牽涉「收地」事宜，故他基本上沒有太大意見。相信個別議員提出的意見，亦可於日後在技術層面上作出調整。此外，他不反對政府擬把港深西部公路的高架段橋底的政府土地，由「住宅（丙類）」地帶、「住宅（丁類）」地帶、「政府、機構或社區」地帶，改劃為「道路」，但希望路政署不要在完成有關工程後，再將土地圍封，交回地政署而完全不予以理會。另一方面，由於福亨村路可能未能負荷改劃後的需要，故建議政府考慮興建十號幹線，並與港深西部公路連接，以減少對鄰近居民的影響。為此，他建議將上述各項交由屯門區議會轄下的屯門區規劃及發展工作小組跟進。

38. 有議員指出，他曾於 1987 及 88 年期間提出有關於藍地設置新街市的要求，但當年和現在的政府官員，同樣以人口不足為由而拒絕。他表示，藍地除了新增了兩大屋苑之外，鍾屋村及泥圍一帶於過去數十年間已增加了過千戶村屋，故認為運輸署應及早未雨綢繆，改善相關的交通配套，並特別留意救護車接載長者出入，需爭分奪秒的情況。

39. 有議員認同上述意見，並建議政府於相關地點設置診所，協助為長者進行急救的工作。

40. 有議員認為，運輸署不應獨立就個別改劃地方進行交通評估，而是應將洪水橋及青山公路一帶的交通一併進行研究。此外，他要求運輸署盡快興建十號幹線，特別是北段的路線。

41. 規劃署劉專員就上述意見作出以下回應：

- (a) 議員就有關港深西部公路的高架段橋底的土地用途有任何建議，可向相關的政府部門提出；
- (b) 有關人口增長方面，現時藍地及亦園分區約有 24,000 居住人口，如人口增長將來達到規劃標準水平，則政府必定會為居民提供合適配套設施；
- (c) 就藍地石礦場長遠用途，政府會適時考慮相關的土地用途規劃，亦會諮詢區議會，希望議員屆時提出規劃意見予署方考慮，以及
- (d) 現時該安老院舍的初步規劃已包括有長者資源中心、中醫、西醫，以及牙醫等服務，相信可減少外間醫療服務的需求及對外交通的壓力。

42. 運輸署何先生補充回應表示，長遠而言，將來藍地石礦場關閉後，署方會就相關的規劃工作及整體交通情況進行更全面的評估，各項交通問題相信亦會得到解決。

43. 接着，多位議員就有關屯門新慶路「綜合發展計劃」的議題提出意見及查詢。有關內容綜述於下文第 44 至 57 段。

44. 有議員表示，政府有關新慶村的試驗計劃始於 1986 年。當時政府除了打算將新慶村的工業地轉為永久廠房之外，亦希望將屯子圍及青磚圍一帶變為永久居用地。後來，政府只是完成了相關的道路改善工程，即現

時的五柳路、新慶路及青磚圍路。有關永久廠房申請方面，由於工業北移的關係，導致唯一的新慶村永久廠房申請在獲批後亦未有實行。及後，為配合西鐵的發展，規劃署將相關地段改為「住宅（戊類）」地帶，但運輸署卻禁止超過十二米的車輛駛入新慶路，在經過多番爭取後，署方才願意放寬規定，以方便工業車輛的運作。現時，雖然有很多工業用地已經變成了住宅地方，但一些製冰、汽車維修及物流等工業仍然存在，故他會反對政府擬於屯門新慶路進行的「綜合發展計劃」，並認為房屋署不應在未有回應區議會早前提出的相關訴求（包括：興建藍地扇型天橋、建設用以打通寶田邨及康寶路的 L7 路，以及改善藍地交匯處等）前，硬將計劃推到區議會作諮詢。

45. 有議員指出，出席旁聽是次會議的數十名原居民、非原居民及廠主於早上 7 時左右已經來到區議會請願，他們對署方的計劃表示擔心，亦為房屋署未有兌現於 6 月 19 日許下的承諾，到村內諮詢居民意見的做法表示不滿。由於署方一直沒有向村民解釋計劃內容，令他們擔心計劃可能對「村界」造成影響。此外，一些經營多年的廠商，亦為計劃會否影響將來的投資情況而有所擔憂。為此，她對署方沒有誠信的表現予以強烈譴責。另一方面，她亦對署方的交通評估結果表示不信任，認為只擴闊康寶路並未足以改善該區的交通情況。基於以上原因，雖然她不想連累有關藍地及亦園的計劃，但仍希望區議會在署方完成諮詢民意的工作之前，不會考慮通過相關計劃，以免他們可將計劃進一步提交予城市規劃委員會（下稱城規會）。

46. 有議員表示，由於行政長官要求達到增加 47 萬個房屋單位供應的目標，導致政府現時盲目地強將或大或小的地方收回建屋。她以屯門第 54 區及現時新慶路的建樓計劃為例，指出政府只願興建公共房屋，但卻未有認真考慮增添相關的配套設施，甚至認為這些新遷入的居民可以與兆康苑的現有居民，同時使用兆康西鐵站，因而未有打算增添其他交通設施。故此，她希望政府能遵守承諾，諮詢受影響的居民，並積極回應他們的訴求。

47. 有議員指出，她現階段不會支持有關計劃，並對運輸署的交通評估報告結果表示懷疑。她認為，計劃擬建的單位數目達 8,000 個之多，但未有就擬議的公共交通交匯處提交詳細資料，而現有的交通設施未必能應付新的需求。故此，她要求房屋署在擬建房屋的同時，亦為有關交通方面的配套作出準備。另一方面，她認為相關部門應向受影響的居民進行諮詢，

了解他們的意見，這樣才會有機會得到區議會及居民的支持。

48. 有議員表示，他會支持政府增建公營房屋，但亦希望政府會回應出席旁聽是次會議的居民之訴求。他指出，政府以「斬件」形式推出不同建屋計劃的做法，可能會造成誤導情況，令大家以為新的計劃所帶來的人口並不多，而現有的設施已經足夠應付。他以屯門第 54 區及新慶路的建屋計劃為例，指出這兩個計劃一共會帶來約七至八萬的新增人口，故擔心現有的輕鐵站及巴士服務會不敷應用，要求當局予以正視。此外，他亦促請政府留意現時藍地交通交匯處往九龍或元朗公路方向的交通瓶頸位。由於該處的路段設有燈位及迴旋處，遇有大型車輛行經時，便會容易造成擠塞，於傍晚時份情況更為嚴重。另一方面，他亦認為現時兆康苑輕鐵月台的位置未能足以應付新增人口的使用量，故希望政府盡早提出改善措施。

49. 有議員指出，規劃署近年不斷於屯門覓地建屋，早前在屯門東的私人樓宇發展已預算會增加約一萬戶人口，而現時更擬於屯門西興建更多公營房屋。她估計這些計劃最少為屯門帶來六至八萬的新增人口，增幅大約為 20%。她認為，規劃署不可單單只顧建屋，而忽略屯門的整體規劃。她以近日哈羅香港國際學校開學而引致青山公路交通擠塞一事為例，指出規劃署的規劃錯誤，並促請署方認真考慮對屯門的規劃願景。

50. 有議員認為，由於有關藍地計劃的爭議性不大，區議會可予以支持，但她對新慶路的「綜合發展計劃」發展則有所保留。她指出，「綜合發展計劃」的地盤總面積達 8.7 公頃，涉及受影響的居民及廠主的數目應該不少，但當局卻未有就此方面提供資料。此外，由於規劃署曾提及有關淘汰鄉村工業的政策，故她希望就這政策向區議會提交文件交待。另一方面，「綜合發展計劃」的發展對鄰近的兆康苑亦可能有大影響，故認為署方亦應諮詢該区的居民。有見及此，她促請政府於兩個月內跟進以上各項，然後才在下一次會議再來區議會作出諮詢。

51. 有議員指出，有關文件的計劃內容有欠成熟。現時規劃署擬將房屋署新慶路「綜合發展計劃」的地盤由「住宅（戊類）」地帶，改劃為「綜合發展區(2)」地帶。「綜合發展計劃」為藍地和亦園所帶來的人口增長與未改劃前的人口增長有所不同，當中的影響包括交通、環境等必須考慮，但房屋署卻未有提供相關的資料。雖然他不反對政府興建公營房屋，但認為當局應多作諮詢，了解居民的需要。此外，他亦希望署方留意「綜合發展計劃」可能對附近的紫田村造成屏風效應及影響，並提供相關的評

估資料。

52. 有議員認為文件內容過於簡單，當中多項資料欠奉，例如有關受影響人口的數據等。屯門第 54 區、新慶路「綜合發展計劃」及藍地及亦園的發展會令區內人口增長加劇，故署方應就有關環境及交通運輸等方面的累積影響進行評估，並將結果提交予區議會參考。他亦指房屋署未有兌現承諾，到村內諮詢居民意見，故要求署方作出澄清。此外，他對政府以分割形式推出不同建屋計劃的做法表示不滿，認為此方法有取巧之嫌，亦有違專業規劃的良知。他以有關屯門第 54 區、兆康苑、洪水橋及青山公路地段的發展計劃為例，指這些發展其實應歸類為屯門市中心、元朗市中心及青山公路沿線三大個部份作諮詢，不應以分割形式推出，並建議房屋署考慮分階段重建大興邨。另一方面，他表示曾有居民向他反映意見，表示擔心「綜合發展計劃」所需的高壓電纜裝置可能對附近居民構成健康影響，故希望署方能作出解釋。

53. 有議員表示，有關政府部門至今才來到區議會進行諮詢工作，擔心當中有隱瞞之處。整體而言，他是支持興建公營房屋的，但認為政府應回應受影響居民的訴求，而規劃署亦應在制訂規劃計劃時，已就相關的通道、去水位置及供電設施等多方面作好準備。現時的新慶路「綜合發展計劃」擬建 11 棟公營房屋，但房屋署只表示會改善青麟路的交通配套，他認為並不足夠。此外，他認為署方在新慶路「綜合發展計劃」的選址考慮方面，除了希望遠離高壓電纜之外，亦有意避開兩項私人發展的申請（包括：申請編號:A/TM-LTYT/273 及 A/TM-LTYT/282 兩項申請）。為此，他對政府遷就私人發展商的做法表示不滿，並認為當局不應只考慮收回原居民的土地，或輕視他們的訴求。另一方面，他要求署方於新慶路「綜合發展計劃」中加入居屋的項目，作較均衡的發展。

54. 有議員表示會支持政府的建屋計劃，但認為署方應先解釋有關「村界」及交通配套等問題。此外，他對政府以分階段形式推出不同建屋計劃的做法表示不滿，並認為新慶路「綜合發展計劃」對鄰近的兆康苑居民會構成影響，故署方應尊重他們的意見，多作諮詢，並改善雙方的溝通。另一方面，由於現時의兆康站將來未必能應付新增人口的需求，故建議署方盡早加強相關的交通網絡及配套，改善區內的大型集體運輸系統。

55. 有議員指出，房屋署除了未有兌現承諾諮詢居民意見之外，提交區議會的文件亦過於簡單，當中更未有提及有關交通配套及設施等基本資

料，難以令人接受。故此，他促請署方在有充份準備後，再次來到區議會進行諮詢。

56. 有議員表示，他於八十年代支持政府有關新慶村試驗計劃的原因是該計劃可以做到商住共融，故對現時規劃署有關淘汰鄉村工業的說法有所不滿。此外，現時如詠柏苑遇有火警，前往救火的消防車需經由藍地大街才能到達詠柏苑，故認為署方在規劃走火通道上有所失誤。另一方面，政府現時以高達六千萬元為洪水橋區的發展作研究，他認為當局應先考慮簡單地利用亦園的大幅平地建屋比較方便。

57. 有議員指出，她與出席旁聽是次會議的市民均明白社會的需要，亦會支持政府的建屋計劃。但是，她不希望現時屯門第 54 區欠缺規劃配套設施的情況會於新慶路「綜合發展計劃」重現，故促請區議會做好把關的工作，以免房屋署在獲得區議會支持後可將計劃提交予城規會。

58. 規劃署劉專員就上述意見作出綜合回應如下：

(a) 工業轉移是一個過程，香港的工業自八十年代開始遷往內地，並於九十年代出現較明顯的實質改變。規劃署於 1999 年完成有關新慶村的土地用途檢討工作，並將結果提交予城規會考慮。城規會亦進行聆訊，最後於同年決定將該用地的土地用途由「工業（丁類）」及「未決定用途」地帶，改為「住宅（戊類）」地帶。過程中提出反對的人士亦可出席相關的聆訊。有關規劃意向方面，城規會在早於十多年前已經頒布的相關「分區計劃大綱圖」註釋內，清楚列明以「住宅（戊類）」地帶逐步淘汰鄉郊工業的規劃意向。此公開文件更清楚表示，政府會透過進行重建的計劃，逐步淘汰現有的工業用途；而改變作住宅用途的計劃，則須向城規會提出申請。當局雖然會容忍現有工業的存在，但不會批准進行新的工業發展，以避免工業區或住宅區為鄰所產生的問題永遠無法解決。由此可見，政府早於十多年前已有意以住宅用地逐漸取代鄉郊工業。現時，該地點除了一個建築地段之外，其他的地段多為農地，而剩餘的鄉郊工業，亦只是以地政署發出短期租約或短期豁免書的形式存在。

(b) 屯門第 54 區的計劃是以公營房屋為主導的發展。房屋署已就此計劃在道路、交通及社區設施等多方面進行整體的研究工作。

(c) 雖然政府近年多次就不同的房屋計劃進行諮詢，引致議員擔心這些發

展會構成累積性的影響，但政府並非故意將計劃分開進行諮詢工作。由於政府了解社區上的住屋需要，急市民所急，故每當有房屋計劃準備成熟時，便會盡快推出，不會為求可以一併作出諮詢而等待其他未成熟的房屋計劃，以免阻延其他部門的工作程序。過程當中，規劃署會以專業的態度，盡責地向政府提供有關土地用途、修訂改劃等方面的意見，以供政府考慮。當中亦會包括有關通風、景觀、交通等的建議。此外，規劃是一項與時並進及互動的工作，不會一成不變，故政府就各項道路及設施的建議，亦可能會因應情況改變而有所變更。但可以肯定的，是發展局及各個相關部門，均會知悉各項計劃可能帶來的累積性效應，並會加強協調。以屯門、洪水橋及元朗南的發展為例，當局會就每一項工程和計劃進行研究，並會考慮就相關發展增加基礎建設及配套，或進行改善措施。如發現並不可行，則會考慮調整工程的規模和步伐。

- (d) 規劃署對屯門的規劃工作是抱有願景的。署方希望改善現時屯門的整體發展情況，並非只顧於區內建屋，而忽略其他的發展。屯門有很多可以發展的土地，除了可以增加房屋供應之外，亦可以提供就業機會，甚至提高就業質素。現時，規劃署正進行的區內更改規劃工作包括：
 - (i) 為屯門第 9 區及 12 區的工業用地進行調查，了解其空置情況及轉型機會，以考慮可否將之改為商業、酒店及住宅用途。有關檢討工作預計可於本年內完成；
 - (ii) 因應區議會的建議，署方現正與土木工程拓展署為屯門第 40 區及 46 區進行研究，以迎接屯門至赤鱗角連接路開通的新機遇。署方期望可於 2015 年年初為此向區議會進行諮詢工作，以及
 - (iii) 署方與土木工程拓展署正積極為搬遷屯門第 16 區的屯門公眾貨物裝卸區進行初步技術可行性研究工作。若研究結果顯示搬遷計劃可行，則既可以減少對屯門第 16 區及三聖邨居民的滋擾，而騰出的地方亦可被考慮改劃作其他用途。
- (e) 現時居於藍地和亦園分區計劃大綱圖規劃區內的人口約為 24,000 人。若日後房屋署新慶路「綜合發展計劃」獲得批准，則會增加多大約 8,000 戶的人口（即約 24,000 人），合共約 48,000 人。長遠而言，藍地和亦園分區計劃大綱圖的規劃人口會增加至大約 52,000 人。

- (f) 政府並非偏袒發展商。現時已有兩個私人發展商向城規會申請在新慶路公營房屋發展地盤內西部及東部位置作私人住宅發展。其一被暫緩處理，另一為申請人要求延期考慮。其中一個發展商曾就有關申請致函區議會主席，並將其副本發予秘書處供議員查閱。上述兩個項目的設計為「斬件」式，當中最大的地盤面積只為 1.3 公頃，形狀亦較為不規則。為符合環保的要求，發展商須將睡房及客廳安排面向內圍，而洗手間則面向外圍。由於地積比率的限制及收地困難等問題，該發展商就有關項目可提供的單位最多只有 96 個，而該區剩餘未有被利用的土地只會未盡其用。相反，如房屋署新慶路「綜合發展計劃」獲得批准，在該相同的土地則可提供約 1,600 個房屋單位，而整區亦可整體全面發展，提供約 8,000 個公屋單位及綜合設施。雖然有私人發展商曾提出有關公營和私營房屋並存的提議，但規劃署對是否支持私人發展商或房屋署的問題感到兩難，動輒受到公眾或業權人的非議。區議會可就兩個私人發展及公營房屋提供意見，規劃署會將意見向城規會轉達。
- (g) 覓地建屋是現屆政府施政的重中之重，政府會以多方位及多角度的形式，訂立「短、中、長期」的不同計劃。短期的多以政府土地改劃建屋；長期的包括有新界東北、元朗西及洪水橋等發展項目；而新慶路「綜合發展計劃」則為政府的中期發展計劃，改劃土地須通過城規程序，而收地和地盤平整等工作亦需時，最後房委會才可以開展建樓計劃。
- (h) 選址方面，房屋署在設計新慶路「綜合發展計劃」時亦盡量避開高壓電纜設施，並已聯同衛生署及機電工程署進行詳細研究，務求令設計達到相關的國際標準。
- (i) 在「村界」內的土地並不會被納入新慶路「綜合發展計劃」的範圍。有關鄉村式發展方面，現時地政署在處理有關新慶村、屯子圍及青磚圍的「新界豁免管制屋宇」申請有 189 間，佔地約為 4.5 公頃。現有的分區計劃大綱圖內的「鄉村式發展」地帶內仍有約 18 公頃，可供興建大約 720 間「新界豁免管制屋宇」。故此，現有的鄉村式發展土地應足夠供上述三條鄉村在現時及可預見將來的使用。如村民認為「鄉村式發展」地帶內的土地不足，他們可以根據大綱圖的規定和城規會頒布的指引，向城規會申請建屋。城規會會對每宗申請個別酌情考慮。

59. 接着，房屋署黎女士亦就議員的意見作出以下的綜合回應：

- (a) 署方就至今仍然未能安排與受影響的村民會面及進行諮詢致歉，並表示署方曾在屯門民政事務處協助下嘗試安排雙方會面，可惜一直因時間未能配合而沒有成事；
- (b) 是次討論只是一個開始，故討論文件的內容會較為簡單，只包括一些初步的設計及規劃。署方會繼續與相關的村民及區議員溝通，了解他們的需求，並再與相關部門商討，適當地修訂發展計劃，諮詢區議會後，才會落實方案。故此，署方必定會進行諮詢工作；
- (c) 房委會於 2011 年通過了「重建高樓齡公共租住屋邨的優化政策」，並按當中訂立的四大原則考慮進行重建工作。此四大原則包括：(i) 樓宇的結構安全；(ii) 修葺方案的經濟效益；(iii) 合適的遷置資源，以及 (iv) 重建後有理想的單位增長。同時，署方不會以整體形式進行重建，而是按個別屋邨的情況作出考慮。現階段未有重建大興邨的計劃；
- (d) 屯門新慶路「綜合發展計劃」的地盤總面積約為 8.7 公頃，當中包括了政府土地及私人土地（其中約有 140 幅土地為私人地段）。由於需待相關部門於稍後時間就受影響人口數目作出評估，署方現時並無相關資料；
- (e) 有關屯門第 54 區整體發展方面，署方代表於 2012 年 11 月 23 日聯同土木工程拓展署的代表，出席屯門區議會轄下的環境、衛生及地區發展委員會會議，向議員交代了屯門第 54 區公營房屋的規劃情況。當時土木工程拓展署的代表已向議員解釋，技術評估結果顯示有關發展計劃對當區並沒有負面影響。此外，規劃署亦於 2014 年 1 月 7 日到訪屯門區議會，就有關「諮詢擬議修訂《屯門分區計劃大綱圖》」的議題進行諮詢，當時署方代表亦已交代了屯門第 54 區及附近地方的設施，以及住宅數目等資料，以及
- (f) 施工期間，署方會就相關規定而作出一些紓解措施（例如：限制噪音及灑水以防止沙塵飛揚等），務求盡可能減少影響附近居民的生活環境。

60. 房屋署羅先生補充表示，署方已就新慶路「綜合發展計劃」進行了初步的交通影響評估，現時土木工程拓展署正為此計劃進行詳細的設計。為此，議員可就計劃進行討論及提供意見，以便署方可以繼續跟進及改善。有關道路交通配套方面，青麟路的工程已經開展，而紫田路、兆康迴旋處及藍地迴旋處的改善工程亦將會進行。此外，署方亦會在進行詳細設計時一併考慮改善現有的行人過路設施的方案。為打通地盤的東西兩面，

署方亦計劃將青麟路連接鳴琴路。由於屯門新慶路「綜合發展計劃」的地點接近屯門公路及青山公路，故車輛可經由青麟路迴旋處及藍地迴旋處前往屯門、元朗及九龍等地，而交通影響評估結果亦顯示，計劃不會大量增加屯門第 54 區車輛的流量。另一方面，為方便遠離現有的輕鐵及西鐵站的居民，屯門新慶路「綜合發展計劃」的西面會設置一個交通交匯處，當中會有巴士、小巴及的士站，以疏導人流。

61. 署理屯門民政事務專員指出，房屋署在會議前曾與個別相關議員進行初步溝通，更曾於 6 月 19 日及 27 日進行會面及討論。及後，房屋署於 8 月中決定於是次會議上討論有關議題，並希望於會議前再次與議員會面。署方代表在屯門民政事務處的協助下，於 8 月 29 日與關注此議題的陶錫源議員、蘇嘉雯議員及村代表見面。由於預約會面時間需多方面的配合，包括時間及地點等，故需時作溝通及安排。

62. 有議員對房屋署有關道路交通配套方面的計劃有所保留。他指出，署方表示「綜合發展計劃」內容會包括興建道路以連接鳴琴路，但他們可能未有留意到鳴琴路會接駁到現時已經十分繁忙的青麟路及皇珠路，而未來兩年的發展更可能會令皇珠路變得更為擠塞，故認為署方可能對以上路段的情況並不了解。此外，署方亦表示北面的車輛可經由藍地迴旋處前往元朗公路，但過程會行經三號幹線，故除了須繳付隧道費之外，行駛路線亦會較長。因此，他相信由屯門第 54 區出發的駕車人士，必會選擇經由不用收費而且路線較短的屯門公路，而不會選擇行經三號幹線，故此屯門公路的交通負荷只會有增無減。現時，新慶路及藍地一帶的發展預計會為區內帶來七至八萬的新增人口。為減省新增人口對現有道路網絡構成的負擔，區議會已多次要求署方於屯門第 54 區設置集體運輸系統，並研究於藍地增設一個西鐵站，故他希望當局能認真予以考慮。

63. 有議員表示，現時的藍地輕鐵站月台於繁忙時間已經非常擠迫，若將來再有二萬多的人口增長，相信未必能夠應付。此外，有關屯門第 54 區的房屋發展已經為兆康一帶的原有居民帶來憂慮。他們更擔心大量新增的人口會步行至兆康西鐵站和輕鐵站乘車，對他們構成滋擾。若屯門新慶路「綜合發展計劃」的居民亦以步行方式前往藍地輕鐵站，以及兆康西鐵站和輕鐵站乘車，只會令情況更為惡化。故此，她希望房屋署代表能親身到藍地及兆康一帶進行實地視察，並積極為屯門新慶路「綜合發展計劃」的居民計劃交通配套，不應只依賴現有的交通設施。

64. 有議員認為區議會不應於是次會議上同意房屋署有關屯門新慶路的「綜合發展計劃」，她亦希望署方能明確承諾，除了會諮詢新慶村居民的意見之外，亦會考慮向鄰近的兆康苑及茵翠豪庭居民進行諮詢工作。此外，雖然規劃署分隔工業區及住宅區的原則正確，但亦無須淘汰現有的鄉郊工業。現時，除了新慶村之外，元朗南及洪水橋一帶的鄉郊工業為數不少，故她希望當局認為考慮相關的賠償及遷拆計劃。

65. 有議員希望署方的交通影響評估報告不會只是紙上談兵。他指出，署方不可單靠現有的巴士服務滿足屯門新慶路「綜合發展計劃」約二萬多的新增人口之交通需要。縱然署方認為巴士服務已經足夠，亦需考慮現時前往巴士站的道路設施是否合適。現時，相關路面原已較為路窄，並對現有居民及傷健人士帶來不便，若加上新增人口，情況可能再為惡化，故要求署方認真研究設置集體運輸系統。

66. 有議員向署方查詢擬建的交通交匯處會否有新的巴士路線行經，並要求署方就安置受影響的寮屋居民方面進行研究。此外，他亦提議區議會去信城規會，以反映意見。

67. 有議員指出，新慶村的村代表及村民曾去信城規會要求擴大鄉村式發展的土地，但最後均被拒絕。此外，若他們稍為改變其土地的用途，則會被城規會及規劃署要求繳交罰款，故他們已經不會相信署方有關可向城規會申請於「村界」以外建屋的說法。另一方面，現時居民如若需乘搭西鐵前往市區，會考慮於兆康上車，經過市中心再前往西鐵站，務求以此乘搭「回頭車」的方法，避開藍地輕鐵站的擠迫情況。但是，運輸署仍然拒絕居民有關擴闊藍地輕鐵站的訴求，故認為並不合理。

68. 有議員表示，政府在決定於是次會議上討論此議題後，才與相關議員及村代表會面的做法並無誠意。屯門居民已經承擔了很多負面的安排，但政府往往以需時研究的說法以拖延落實居民的各項訴求，反觀建屋計劃卻可於短時間內瞬間完成，故認為對屯門居民並不公平。此外，雖然政府未有承認，但政府確實正以「斬件」形式推出建屋計劃，故認為各個相關部門必需全面諮詢民意，不要再作假諮詢。另一方面，由於土木工程拓展署於有關計劃的角色亦很重要，故要求主席考慮在下一次討論此議題時，邀請他們的代表出席會議。

69. 主席認為，現時位於屯門第 38 區的珍貴土地，只是用作回收垃圾的用途，甚是浪費，故建議規劃署考慮將現時屯門第 38 區的環保園轉營，以善用土地。

70. 規劃署劉專員就以上意見及提問作出以下回應：

- (a) 現時屯門第 38 區仍有未用土地，規劃署及其他相關部門已著手進行研究，以考慮將該區的特殊工業用途地帶改劃，以提升其土地用途，並增加區內的就業機會；
- (b) 在藍地及亦園分區計劃大綱圖涵蓋的範圍內，規劃事務監督有強制執行管制的權力。故此，若有土地用途違反大綱圖的規定，規劃署便有權要求相關業主/佔用人改正。如業主/佔用人不肯合作，署方會根據相關條列採取檢控行動，以及
- (c) 為回應村民的訴求，城規會曾經擴大鄉村式發展的範圍，故現時的分區計劃大綱圖內的「鄉村式發展」地帶內仍有足夠的土地可供使用。現時，城規會在決定是否一批准興建「新界豁免管制屋宇」的申請時，會考慮土地供應是否足夠，以及申請地點是否大部份位於「村界」範圍以內，以及相關部門的意見等因素。

71. 房屋署羅先生多謝議員提出多項有關區內交通及道路網絡的寶貴意見。他表示，由於土木工程拓展署已完成屯門第 54 區的交通評估，故陪同房屋署出席是次會議的該署代表會就議員的提問作出詳細解答，以消除他們的疑慮。此外，他相信運輸署或土木工程拓展署的代表，亦可就議員有關集體交通運輸方面的訴求作出回應。

72. 有議員要求將此議題押後討論，讓房屋署將他們應做的事列入討論文件之後，再次到訪區議會，以免浪費議會的時間。另有議員表示同意，並認為應將此議題押後半年再作討論。

73. 運輸署梁佩賢女士表示，由於房屋署已就有關計劃預留設施予運輸署，故後者會作出適切的配合，並會考慮加入新的巴士或小巴路線。

74. 房屋署黎女士表示，房屋署會到受影響的地區進行諮詢工作，並向相關的議員徵詢意見。

75. 有議員以龍逸邨為例，指政府一直未有兌現加開新的小巴路線之承諾，故認為部門代表的說話並不可信。

76. 主席表示，相信各議員已就此兩項議題充份表達了意見，希望各政府部門代表可將區議會的有關意見帶返部門再作慎重考慮。此外，多位議員認為區議會應將此議題押後討論，他亦同意此計劃的推出過於倉卒，政府部門會需要更多時間作出研究和諮詢，以便可向區議會作更詳盡的回應。

77. 有議員要求規劃署在房屋署再次諮詢區議會之前，不可啟動向城規會提出改劃新慶路「綜合發展計劃」的程序。

78. 主席表示，正如他剛才所說，規劃署及房屋署可考慮於時機成熟的時候，再次諮詢區議會的意見。

79. 有議員要求以區議會的名義去信城規會，以反映議員的意見及居民的心聲，並指出部門仍有很多處理得未盡完善的地方。

80. 主席表示，有關藍地的規劃問題不大，政府可以繼續進行有關工作。但是，由於屯門新慶路「綜合發展計劃」的方案仍有很多工作須先行處理，故應待政府的工作就緒及時機成熟時，再來區議會進行諮詢。

81. 規劃署劉專員表示，除了房屋署的「綜合發展計劃」之外，亦有兩個私人發展商向城規會提出在新慶路的發展項目。雖然該兩個發展項目現已被暫緩處理，但亦不可以無限期拖延。規劃署會將是次會議的情況及收集到的意見向城規會反映，以供考慮。此外，修訂大綱圖需要刊憲，署方會再次諮詢區議會。屆時，公眾人士亦可提出他們的意見。

82. 有議員建議召開區議會特別會議，以討論有關議題，或將此議題交由區議會轄下的屯門區發展及規劃工作小組跟進。屆時，政府部門（例如運輸署及路政署等），應派出較高職位的代表出席會議，並向議員介紹更詳盡的資料。

83. 有議員表示，房屋署不能強行就此計劃進行刊憲的工作，否則區議會會以表決的形式否決有關屯門新慶路「綜合發展計劃」。

84. 規劃署劉專員表示，房屋署在會上已承諾會進行地區諮詢的工作，而規劃署亦會要求他們盡快完成相關工作，並在綜合所有意見之後，再按步就班進行有關計劃。故此，政府不會急於 2014 年 10 月進行刊憲的工作。另一方面，由於《城市規劃條例》在處理規劃申請上設有法定期限，故上述提及的兩個私人發展商的申請不可以無了期地拖延。因此，規劃署稍後須將房屋署及兩個私人發展商提出在新慶路的發展項目一併提交予城規會考慮。待收到城規會的決定後，規劃署才會進行修訂的工作。

85. 房屋署黎女士回應主席就有關會面安排的提問時表示，由於房屋署需透過屯門民政事務處協助約見相關人士，署方會盡快安排諮詢工作，但未能提供確實的時間表。

86. 署理屯門民政事務專員指出，為著能更有效率地安排諮詢及會面的時間，房屋署可在會後盡快向屯門民政事務處提出可行的會面時間，以便處方可作出跟進。

87. 有議員向規劃署查詢有關兩項私人發展計劃（包括：申請編號：A/TM-LTYT/273 及 A/TM-LTYT/282 兩項申請）的申請時間。他認為，只有區議會於會議上就有關計劃提出反對，署方才會著力進行諮詢工作。

88. 有議員指出，雖然規劃署表示會將區議會的意見向城規會反映，但他仍然認為區議會應去信城規會，並要求城規會考慮暫時擱置「綜合發展區(2)」地帶的大綱圖修訂項目，待相關政府部門回應區議會的意見，並再次向區議會進行諮詢。

89. 主席表示，經討論後，區議會議決去信城規會，以反映有關新慶路公營房屋發展計劃的意見。此外，他亦促請房屋署於兩星期內進行地區諮詢工作。最後，他多謝各政府部門代表就議員提問作出的回應，並請他們考慮區議會的意見。

DOCUMENT STATUS CONTROL RECORD

**POH Elderly Home Project
Lam Tei, Tuen Mun, New Territories**

Traffic Impact Assessment Report

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1 INTRODUCTION

1.1 Background

- 1.1.1 Pok Oi Hospital intends to develop an elderly home at a piece of land at Fuk Hang Tsuen Road, Lam Tei, Tuen Mun (hereinafter, referred to as "the Site"). The elderly home will have 1,405 beds and will be the first elderly home to provide over 1,000 beds in the territory.
- 1.1.2 In support of the development proposal, LLA Consultancy Limited was commissioned to carry out a traffic impact assessment (TIA) study to assess the potential traffic impact on its adjacent road network. The TIA report was first submitted in September 2014 and comments were subsequently received from relevant governments regarding the planned road improvements in Fuk Hang Tsuen Road and parking provisions. This revised TIA report presents the updated findings of the study.

1.2 Objectives

- 1.2.1 The objectives of this study can be summarized as follows:
- to reveal the existing traffic conditions in vicinity of the proposed development site;
 - to project the future traffic situation of the surrounding network in vicinity of the proposed development site;
 - to estimate the traffic generated from the proposed elderly home;
 - to appraise the potential traffic impact of the proposed elderly home and propose suitable traffic improvement measure, if necessary; and
 - to recommend the transport facilities provisions for the proposed elderly home.

2 THE PROPOSED DEVELOPMENT

2.1 The Site

- 2.1.1 As shown in **Figure 1**, the Site is located at Fuk Hang Tsuen Road, Lam Tei, Tuen Mun. At present, the Site is operating as an open carpark.

2.2 The Development Schedule

- 2.2.1 It is proposed to develop the Site into an elderly home with 1,405 nos. of beds and the key development parameters are shown in **Table 2.1**.

Table 2.1 Proposed Development Schedule

Item	Content
Site Area (exclude the area for Fuk Hang Tsuen Road road widening scheme)	Approximate 8,954 m ²
Total GFA	35,000 m ²
Nos. of Beds	1,405

3 EXISTING TRAFFIC SITUATION

3.1 Existing Traffic Conditions

- 3.1.1 The Site has one frontage at Fuk Hang Tsuen Road only.
- 3.1.2 Fuk Hang Tsuen Road is a local road connecting Castle Peak Road-Lam Tei and Lam Tei Main Street. It forms a traffic signal controlled junction with Castle Peak Road and will serve as the major vehicular access of the proposed elderly home.
- 3.1.3 Castle Peak Road-Lam Tei is a district distributor road connecting Tuen Mun to Hung Shui Kui. It forms the primary access for all the local developments and villages along the road.

3.2 Traffic Count Survey

- 3.2.1 In order to assess the existing traffic conditions, a traffic count survey was carried out at the following locations in the vicinity of the Site on 21 August 2014 (Thursday) during the peak hour period from 07:30 to 09:30 and 17:00 to 19:00. The locations of the surveyed junctions are as follows.
- Fuk Hang Tsuen Road / Castle Peak Road-Lam Tei
 - Fuk Hang Tsuen Road / Lam Tei Main Street
 - Lam Tei Main Street / Castle Peak Road-Lam Tei
- 3.2.2 The identified AM and PM peak hours are 08:15 – 09:15 and 17:45 – 18:45, respectively. The recorded peak hour traffic flows are presented in **Figure 2**.

3.3 Existing Junction Capacity Assessment

- 3.3.1 Based on the existing traffic flows, the performance of the key junctions during the AM and PM peak hours were assessed. The results are summarized and presented in **Table 3.1** and detailed junction capacity calculation sheets are presented in **Appendix A**.

Table 3.1 Existing Junction Performance

No.	Junction Location	Type/Capacity Index ⁽¹⁾	AM Peak Hour	PM Peak Hour
J1	Fuk Hang Tsuen Road / Castle Peak Road-Lam Tei	Signalized/RC	12%	9%
J2	Fuk Hang Tsuen Road / Lam Tei Main Street	Priority/DFC	0.34	0.56
J3	Lam Tei Main Street / Castle Peak Road-Lam Tei	Priority /DFC	0.20	0.14

Note: (1) RC = Reserve Capacity for signalized junction; DFC = Design Flow to Capacity ratio for priority junction.

- 3.3.2 From **Table 3.1**, it is noted that the concerned three junctions are operating satisfactorily.

3.4 Existing Public Transport Services

- 3.4.1 At present, there are existing bus routes and minibus route travelling along Castle Peak Road and Fuk Hang Tsuen Road. The details of the bus/minibus routes are shown in **Table 3.2** and the locations of various public transport services are marked on **Figure 3**.

Table 3.2 Existing Public Transport Routes

Mode	Route No.	Origin-Destination	Frequency (min)
Bus	B2	Yuen Long Station – Shenzhen Bay Port	15 – 20
	53	Yuen Long (East) B/T – Tsuen Wan West Railway Station B/T	20 – 35
	63X	Hung Shui Kiu (Tin Sam Road) – Jordan (To Wah Road)	15 – 30
	68A	Long Ping Estate B/T – Tsing Yi Railway Station B/T	7 – 20
	258P	Hung Shui Kiu – Lam Tin Railway Station B/T	15 – 20 ⁽¹⁾
	261P	Ng Lau Road (Tsing Lun Road) – Tin Ping Estate B/T	06:50, 07:20
	960A	Central – Hung Shui Kiu	18:30
	960B	Quarry Bay – Hung Shui Kiu	15 ⁽²⁾
	960P	Hung Shui Kiu (Hung Yuen Road) – Wan Chai Ferry Pier B/T	15 – 20 ⁽¹⁾
	960X	Hung Shui Kiu (Hung Yuen Road) – Quarry Bay (King's Road)	07:00, 07:15, 07:30
GMB	606S	Yuen Long (Fung Cheung Road) – Tsim Sha Tsui East (Mody Road)	6 – 13

Notes: (1) Operates during AM peak only.
(2) Operates during PM peak only.

4 FUTURE TRAFFIC SITUATION

4.1 Design Year

- 4.1.1 The proposed elderly home will be completed in 2018. Therefore, the design year for the following traffic impact assessment will be 2021, i.e. 3 years after the completion of the proposed elderly home.

4.2 Future Traffic Flows

- 4.2.1 Reference was made to the 2009 to 2013 Annual Traffic Census Reports. The traffic data recorded at counting stations in the vicinity of the Site are shown in **Table 4.1**.

Table 4.1 Annual Traffic Census Data

Stn. No.	Road Section			AADT ⁽¹⁾					Avg. Growth%
	Road	From	To	2009	2010	2011	2012	2013	
6213	Castle Peak Road – Hung Shui Kiu	Tin Ha Road	Lam Tei Int	30,340	31,280 (+3.10%)	30,910 (-1.18%)	31,210 (+0.97%)	30,520 (-2.21%)	+0.15%
5296	Castle Peak Road – Lingnan	Fu Tei Road	Lam Tei Int	8,970	9,050 (+0.89%)	9,280 (+2.54%)	9,220 (-0.65%)	9,190 (-0.33%)	+0.61%
Total				39,310	40,330 (+2.59%)	40,190 (-0.35%)	40,430 (+0.60%)	39,710 (-1.78%)	+0.25%

Note: (1) Figures in bracket indicated the % increase/decrease between two years.

- 4.2.2 From **Table 4.1**, the recorded average traffic growth rate was +0.25% between the years 2009 to 2013 for the nearby counting stations. A +0.25% annual growth rate was then adopted into the subsequent traffic forecast.

4.3 Traffic Generation of the Proposed Elderly Home

- 4.3.1 As there is no established trip rates published in TPDM for elderly home, trip generation surveys at existing elderly homes were arranged to collect trip rates of elderly homes. The site selection criteria will be on similar locational characteristics and the two selected sites are listed in **Table 4.2**.

Table 4.2 Adopted Trip Rates of and Traffic Generation of the Proposed Elderly Home

Name	Location	Nos. of Bed	Recorded Trips [Trip Rates (pcu/10 bed)]			
			AM Peak		PM Peak	
			Gen.	Att.	Gen.	Att.
Caritas Li Ka Shing Care and Attention Home	16 Wah Fat Street, Tuen Mun,	260	6 [0.2308]	9 [0.3462]	8 [0.3077]	7 [0.2692]
Pok Oi Hospital Tuen Mun Nursing Home	2 Siu Lun Street, Tuen Mun	216	7 [0.3241]	9 [0.4167]	6 [0.2778]	7 [0.3241]
Average Trip Rates (pcu/10 bed)			0.2774	0.3814	0.2927	0.2967
Proposed POH Elderly Home	Fuk Hang Tsuen Road, Lam Tei	1,405	39	54	42	42

4.3.2 Based on the surveyed average trip rates, the proposed elderly home will generate a two-way traffic of 93 and 84 pcu/hr during AM and PM peak hour, respectively. The development traffic flows are distributed onto the road network as shown in **Figure 4**.

4.3.3 It should be noted that the traffic generation of the existing open carpark was not deducted from the existing road network. Therefore, the following assessment produces a conservative result in the study.

4.4 Reference and Design Flows

4.4.1 The 2021 Reference Flows (**Figure 5**), i.e. the traffic flows in the local road were estimated based on the following equation.

$$\text{2021 Reference Flows} = \text{2014 Existing Flows} \times (1 + 0.25\%)^7$$

4.4.2 The 2021 Design Flows (**Figure 6**), i.e. the traffic flows in the local road network with the additional traffic generated by the proposed elderly home, were estimated based on the following equation:

$$\text{2021 Design Flows} = \text{2021 Reference Flows} + \text{Traffic Flows Generated by the Proposed Elderly Home}$$

4.5 Future Junction Capacity Assessment

4.5.1 Based on the 2021 traffic flows, the performance of the key junctions during the AM and PM peak hours were assessed. The results are summarized and presented in **Table 4.3** and detailed junction capacity calculation sheets are presented in **Appendix B**.

Table 4.3 Future Junction Performance

No.	Junction Location	Type/Capacity Index ⁽¹⁾	2021 Reference		2021 Design	
			AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
J1	Fuk Hang Tsuen Road / Castle Peak Road-Lam Tei	Signalized/RC	10%	7%	3%	2%
J2	Fuk Hang Tsuen Road / Lam Tei main Street	Priority/DFC	0.35	0.57	0.35	0.57
J3	Lam Tei Main Street / Castle Peak Road-Lam Tei	Priority /DFC	0.22	0.14	0.24	0.16

Note: (1) RC = Reserve Capacity for signalized junction; DFC = Design Flow to Capacity ratio for priority junction.

4.5.2 From **Table 4.3**, it is noted that junction no. J2 and J3 will still operate with spare capacity in 2021. For junction no. J1 at J/O Fuk Hang Tsuen Road/Castle Peak Road – Lam Tie, it will operate near capacity but still with positive RCs.

4.5.3 In associate with the proposed widening of Fuk Hang Tsuen Road, the junction modification works at J/O Fuk Hang Tsuen Road/Castle Peak Road – Lam Tie was being planned. The traffic situation discussed in **Table 4.3** would be an interim stage and will be improved upon the completion of the road works. Details of the junction improvement works will be discussed in the following section.

4.6 Future Junction Capacity Assessment (With Junction Improvement)

J/O Fuk Hang Tsuen Road

- 4.6.1 As discussed in **Section 4.5**, J/O Fuk Hang Tsuen Road/ Castle Peak Road-Lam Tei will be operating at capacity during both AM and PM peak hour. Based on the information obtained from the District Council meeting minutes, it is understood that the existing 6.5m Fuk Hang Tsuen Road will be widened to 10.3m. Also, J/O Fuk Hang Tsuen Road/ Castle Peak Road-Lam Tei will be modified.
- 4.6.2 A junction improvement scheme is formulated and presented in **Figure 7** and the junction is re-assessed based on the improved junction layout. The results are presented in **Table 4.4** and detailed junction capacity calculation sheets are presented in **Appendix C**.

Table 4.4 Future Junction Performance (With Junction Improvement)

No.	Junction Location	Type/Capacity Index ⁽¹⁾	2021 Design			
			Without Improvement		With Improvement	
			AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
J1	Fuk Hang Tsuen Road / Castle Peak Road-Lam Tei	Signalized/RC	3%	2%	25%	20%

- 4.6.3 As shown in **Table 4.4**, the junction performance of J/O Fuk Hang Tsuen Road / Castle Peak Road-Lam Tei will be improved upon the completion of the junction modification works. Therefore, the proposed elderly home is acceptable in traffic point of view.

5 PROPOSED TRANSPORT FACILITIES

5.1 Access Arrangement

- 5.1.1 The vehicular access for the proposed elderly home will be located at Fuk Hang Tsuen Road and the design will be in accordance with the latest government guidelines and manuals.

5.2 Car Parking Provisions

- 5.2.1 In general, the car parking provisions for new developments should be provided in accordance with the latest Hong Kong Planning Standards and Guidelines (HKPSG). However, there is no specific guideline set in the HKPSG for elderly home. Nevertheless, among the 1,405 beds, 399 beds will be allocated for elderly nursing home use, which will be operating similar to a hospital. **Table 5.1** summarized the car parking provisions by adopting the Hong Kong Planning Standard and Guidelines (HKPSG) requirements of hospital.

Table 5.1 Proposed Car Parking Provision

Use	HKPSG Requirements	Required Provision	Proposed Provision
Elderly Nursing Home (Hospital) – 399 beds	1 car parking space per 3 to 12 beds	34 – 133	75

- 5.2.2 The proposed car parking provisions will serve two major components: Operational Needs and Visitors Use.

Operational Needs

- 5.2.3 The proposed elderly home will provide a total of 1,405 beds for the elderly. As advised by the Pok Oi Hospital, the required number of car parking spaces would be 40 nos. to meet the operational needs.

Visitors Use

- 5.2.4 It is proposed to provide 35 nos. of private car parking spaces for visitors to the elderly home. The visitors can be other visiting medical professional staff and supporting staff, social welfare/religious staff (occasional or unscheduled), and elderly family members.
- 5.2.5 In view of the above, 75 nos. of private car parking spaces should be provided for ancillary use. Out of the 75 nos. of spaces, 2 nos. will be made available for disable users measuring at 3.5m (W) x 5.0m (L).

5.3 Loading and Unloading Provisions

- 5.3.1 It is proposed to provide 6 nos. of rehabilitation bus parking spaces and 2 nos. of ambulance lay-by for the residents to transit between the elderly home and other hospital.
- 5.3.2 To cater for the servicing needs of the proposed elderly home, 2 nos. of loading/unloading space for goods vehicle will be provided, measuring at 3.5m (W) x 11.0m (L) and 4.7m (H).
- 5.3.3 A total of 2 nos. of taxi/private car lay-by will be provided for pick-up/drop-off purpose.
- 5.3.4 The access arrangement and the car parking floors are shown in **Appendix D**.

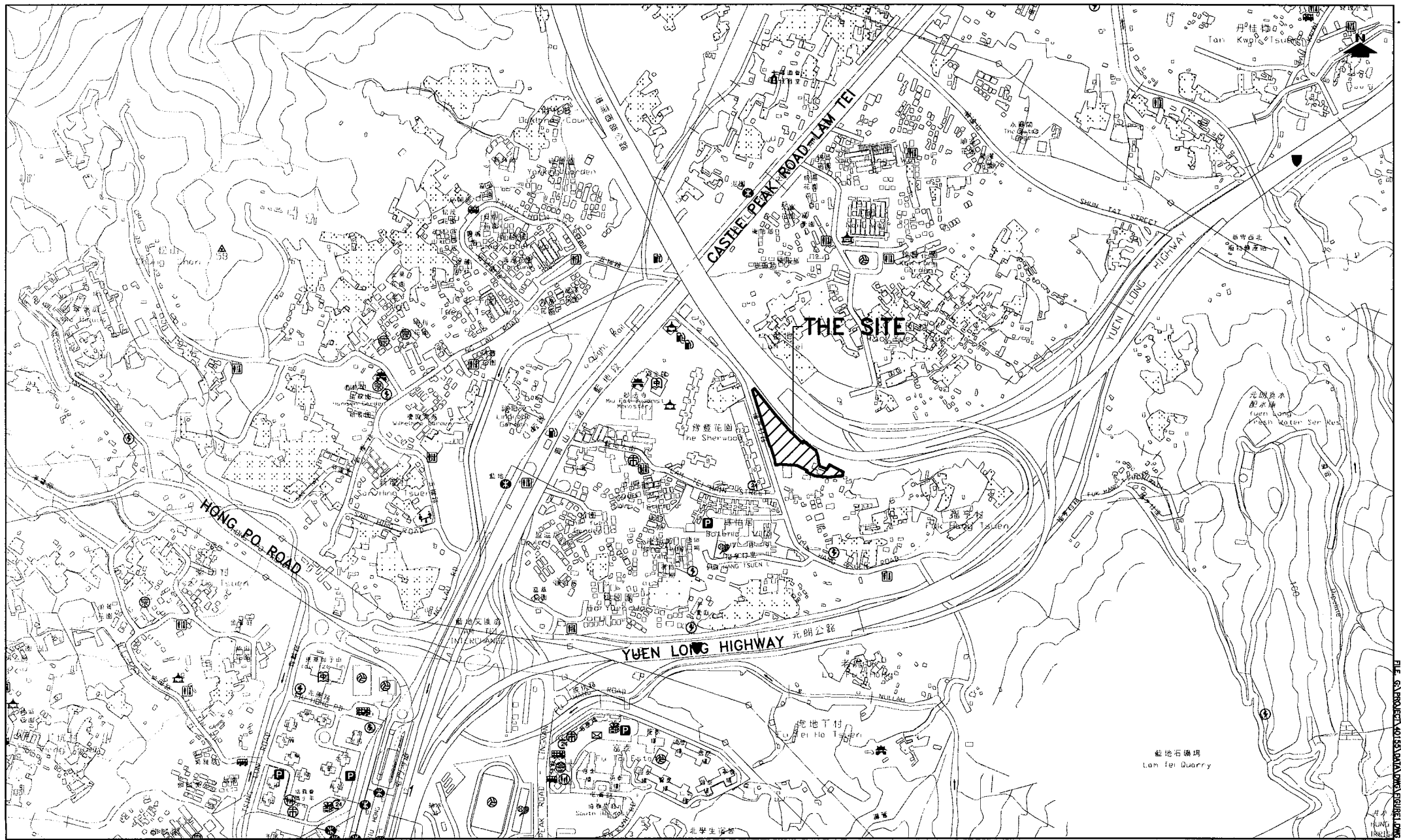
6 SUMMARY AND CONCLUSION

6.1 Summary

- 6.1.1 Pok Oi Hospital intends to develop an elderly home at a piece of land at Fuk Hang Tsuen Road, Lam Tei, Tuen Mun which provide 1,405 beds. LLA Consultancy Limited was commissioned to carry out a traffic impact assessment study to assess the potential traffic impact on its adjacent road network.
- 6.1.2 In order to assess the existing traffic conditions, a traffic count survey was carried out at the following locations in the vicinity of the Site on 21 August 2014 (Thursday) during the peak hour period. The identified AM and PM peak hours are 08:15 – 09:15 and 17:45 – 18:45, respectively.
- 6.1.3 As there is no established trip rates published in TPDM for elderly home, trip generation surveys at existing elderly homes were arranged to collect trip rates from existing elder home. Based on the surveyed trip rates, the proposed elderly home will generate a two-way traffic of 93 and 84 pcu/hr during AM and PM peak hour, respectively.
- 6.1.4 Junction capacity assessments were carried out for the key junctions in the vicinity for the year 2021. The results indicated that the junctions in the vicinity will be able to cope with the traffic demand of the proposed elderly home, except for junction no. 1 J/O Fuk Hang Tsuen Road/Castle Peak Road – Lam Tie which will operate near capacity.
- 6.1.5 In associate with the proposed widening of Fuk Hang Tsuen Road, junction modification works at J/O Fuk Hang Tsuen Road/Castle Peak Road – Lam Tie was being planned. The junction performance will be improved upon the completion of the junction modification works.
- 6.1.6 The proposed elderly home will provide a total of 75 private car parking spaces, including 2 nos. for disable users. In addition, 6 nos. of rehabilitation bus parking spaces, 2 nos. of ambulance lay-by, 2 no. of loading/unloading space for goods vehicle and 2 nos. of taxi/private car lay-by will be provided to cater for the operational needs.

6.2 Conclusion

- 6.2.1 The findings of the traffic impact assessment indicated that the adjacent road network would be able to cope with the traffic generated by the proposed elderly home and it is considered acceptable in traffic viewpoint.



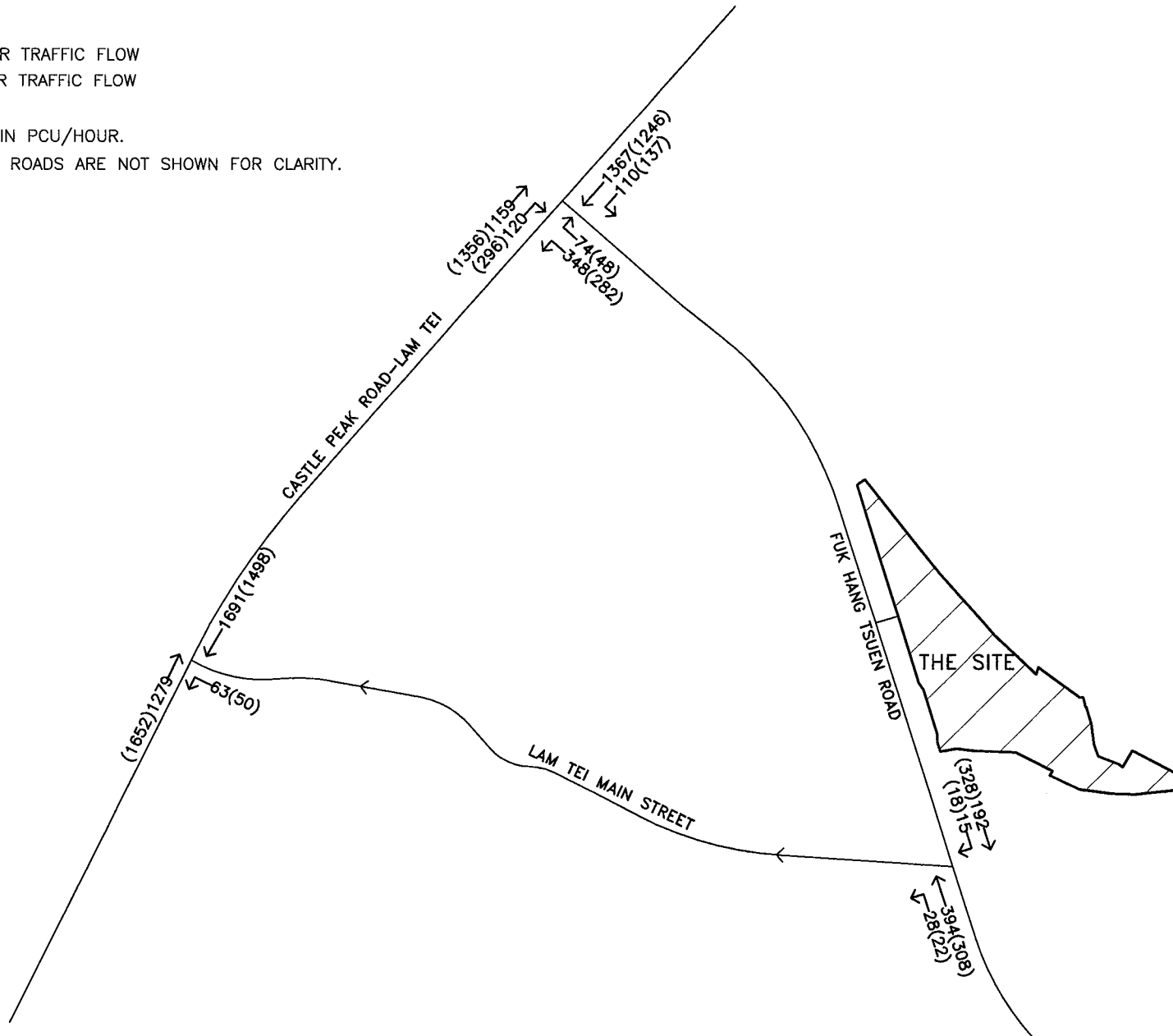
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DESIGNED SLN	DATE AUG 2014	DRAWING TITLE LOCATION PLAN		LLA 顧問有限公司 Consultancy Limited	
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CHECKED SLN					


LEGEND:

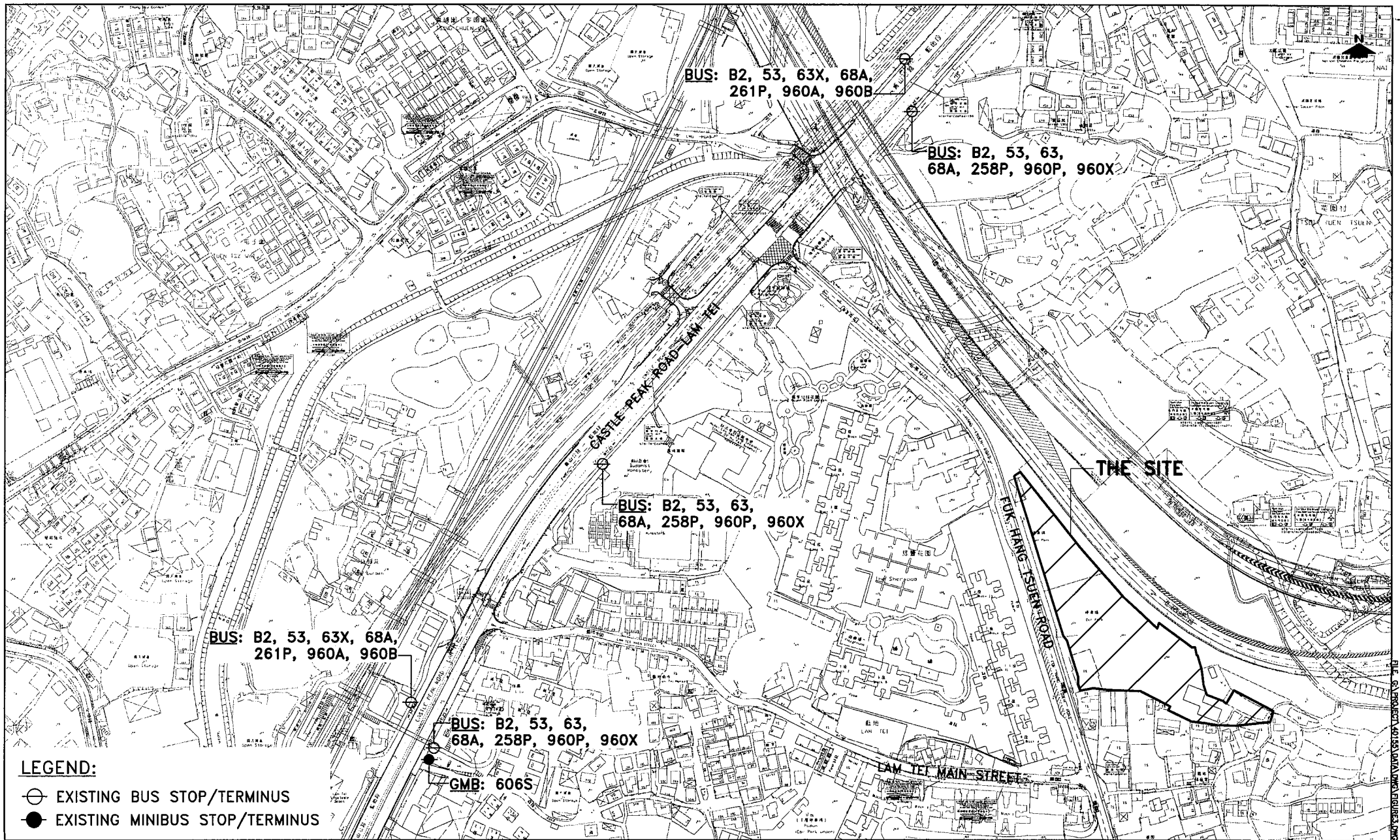
123(456) ← PM PEAK HOUR TRAFFIC FLOW
 ↑ AM PEAK HOUR TRAFFIC FLOW

NOTES:

1. ALL TRAFFIC FLOWS ARE IN PCU/HOUR.
2. TRAFFIC FLOWS AT MINOR ROADS ARE NOT SHOWN FOR CLARITY.



PROJECT NO. 40155		PROJECT TITLE POH ELDERLY HOME PROJECT, LAM TEI, TUEN MUN, NEW TERRITORIES		DRAWING NO. FIGURE 2	REV. A
DESIGNED SLN	DATE NOV 2014	DRAWING TITLE 2014 EXISTING TRAFFIC FLOWS		 顧問有限公司 Consultancy Limited	
DRAWN CLL	SCALE N.T.S.				
CHECKED SLN					



LEGEND:

- ⊕ EXISTING BUS STOP/TERMINUS
- EXISTING MINIBUS STOP/TERMINUS

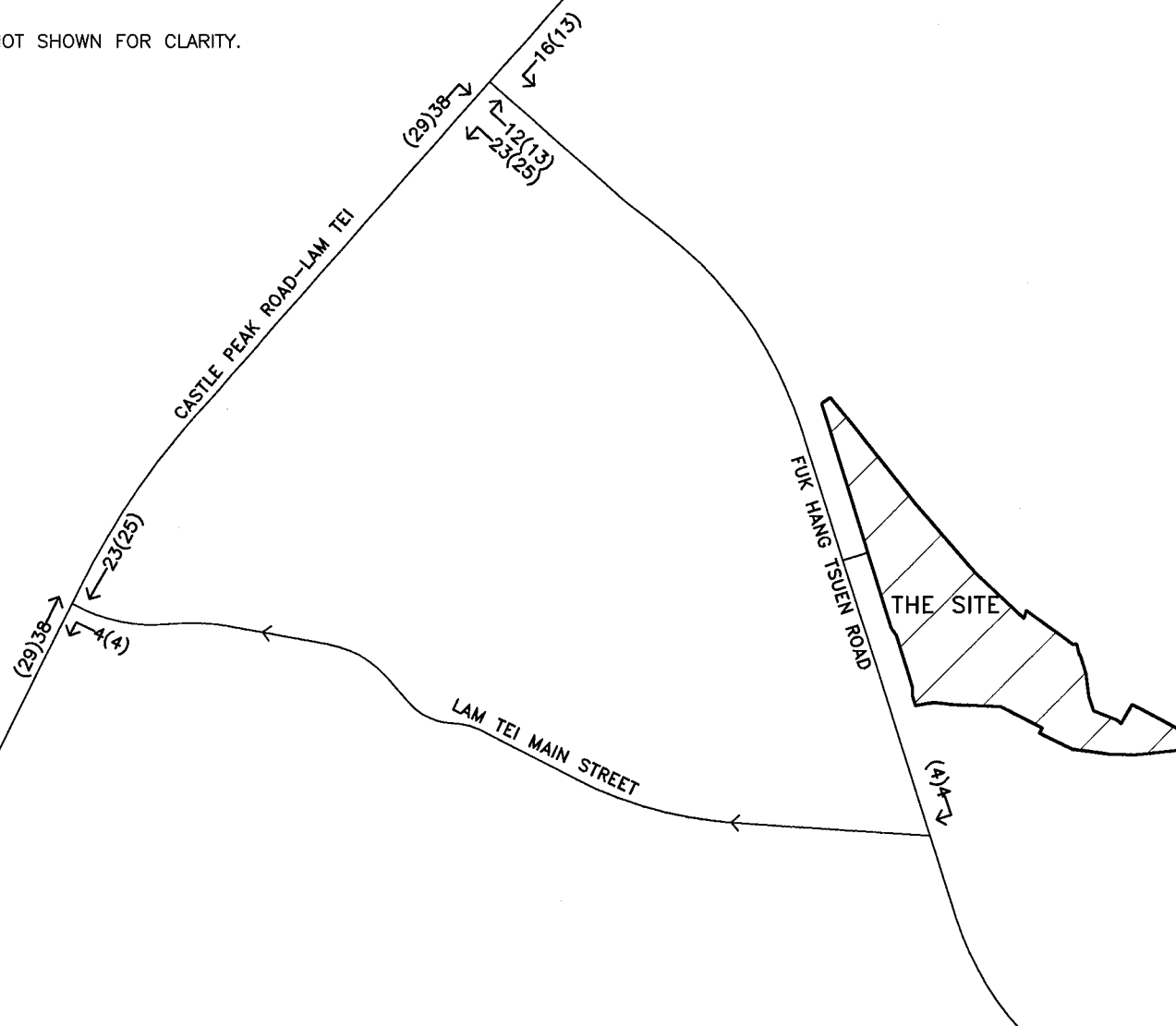
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DESIGNED SLN	DATE AUG 2014	DRAWING TITLE PUBLIC TRANSPORT FACILITIES		LLA 顧問有限公司 Consultancy Limited	
DRAWN CLL	SCALE 1:3500				
CHECKED SLN					

LEGEND:

123(456) ← PM PEAK HOUR TRAFFIC FLOW
 ↑ AM PEAK HOUR TRAFFIC FLOW

NOTES:

1. ALL TRAFFIC FLOWS ARE IN PCU/HOUR.
2. TRAFFIC FLOWS AT MINOR ROADS ARE NOT SHOWN FOR CLARITY.



PROJECT NO.	40155
DESIGNED	SLN
DRAWN	CLL
CHECKED	SLN
DATE	AUG 2014
SCALE	N.T.S.

PROJECT TITLE	POH ELDERLY HOME PROJECT, LAM TEI, TUEN MUN, NEW TERRITORIES
DRAWING TITLE	DEVELOPMENT TRAFFIC FLOWS

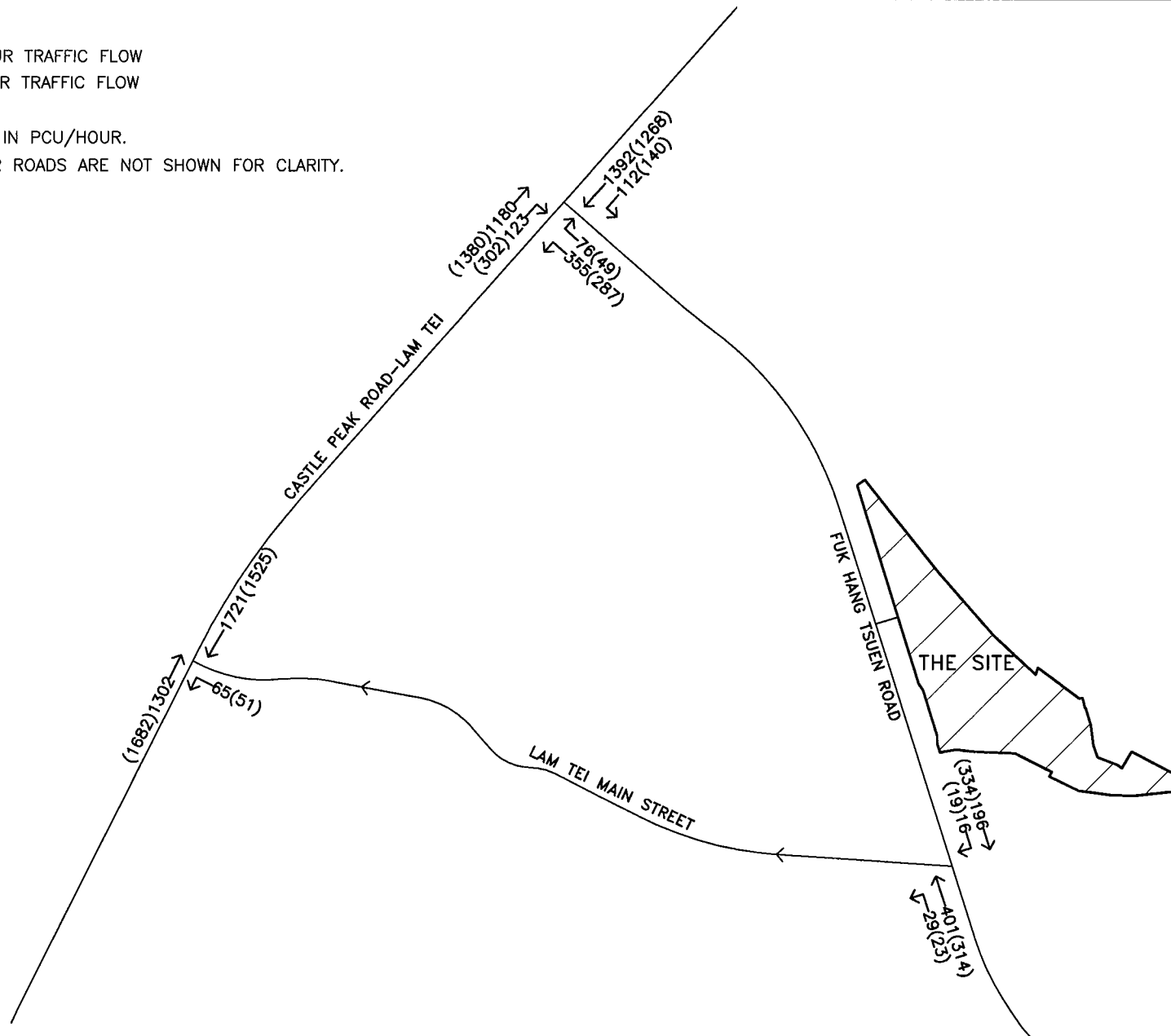
DRAWING NO.	FIGURE 4
REV.	.
LLA 顧問有限公司 Consultancy Limited	

LEGEND:

123(456) ← PM PEAK HOUR TRAFFIC FLOW
 ↑ AM PEAK HOUR TRAFFIC FLOW

NOTES:

1. ALL TRAFFIC FLOWS ARE IN PCU/HOUR.
2. TRAFFIC FLOWS AT MINOR ROADS ARE NOT SHOWN FOR CLARITY.



PROJECT NO. 40155		PROJECT TITLE POH ELDERLY HOME PROJECT, LAM TEI, TUEN MUN, NEW TERRITORIES		DRAWING NO. FIGURE 5	REV. A
DESIGNED SLN	DATE NOV 2014	DRAWING TITLE 2021 REFERENCE TRAFFIC FLOWS		LLA 顧問有限公司 Consultancy Limited	
DRAWN CLL	SCALE N.T.S.				
CHECKED SLN					

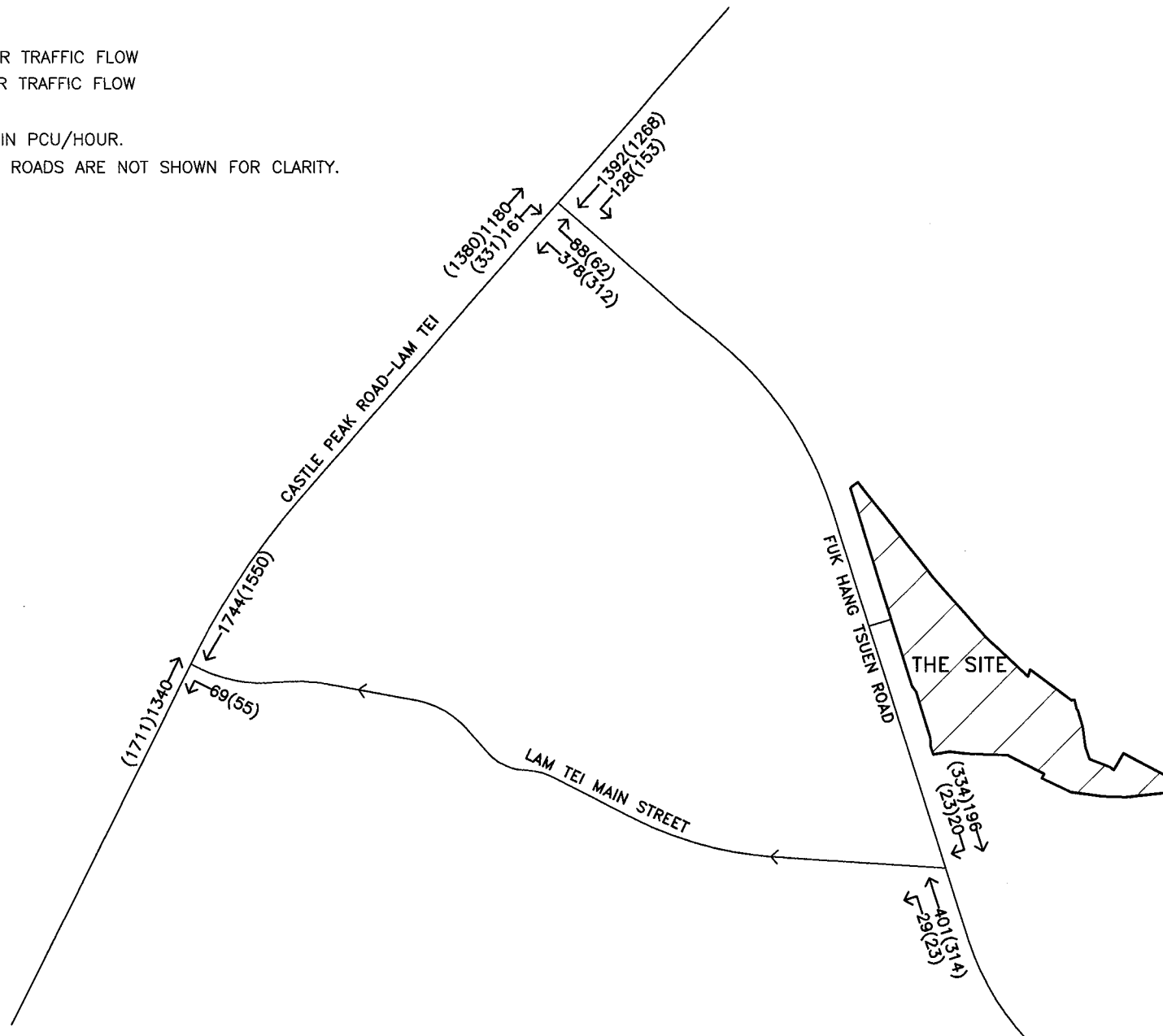
LEGEND:

123(456) ← PM PEAK HOUR TRAFFIC FLOW

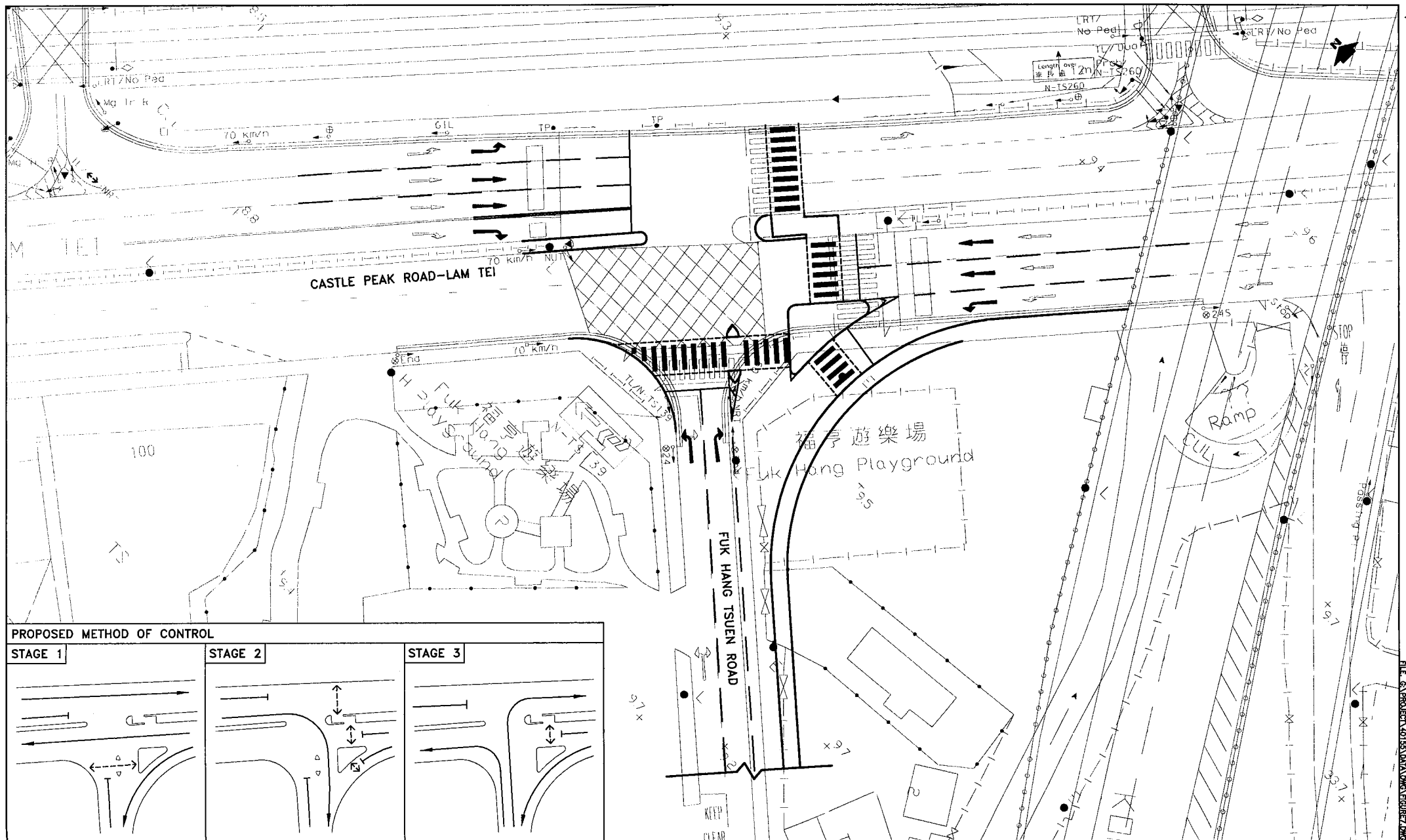
↑ AM PEAK HOUR TRAFFIC FLOW

NOTES:

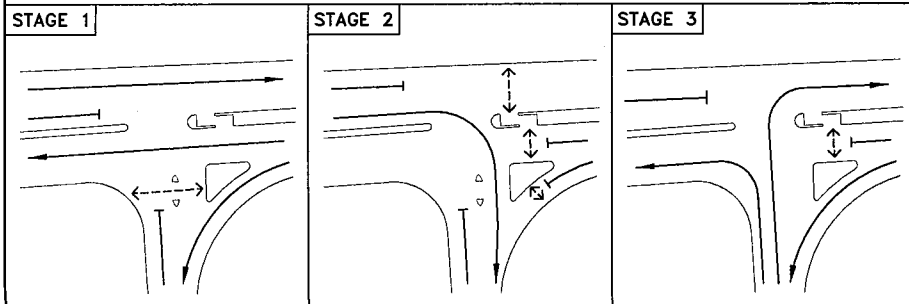
1. ALL TRAFFIC FLOWS ARE IN PCU/HOUR.
2. TRAFFIC FLOWS AT MINOR ROADS ARE NOT SHOWN FOR CLARITY.



PROJECT NO. 40155		PROJECT TITLE POH ELDERLY HOME PROJECT, LAM TEI, TUEN MUN, NEW TERRITORIES		DRAWING NO. FIGURE 6	REV. A
DESIGNED SLN	DATE NOV 2014	DRAWING TITLE 2021 DESIGN TRAFFIC FLOWS		LLA 顧問有限公司 Consultancy Limited	
DRAWN CLL	SCALE N.T.S.				
CHECKED SLN					



PROPOSED METHOD OF CONTROL



PROJECT NO. 40155		PROJECT TITLE POH ELDERLY HOME PROJECT, LAM TEI, TUEN MUN, NEW TERRITORIES		DRAWING NO. FIGURE 7	REV. A
DESIGNED SLN	DATE NOV 2014	DRAWING TITLE JUNCTION IMPROVEMENT AT J/O CASTLE PEAK ROAD-LAM TEI/FUK HANG TSUEN ROAD		LLA 顧問有限公司 Consultancy Limited	
DRAWN CLL	SCALE 1:600				
CHECKED SLN					

Appendix A

Junction Calculation Sheets - Existing Scenario

LLA CONSULTANCY LIMITED

TRAFFIC SIGNAL CALCULATION

POH Elderly Home Project Lam Tei, Tuen Mun, New Territories

J/O Fuk Hang Tsun Road/Castle Peak Road-Lam Tei

2014 Existing AM

PROJECT NO.: 40155

FILENAME: J1_FHTR_CPRLT.xlsx

Prepared By:

Checked By:

Reviewed By:

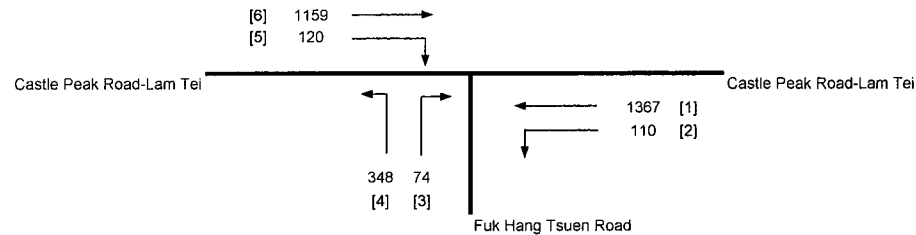
INITIALS

DATE

VWI Nov-14

GWL Nov-14

SLN Nov-14



No. of stages per cycle	N =	3
Cycle time	C =	120 sec
Sum(y)	Y =	0.638
Loss time	L =	25 sec
Total Flow		3178 pcu
Co	= $(1.5 \cdot L + 5) / (1 - Y)$	117.3 sec
Cm	= $L / (1 - Y)$	69.0 sec
Yult		0.713
R.C.ult	= $(Yult - Y) / Y \cdot 100\%$	11.8 %
Cp	= $0.9 \cdot L / (0.9 - Y)$	85.7 sec
Ymax	= $1 - L / C$	0.792

$$R.C.(C) = (0.9 \cdot Ymax - Y) / Y \cdot 100\% = 12 \%$$

[6] →	[5] →	[P1] ↑ [P2] ↓	[P2] ↑ [P2] ↓	[4] [3]
Stage 1 G= 47 Int = 7	Stage 2 G= 14 Int = 8	Stage 3 G= 36 Int = 8	Stage 4 G=	Stage 5 G=

Pedestrian Phase	Stage	Width (m)	Green Time Required			Green Time Provided	
			SG	FG	Delay	SG	FG
P1	2	10.8	9	9	2	10	9
P2	2.3	11.4	10	10	2	54	10

Move-ment	Stage	Lane Width m.	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement			Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare Lane m.	Flare Effect pcu/hr	Site Factor	Site Effect pcu/hr	Gradient %	Gradient Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
1	1	3.75	2				4260		1367		1367	0.00	4260							4260	0.321	0.321	20	48	48	0.805	81	33
2	1	3.60	1	10		N	1975	110			110	1.00	1717							1717	0.064			10	48	0.805	24	98
6	1	3.40	3			N	6145		1159		1159	0.00	6145							6145	0.189			28	70	0.805	58	44
5	2	3.40	1	10			2095			120	120	1.00	1822							1822	0.066	0.066	5	10	15	0.805	24	94
3,4	3	3.20	1	10		N	1935	348		74	422	1.00	1683							1683	0.251	0.251		37	37	0.805	60	47

NOTE : O - OPPOSING TRAFFIC

N - NEAR SIDE LANE

SG - STEADY GREEN

FG - FLASHING GREEN

PEDESTRAIN WALKING SPEED = 1.2m/s

QUEUEING LENGTH = AVERAGE QUEUE * 6m

TRAFFIC SIGNAL CALCULATION

POH Elderly Home Project Lam Tei, Tuen Mun, New Territories

2014 Existing PM

PROJECT NO.:	40155
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Prepared By:

INITIALS

DATE _____

FILENAME: J1_FHTR_CPRLT.xlsx

Checked By:

	GWL
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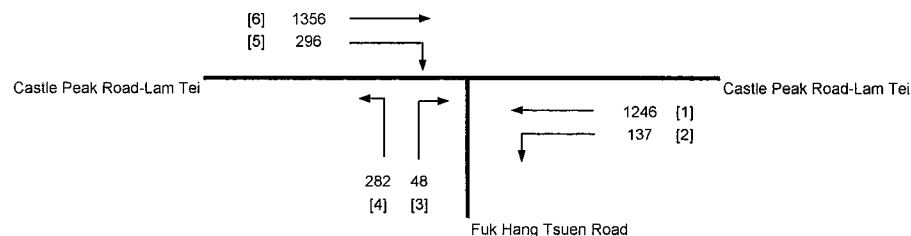
Nov-14

J/O Fuk Hang Tsun Road/Castle Peak Road-Lam Tei

Reviewed By:

	CWE
	SIN

Nov-14



No. of stages per cycle	N =	3
Cycle time	C =	120 sec
Sum(y)	Y =	0.651
Loss time	L =	25 sec
Total Flow	=	3365 pcu
Co = $(1.5 \cdot L + 5) / (1 - Y)$	=	121.8 sec
Cm = $L / (1 - Y)$	=	71.7 sec
Yult	=	0.713
R.C.ult = $(Yult - Y) / Y \cdot 100\%$	=	9.4 %
Cp = $0.9 \cdot L / (0.9 - Y)$	=	90.4 sec
Ymax = $1 - L / C$	=	0.792

R.C.(C)	= (0.9*Ymax-Y)/Y*100%	=	9 %
---------	-----------------------	---	-----

Stage 1 G= 42 Int = 7	Stage 2 G= 28 Int = 8	Stage 3 G= 28 Int = 8	Stage 4 G= Int =	Stage 5 G= Int =

Pedestrian Phase	Stage	Width (m)	Green Time Required			Green Time Provided	
			SG	FG	Delay	SG	FG
P1	2	10.8	9	9	2	24	9
P2	2.3	11.4	10	10	2	59	10

[illegible]

NOTE : O - OPPOSING TRAFFIC

N - NEAR SIDE LANE

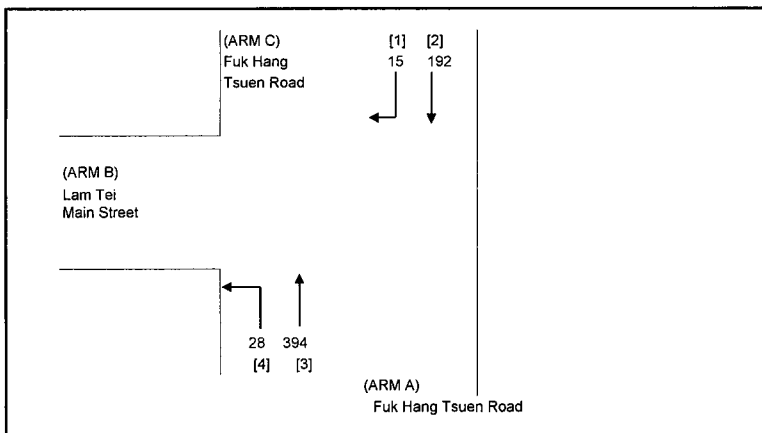
SG - STEADY GREEN

FG - FLASHING GREEN

PEDESTRAIN WALKING SPEED = 1.2m/s

QUEUING LENGTH = AVERAGE QUEUE * 6m

LLA CONSULTANCY LIMITED		PRIORITY JUNCTION CALCULATION		INITIALS	DATE
POH Elderly Home Project Lam Tei, Tuen Mun, New Territories		PROJECT NO.: 40155	PREPARED BY:	VWI	Nov-14
Fuk Hang Tsuen Road/Lam Tei Main Street	2014 Existing AM	FILENAME : J2_FHTR_LTMS.xls	CHECKED BY:	GWL	Nov-14
		REFERENCE NO.:	REVIEWED BY:	SLN	Nov-14



NOTES : (GEOMETRIC INPUT DATA)

W = MAJOR ROAD WIDTH
 W cr = CENTRAL RESERVE WIDTH
 W b-a = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
 W b-c = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
 W c-b = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
 Vl b-a = VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
 Vr b-a = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
 Vr b-c = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
 Vr c-b = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
 D = STREAM-SPECIFIC B-A
 E = STREAM-SPECIFIC B-C
 F = STREAM-SPECIFIC C-B
 Y = (1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W = 6.40 (metres)
 W cr = 0 (metres)
 q a-b = 28 (pcu/hr)
 q a-c = 394 (pcu/hr)

MAJOR ROAD (ARM C)

W c-b = 3.00 (metres)
 Vr c-b = 80 (metres)
 q c-a = 15 (pcu/hr)
 q c-b = 192 (pcu/hr)

GEOMETRIC FACTORS :

D = 0.53322
 E = 0.58595
 F = 0.90510
 Y = 0.77920

THE CAPACITY OF MOVEMENT :

Q b-a = 230
 Q b-c = 369
 Q c-b = 566
 Q b-ac = 230

TOTAL FLOW = 629 (PCU/HR)

COMPARISON OF DESIGN FLOW TO CAPACITY:

DFC c-b = 0.3392

CRITICAL DFC = 0.34

LLA CONSULTANCY LIMITED

PRIORITY JUNCTION CALCULATION

INITIALS

DATE

POH Elderly Home Project Lam Tei, Tuen Mun, New Territories

PROJECT NO.: 40155

PREPARED BY:

VWI

Nov-14

Fuk Hang Tsuen Road/Lam Tei Main Street

2014 Existing PM

FILENAME : J2_FHTR_LTMS.xls

CHECKED BY:

GWL

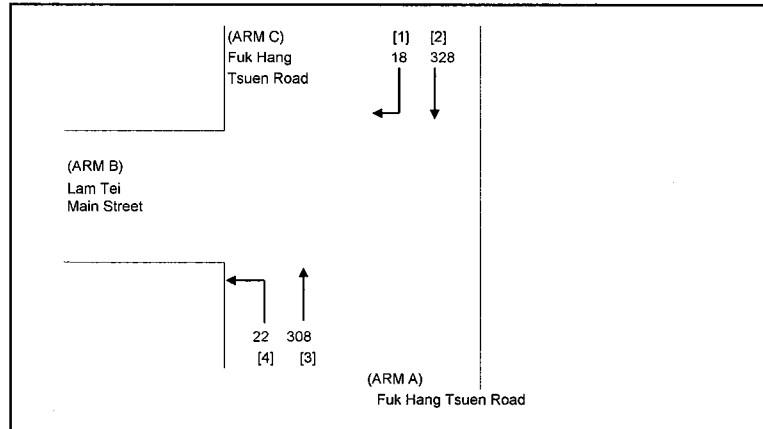
Nov-14

REFERENCE NO.:

REVIEWED BY:

SLN

Nov-14



NOTES : (GEOMETRIC INPUT DATA)

W = MAJOR ROAD WIDTH
W cr = CENTRAL RESERVE WIDTH
W b-a = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
V l b-a = VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
V r b-a = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
V r b-c = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
V r c-b = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D = STREAM-SPECIFIC B-A
E = STREAM-SPECIFIC B-C
F = STREAM-SPECIFIC C-B
Y = (1-0.0345W)

GEOMETRIC DETAILS:

GEOMETRIC FACTORS :

THE CAPACITY OF MOVEMENT :

COMPARISON OF DESIGN FLOW TO CAPACITY:

MAJOR ROAD (ARM A)

W = 6.40 (metres)
W cr = 0 (metres)
q a-b = 22 (pcu/hr)
q a-c = 308 (pcu/hr)

D = 0.53322
E = 0.58595
F = 0.90510
Y = 0.77920

Q b-a = 214
Q b-c = 384 Q b-c (O) = 384
Q c-b = 590
Q b-ac = 214

DFC c-b = 0.5559

MAJOR ROAD (ARM C)

W c-b = 3.00 (metres)
V r c-b = 80 (metres)
q c-a = 18 (pcu/hr)
q c-b = 328 (pcu/hr)

TOTAL FLOW = 676 (PCU/HR)

CRITICAL DFC = 0.56

LLA CONSULTANCY LIMITED

PRIORITY JUNCTION CALCULATION

INITIALS

DATE

POH Elderly Home Project Lam Tei, Tuen Mun, New Territories

PROJECT NO.: 40155

PREPARED BY:

VWI

Nov-14

Lam Tei Main Street/Castle Peak Road-Lam Tei

2014 Existing PM

FILENAME : J3_LTMS_CPRLT.xl

CHECKED BY:

GWL

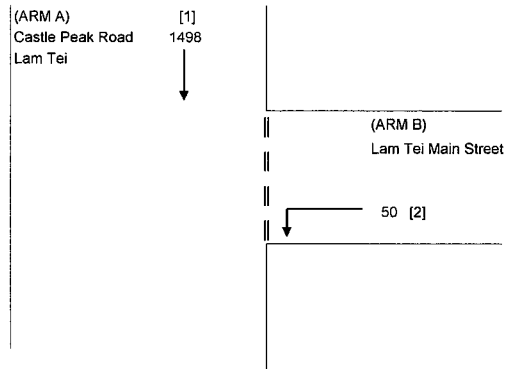
Nov-14

REFERENCE NO.:

REVIEWED BY:

SLN

Nov-14



NOTES : (GEOMETRIC INPUT DATA)

W = MAJOR ROAD WIDTH
W cr = CENTRAL RESERVE WIDTH
W b-a = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a = VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D = STREAM-SPECIFIC B-A
E = STREAM-SPECIFIC B-C
F = STREAM-SPECIFIC C-B
Y = (1-0.0345W)

GEOMETRIC DETAILS:

GEOMETRIC FACTORS :

THE CAPACITY OF MOVEMENT :

COMPARISON OF DESIGN FLOW TO CAPACITY:

MAJOR ROAD (ARM A)

W = 7.10 (metres)
W cr = 0 (metres)
q a-b = 0 (pcu/hr)
q a-c = 1498 (pcu/hr)

D = 1.03395
E = 1.09994
F = 0.58595
Y = 0.75505

F for (Qb-ac) = 1

Q b-a = 223
Q b-c = 367
Q c-b = 195
Q b-ac = 367

TOTAL FLOW = 1548 (PCU/HR)

DFC b-a = 0.0000
DFC b-c = 0.1362
DFC c-b = 0.0000
DFC b-c (share lane) = 0.1362

MINOR ROAD (ARM B)

W b-a = 5.50 (metres)
W b-c = 5.50 (metres)
Vl b-a = 50 (metres)
Vr b-a = 50 (metres)
Vr b-c = 50 (metres)
q b-a = 0 (pcu/hr)
q b-c = 50 (pcu/hr)

CRITICAL DFC = 0.14

Appendix B

Junction Calculation Sheets - Reference and Design Scenario

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TRAFFIC SIGNAL CALCULATION

POH Elderly Home Project Lam Tei, Tuen Mun, New Territories

J/O Fuk Hang Tsuen Road/Castle Peak Road-Lam Tei

2021 Reference AM

PROJECT NO.: 40155

FILENAME: J1_FHTR_CPRLT.xlsx

Prepared By:

Checked By:

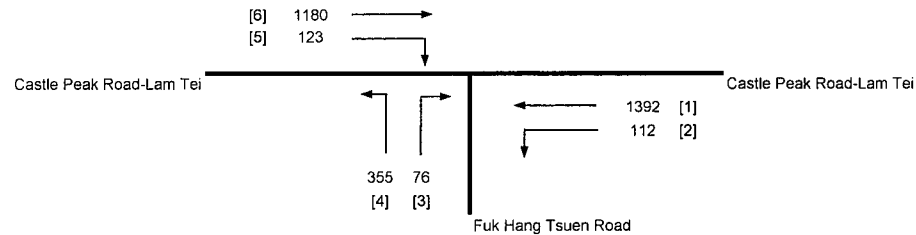
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INITIALS DATE

VWI Nov-14

GWL Nov-14

SLN Nov-14



No. of stages per cycle	N =	3
Cycle time	C =	120 sec
Sum(y)	Y =	0.650
Loss time	L =	25 sec
Total Flow	=	3238 pcu
Co = (1.5*L+5)/(1-Y)	=	121.6 sec
Cm = L/(1-Y)	=	71.5 sec
Yult	=	0.713
R.C.ult = (Yult-Y)/Y*100%	=	9.5 %
Cp = 0.9*L/(0.9-Y)	=	90.2 sec
Ymax = 1-L/C	=	0.792

R.C.(C) = (0.9*Ymax-Y)/Y*100% = 10 %

[6] →	[5] →	[1] → [2] →	[P1] ↑ [P2] ↓	[P2] ↑ [P1] ↓	[4] [3]
Stage 1 G= 47 Int = 7	Stage 2 G= 14 Int = 8	Stage 3 G= 36 Int = 8	Stage 4 G=	Stage 5 G=	

Pedestrian Phase	Stage	Width (m)	Green Time Required			Green Time Provided	
			SG	FG	Delay	SG	FG
P1	2	10.8	9	9	2	10	9
P2	2.3	11.4	10	10	2	54	10

Move-ment	Stage	Lane Width m.	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement			Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare Lane m.	Flare Effect pcu/hr	Site Factor	Site Effect pcu/hr	Gradient %	Gradient Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
1	1	3.75	2				4260		1392		1392	0.00	4260							4260	0.327	0.327	20	48	48	0.822	81	33
2	1	3.60	1	10		N	1975	112			112	1.00	1717							1717	0.065			10	48	0.822	24	104
6	1	3.40	3			N	6145		1180		1180	0.00	6145							6145	0.192			28	70	0.822	60	44
5	2	3.40	1	10			2095			123	123	1.00	1822							1822	0.068	0.068	5	10	15	0.822	30	99
3,4	3	3.20	1	10		N	1935	355		76	431	1.00	1683							1683	0.256	0.256		37	37	0.822	60	49

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s

QUEUEING LENGTH = AVERAGE QUEUE * 6m

LLA CONSULTANCY LIMITED

TRAFFIC SIGNAL CALCULATION

POH Elderly Home Project Lam Tei, Tuen Mun, New Territories

J/O Fuk Hang Tsuen Road/Castle Peak Road-Lam Tei

2021 Reference PM

PROJECT NO.: 40155

FILENAME: J1_FHTR_CPRLT.xlsx

Prepared By:

Checked By:

Reviewed By:

INITIALS

DATE

VWL

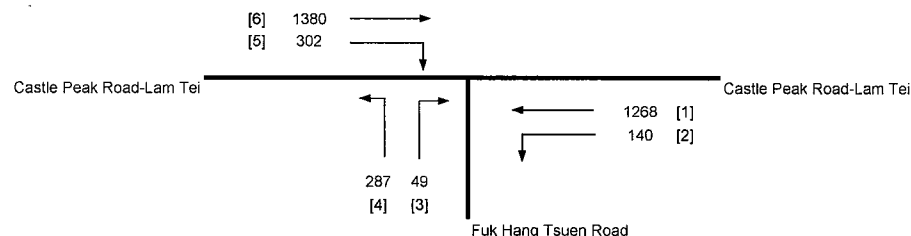
Nov-14

GWL

Nov-14

SLN

Nov-14



No. of stages per cycle	N =	3
Cycle time	C =	120 sec
Sum(y)	Y =	0.663
Loss time	L =	25 sec
Total Flow	=	3426 pcu
Co	= $(1.5 \cdot L + 5) / (1 - Y)$	126.2 sec
Cm	= $L / (1 - Y)$	74.2 sec
Yult	=	0.713
R.C.ult	= $(Yult - Y) / Y \cdot 100\%$	7.4 %
Cp	= $0.9 \cdot L / (0.9 - Y)$	95.0 sec
Ymax	= $1 - L / C$	0.792

$$R.C.(C) = (0.9 \cdot Y_{max} - Y) / Y \cdot 100\% = 7 \%$$

[6] →	[5] →	[P1]	[P2]	[4] [3]
[1] [2]	[P2]	[P2]		
Stage 1	Stage 2	Stage 3	Stage 4	Stage 5
G= 42 Int = 7	G= 28 Int = 8	G= 28 Int = 8	G=	G=

Pedestrian Phase	Stage	Width (m)	Green Time Required			Green Time Provided	
			SG	FG	Delay	SG	FG
P1	2	10.8	9	9	2	24	9
P2	2.3	11.4	10	10	2	59	10

Move-ment	Stage	Lane Width m.	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement			Total FLOW pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare Lane m.	Flare Effect pcu/hr	Site Factor	Site Effect pcu/hr	Gradient %	Gradient Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
1	1	3.75	2			N	4260		1268		1268	0.00	4260							4260	0.298	0.298	20	43	43	0.838	81	37
2	1	3.60	1	10		N	1975	140			140	1.00	1717							1717	0.082		12	43	43	0.838	30	98
6	1	3.40	3			N	6145		1380		1380	0.00	6145							6145	0.225		32	78	78	0.838	66	42
5	2	3.40	1	10			2095			302	302	1.00	1822							1822	0.166	0.166	5	24	29	0.838	54	65
3,4	3	3.20	1	10		N	1935	287		49	336	1.00	1683							1683	0.200	0.200	29	29	29	0.838	54	60

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s

QUEUING LENGTH = AVERAGE QUEUE * 6m

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TRAFFIC SIGNAL CALCULATION

POH Elderly Home Project Lam Tei, Tuen Mun, New Territories

J/O Fuk Hang Tsuen Road/Castle Peak Road-Lam Tei

2021 Design AM

PROJECT NO.: 40155

FILENAME : J1_FHTR_CPRLT.xlsx

Prepared By:

Checked By:

Reviewed By:

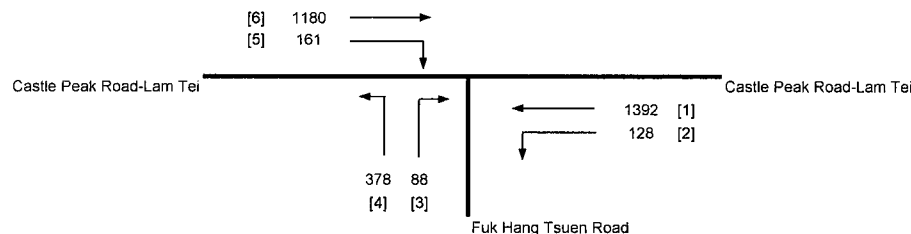
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SLN Nov-14



No. of stages per cycle	N =	3
Cycle time	C =	120 sec
Sum(y)	Y =	0.692
Loss time	L =	25 sec
Total Flow	=	3327 pcu
Co	= $(1.5 \cdot L + 5) / (1 - Y)$	138.0 sec
Cm	= $L / (1 - Y)$	81.2 sec
Yult	=	0.713
R.C.ult	= $(Yult - Y) / Y \cdot 100\%$	2.9 %
Cp	= $0.9 \cdot L / (0.9 - Y)$	108.2 sec
Ymax	= $1 - L / C$	0.792

$$R.C.(C) = (0.9 \cdot Ymax - Y) / Y \cdot 100\% = 3 \%$$

Stage 1 G= 44 Int = 7	Stage 2 G= 16 Int = 8	Stage 3 G= 37 Int = 8	Stage 4 G=	Stage 5 G=

Pedestrian Phase	Stage	Width (m)	Green Time Required			Green Time Provided	
			SG	FG	Delay	SG	FG
P1	2	10.8	9	9	2	12	9
P2	2.3	11.4	10	10	2	57	10

Move-ment	Stage	Lane Width m.	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement			Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare Lane m.	Flare Effect pcu/hr	Site Factor	Site Effect pcu/hr	Gradient %	Gradient Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
1	1	3.75	2				4260	Left	Straight	Right	1392	0.00	4260							4260	0.327	0.327	20	45	45	0.874	87	38
2	1	3.60	1	10		N	1975	128			128	1.00	1717							1717	0.075			10	45	0.874	36	52
6	1	3.40	3			N	6145				1180	0.00	6145							6145	0.192			26	69	0.874	62	54
5	2	3.40	1	10			2095			161	161	1.00	1822							1822	0.088	0.088	5	12	17	0.874	42	51
3,4	3	3.20	1	10		N	1935	378		88	466	1.00	1683							1683	0.277	0.277		38	38	0.874	72	32

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s

QUEUING LENGTH = AVERAGE QUEUE * 6m

LLA CONSULTANCY LIMITED

TRAFFIC SIGNAL CALCULATION

POH Elderly Home Project Lam Tei, Tuen Mun, New Territories

2021 Design PM

PROJECT NO.: 40155

Prepared By:

INITIALS

DATE

J/O Fuk Hang Tsuen Road/Castle Peak Road-Lam Tei

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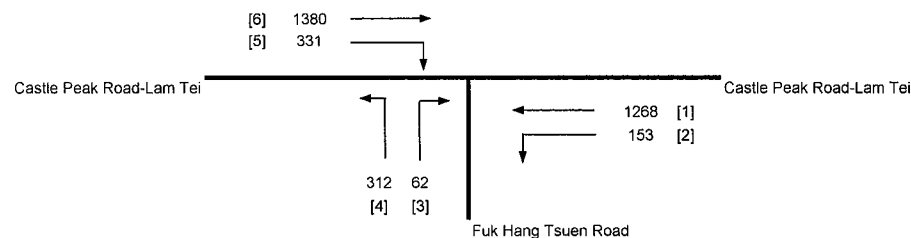
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Reviewed By:

SLN

Nov-14



No. of stages per cycle	N =	3
Cycle time	C =	120 sec
Sum(y)	Y =	0.702
Loss time	L =	25 sec
Total Flow	=	3506 pcu
Co	= $(1.5 \cdot L + 5) / (1 - Y)$	142.4 sec
Cm	= $L / (1 - Y)$	83.8 sec
Yult	=	0.713
R.C.ult	= $(Yult - Y) / Y \cdot 100\%$	1.6 %
Cp	= $0.9 \cdot L / (0.9 - Y)$	113.4 sec
Ymax	= $1 - L / C$	0.792

$$R.C.(C) = (0.9 \cdot Ymax - Y) / Y \cdot 100\% = 2 \%$$

Stage 1 G= 39 Int = 7	Stage 2 G= 29 Int = 8	Stage 3 G= 29 Int = 8	Stage 4 G=	Stage 5 G=

Pedestrian Phase	Stage	Width (m)	Green Time Required			Green Time Provided	
			SG	FG	Delay	SG	FG
P1	2	10.8	9	9	2	25	9
P2	2.3	11.4	10	10	2	62	10

Movement	Stage	Lane Width m.	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement			Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare Lane m.	Flare Effect pcu/hr	Site Factor	Site Effect pcu/hr	Gradient %	Gradient Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
								Left pcu/h	Straight pcu/h	Right pcu/h																		
1	1	3.75	2			N	4260		1268		1268	0.00	4260							4260	0.298	0.298	20	40	40	0.886	87	41
2	1	3.60	1	10		N	1975	153			153	1.00	1717							1717	0.089			12	40	0.886	42	51
6	1	3.40	3			N	6145		1380		1380	0.00	6145							6145	0.225			30	77	0.886	70	54
5	2	3.40	1	10		N	2095			331	331	1.00	1822							1822	0.182	0.182	5	25	30	0.886	66	42
3,4	3	3.20	1	10		N	1935	312		62	374	1.00	1683							1683	0.222	0.222		30	30	0.886	66	38

NOTE : O - OPPOSING TRAFFIC

N - NEAR SIDE LANE

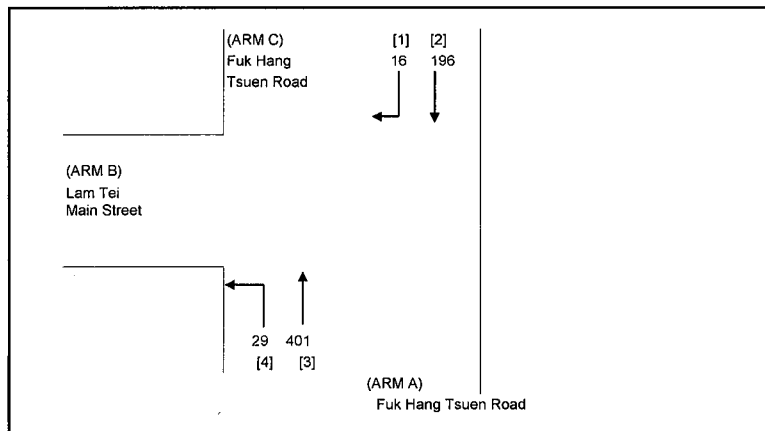
SG - STEADY GREEN

FG - FLASHING GREEN

PEDESTRAIN WALKING SPEED = 1.2m/s

QUEUING LENGTH = AVERAGE QUEUE * 6m

LLA CONSULTANCY LIMITED		PRIORITY JUNCTION CALCULATION		INITIALS	DATE
POH Elderly Home Project Lam Tei, Tuen Mun, New Territories		PROJECT NO.: 40155	PREPARED BY:	VWI	Nov-14
Fuk Hang Tsuen Road/Lam Tei Main Street	2021 Reference AM	FILENAME : J2_FHTR_LTMS.xls	CHECKED BY:	GWL	Nov-14
		REFERENCE NO.:	REVIEWED BY:	SLN	Nov-14



NOTES : (GEOMETRIC INPUT DATA)

W = MAJOR ROAD WIDTH
 W_{cr} = CENTRAL RESERVE WIDTH
 W_{b-a} = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
 W_{b-c} = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
 W_{c-b} = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
 V_l b-a = VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
 V_r b-a = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
 V_r b-c = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
 V_r c-b = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
 D = STREAM-SPECIFIC B-A
 E = STREAM-SPECIFIC B-C
 F = STREAM-SPECIFIC C-B
 Y = (1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W = 6.40 (metres)
 W_{cr} = 0 (metres)
 q_{a-b} = 29 (pcu/hr)
 q_{a-c} = 401 (pcu/hr)

MAJOR ROAD (ARM C)

W_{c-b} = 3.00 (metres)
 V_r c-b = 80 (metres)
 q_{c-a} = 16 (pcu/hr)
 q_{c-b} = 196 (pcu/hr)

GEOMETRIC FACTORS :

D = 0.53322
 E = 0.58595
 F = 0.90510
 Y = 0.77920

THE CAPACITY OF MOVEMENT :

Q_{b-a} = 228
 Q_{b-c} = 368
 Q_{c-b} = 564
 Q_{b-ac} = 228

TOTAL FLOW = 642 (PCU/HR)

COMPARISON OF DESIGN FLOW TO CAPACITY:

DFC c-b = 0.3475

CRITICAL DFC = 0.35

LLA CONSULTANCY LIMITED

PRIORITY JUNCTION CALCULATION

INITIALS

DATE

POH Elderly Home Project Lam Tei, Tuen Mun, New Territories

PROJECT NO.: 40155

PREPARED BY:

VWI

Nov-14

Fuk Hang Tsuen Road/Lam Tei Main Street

2021 Reference PM

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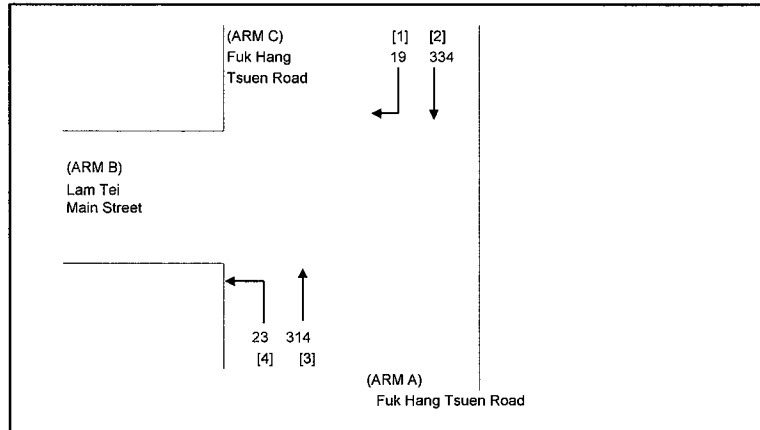
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REVIEWED BY:

SLN

Nov-14



NOTES : (GEOMETRIC INPUT DATA)

W = MAJOR ROAD WIDTH
W cr = CENTRAL RESERVE WIDTH
W b-a = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a = VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D = STREAM-SPECIFIC B-A
E = STREAM-SPECIFIC B-C
F = STREAM-SPECIFIC C-B
Y = (1-0.0345W)

GEOMETRIC DETAILS:

GEOMETRIC FACTORS :

THE CAPACITY OF MOVEMENT :

COMPARISON OF DESIGN FLOW TO CAPACITY:

MAJOR ROAD (ARM A)

W = 6.40 (metres)
W cr = 0 (metres)
q a-b = 23 (pcu/hr)
q a-c = 314 (pcu/hr)

D = 0.53322
E = 0.58595
F = 0.90510
Y = 0.77920

Q b-a = 211
Q b-c = 383 Q b-c (O) = 383
Q c-b = 588
Q b-ac = 211

DFC c-b = 0.5680

MAJOR ROAD (ARM C)

W c-b = 3.00 (metres)
Vr c-b = 80 (metres)
q c-a = 19 (pcu/hr)
q c-b = 334 (pcu/hr)

TOTAL FLOW = 690 (PCU/HR)

CRITICAL DFC = 0.57

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PRIORITY JUNCTION CALCULATION

INITIALS

DATE

POH Elderly Home Project Lam Tei, Tuen Mun, New Territories

PROJECT NO.: 40155

PREPARED BY:

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Nov-14

Fuk Hang Tsuen Road/Lam Tei Main Street

2021 Design AM

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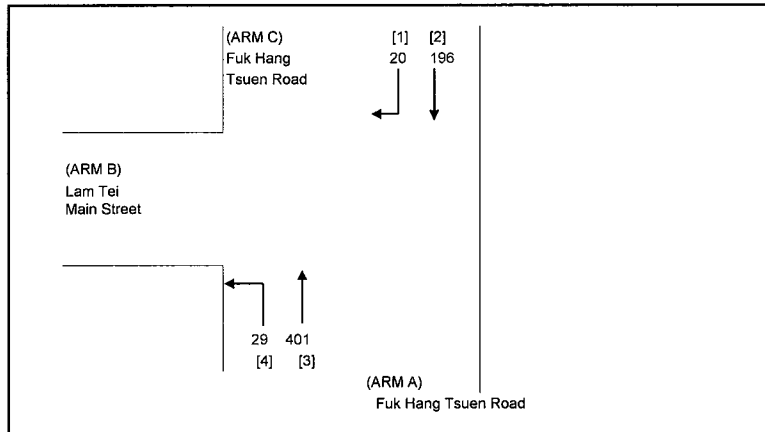
Nov-14

REFERENCE NO.:

REVIEWED BY:

SLN

Nov-14



NOTES : (GEOMETRIC INPUT DATA)

W = MAJOR ROAD WIDTH
W cr = CENTRAL RESERVE WIDTH
W b-a = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
V l b-a = VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
V r b-a = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
V r b-c = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
V r c-b = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D = STREAM-SPECIFIC B-A
E = STREAM-SPECIFIC B-C
F = STREAM-SPECIFIC C-B
Y = (1-0.0345W)

GEOMETRIC DETAILS:

GEOMETRIC FACTORS :

THE CAPACITY OF MOVEMENT :

COMPARISON OF DESIGN FLOW TO CAPACITY:

MAJOR ROAD (ARM A)

W = 6.40 (metres)
W cr = 0 (metres)
q a-b = 29 (pcu/hr)
q a-c = 401 (pcu/hr)

D = 0.53322
E = 0.58595
F = 0.90510
Y = 0.77920

Q b-a = 228
Q b-c = 368
Q c-b = 564
Q b-ac = 228

DFC c-b = 0.3475

MAJOR ROAD (ARM C)

W c-b = 3.00 (metres)
V r c-b = 80 (metres)
q c-a = 20 (pcu/hr)
q c-b = 196 (pcu/hr)

TOTAL FLOW = 646 (PCU/HR)

CRITICAL DFC = 0.35

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PRIORITY JUNCTION CALCULATION

INITIALS

DATE

POH Elderly Home Project Lam Tei, Tuen Mun, New Territories

PROJECT NO.: 40155

PREPARED BY:

VWI

Nov-14

Fuk Hang Tsuen Road/Lam Tei Main Street

2021 Design PM

FILENAME : J2_FHTR_LTMS.xls

CHECKED BY:

GWL

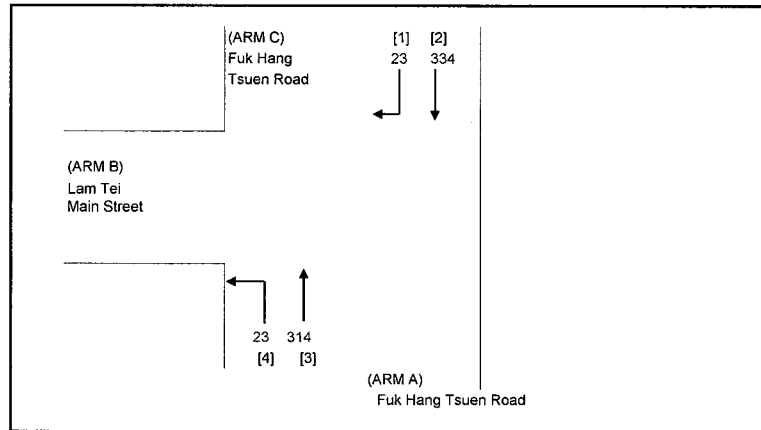
Nov-14

REFERENCE NO.:

REVIEWED BY:

SLN

Nov-14



NOTES : (GEOMETRIC INPUT DATA)

W = MAJOR ROAD WIDTH
W cr = CENTRAL RESERVE WIDTH
W b-a = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a = VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D = STREAM-SPECIFIC B-A
E = STREAM-SPECIFIC B-C
F = STREAM-SPECIFIC C-B
Y = (1-0.0345W)

GEOMETRIC DETAILS:

GEOMETRIC FACTORS :

THE CAPACITY OF MOVEMENT :

COMPARISON OF DESIGN FLOW TO CAPACITY:

MAJOR ROAD (ARM A)

W = 6.40 (metres)
W cr = 0 (metres)
q a-b = 23 (pcu/hr)
q a-c = 314 (pcu/hr)

D = 0.53322
E = 0.58595
F = 0.90510
Y = 0.77920

Q b-a = 211
Q b-c = 383
Q b-c (O) = 383
Q c-b = 588
Q b-ac = 211

DFC c-b = 0.5680

TOTAL FLOW = 694 (PCU/HR)

MAJOR ROAD (ARM C)

W c-b = 3.00 (metres)
Vr c-b = 80 (metres)
q c-a = 23 (pcu/hr)
q c-b = 334 (pcu/hr)

CRITICAL DFC = 0.57

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PRIORITY JUNCTION CALCULATION

INITIALS

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POH Elderly Home Project Lam Tei, Tuen Mun, New Territories

PROJECT NO.: 40155

PREPARED BY:

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Nov-14

Lam Tei Main Street/Castle Peak Road-Lam Tei

2021 Reference AM

FILENAME : J3_LTMS_CPRLT.xl

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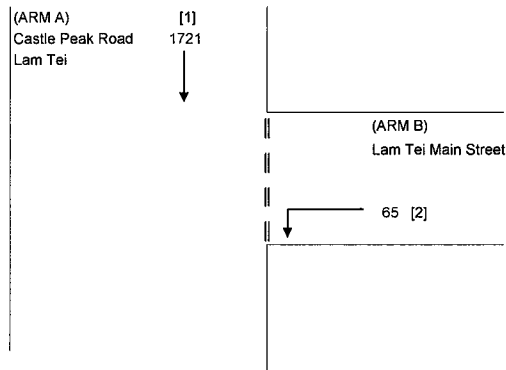
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NOTES : (GEOMETRIC INPUT DATA)

W = MAJOR ROAD WIDTH
W cr = CENTRAL RESERVE WIDTH
W b-a = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a = VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D = STREAM-SPECIFIC B-A
E = STREAM-SPECIFIC B-C
F = STREAM-SPECIFIC C-B
Y = (1-0.0345W)

GEOMETRIC DETAILS:

GEOMETRIC FACTORS :

THE CAPACITY OF MOVEMENT :

COMPARISON OF DESIGN FLOW TO CAPACITY:

MAJOR ROAD (ARM A)

W = 7.10 (metres)
W cr = 0 (metres)
q a-b = 0 (pcu/hr)
q a-c = 1721 (pcu/hr)

D = 1.03395
E = 1.09994
F = 0.58595
Y = 0.75505

F for (Qb-ac) = 1

Q b-a = 159
Q b-c = 299
Q c-b = 159
Q b-ac = 299

TOTAL FLOW = 1786 (PCU/HR)

DFC b-a = 0.0000
DFC b-c = 0.2174
DFC c-b = 0.0000
DFC b-c (share lane) = 0.2174

MINOR ROAD (ARM B)

W b-a = 5.50 (metres)
W b-c = 5.50 (metres)
Vl b-a = 50 (metres)
Vr b-a = 50 (metres)
Vr b-c = 50 (metres)
q b-a = 0 (pcu/hr)
q b-c = 65 (pcu/hr)

CRITICAL DFC = 0.22

LLA CONSULTANCY LIMITED

PRIORITY JUNCTION CALCULATION

INITIALS

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POH Elderly Home Project Lam Tei, Tuen Mun, New Territories

PROJECT NO.: 40155

PREPARED BY:

VWI

Nov-14

Lam Tei Main Street/Castle Peak Road-Lam Tei

2021 Reference PM

FILENAME : J3_LTMS_CPRLT.xl

CHECKED BY:

GWL

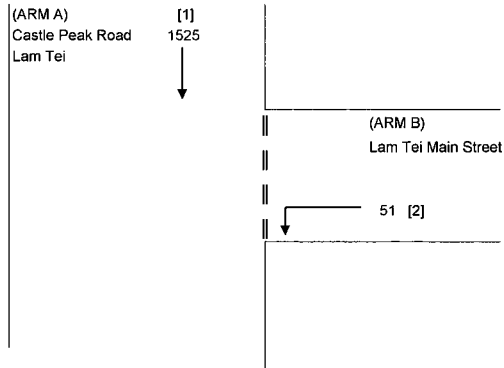
Nov-14

REFERENCE NO.:

REVIEWED BY:

SLN

Nov-14



NOTES : (GEOMETRIC INPUT DATA)

W = MAJOR ROAD WIDTH
W cr = CENTRAL RESERVE WIDTH
W b-a = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a = VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D = STREAM-SPECIFIC B-A
E = STREAM-SPECIFIC B-C
F = STREAM-SPECIFIC C-B
Y = (1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W = 7.10 (metres)
W cr = 0 (metres)
q a-b = 0 (pcu/hr)
q a-c = 1525 (pcu/hr)

GEOMETRIC FACTORS :

D = 1.03395
E = 1.09994
F = 0.58595
Y = 0.75505

F for (Qb-ac) = 1

THE CAPACITY OF MOVEMENT :

Q b-a = 215
Q b-c = 358 Q b-c (O) = 358
Q c-b = 191
Q b-ac = 358

TOTAL FLOW = 1576 (PCU/HR)

COMPARISON OF DESIGN FLOW TO CAPACITY:

DFC b-a = 0.0000
DFC b-c = 0.1425
DFC c-b = 0.0000
DFC b-c (share lane) = 0.1425

MINOR ROAD (ARM B)

W b-a = 5.50 (metres)
W b-c = 5.50 (metres)
Vl b-a = 50 (metres)
Vr b-a = 50 (metres)
Vr b-c = 50 (metres)
q b-a = 0 (pcu/hr)
q b-c = 51 (pcu/hr)

CRITICAL DFC = 0.14

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PRIORITY JUNCTION CALCULATION

INITIALS

DATE

POH Elderly Home Project Lam Tei, Tuen Mun, New Territories

PROJECT NO.: 40155

PREPARED BY:

VWI

Nov-14

Lam Tei Main Street/Castle Peak Road-Lam Tei

2021 Design AM

FILENAME : J3_LTMS_CPRLT.xl

CHECKED BY:

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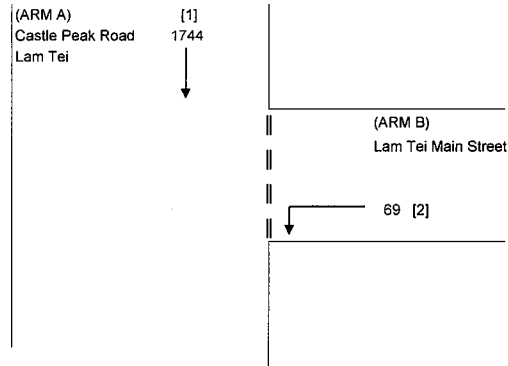
Nov-14

REFERENCE NO.:

REVIEWED BY:

SLN

Nov-14



NOTES : (GEOMETRIC INPUT DATA)

W = MAJOR ROAD WIDTH
W cr = CENTRAL RESERVE WIDTH
W b-a = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a = VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D = STREAM-SPECIFIC B-A
E = STREAM-SPECIFIC B-C
F = STREAM-SPECIFIC C-B
Y = (1-0.0345W)

GEOMETRIC DETAILS:

GEOMETRIC FACTORS :

THE CAPACITY OF MOVEMENT :

COMPARISON OF DESIGN FLOW TO CAPACITY:

MAJOR ROAD (ARM A)

W = 7.10 (metres)
W cr = 0 (metres)
q a-b = 0 (pcu/hr)
q a-c = 1744 (pcu/hr)

D = 1.03395
E = 1.09994
F = 0.58595
Y = 0.75505

F for (Qb-ac) = 1

Q b-a = 153
Q b-c = 292
Q c-b = 156
Q b-ac = 292

TOTAL FLOW = 1813 (PCU/HR)

DFC b-a = 0.0000
DFC b-c = 0.2363
DFC c-b = 0.0000
DFC b-c (share lane) = 0.2363

MINOR ROAD (ARM B)

W b-a = 5.50 (metres)
W b-c = 5.50 (metres)
Vl b-a = 50 (metres)
Vr b-a = 50 (metres)
Vr b-c = 50 (metres)
q b-a = 0 (pcu/hr)
q b-c = 69 (pcu/hr)

CRITICAL DFC = 0.24

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POH Elderly Home Project Lam Tei, Tuen Mun, New Territories

PROJECT NO.: 40155

PREPARED BY:

VWI

Nov-14

Lam Tei Main Street/Castle Peak Road-Lam Tei

2021 Design PM

FILENAME : J3_LTMS_CPRLT.xl

CHECKED BY:

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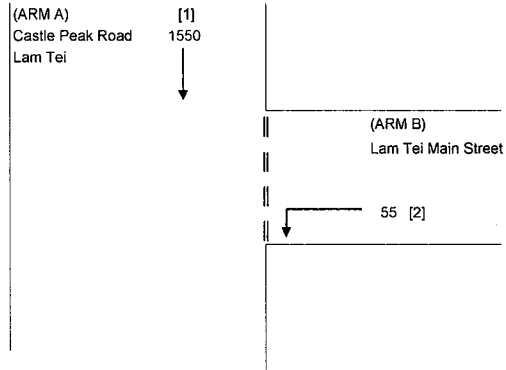
Nov-14

REFERENCE NO.:

REVIEWED BY:

SLN

Nov-14



NOTES : (GEOMETRIC INPUT DATA)

W = MAJOR ROAD WIDTH
 W cr = CENTRAL RESERVE WIDTH
 W b-a = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
 W b-c = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
 W c-b = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
 V l b-a = VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
 V r b-a = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
 V r b-c = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
 V r c-b = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
 D = STREAM-SPECIFIC B-A
 E = STREAM-SPECIFIC B-C
 F = STREAM-SPECIFIC C-B
 Y = (1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W = 7.10 (metres)
 W cr = 0 (metres)
 q a-b = 0 (pcu/hr)
 q a-c = 1550 (pcu/hr)

GEOMETRIC FACTORS :

D = 1.03395
 E = 1.09994
 F = 0.58595
 Y = 0.75505

F for (Qb-ac) = 1

THE CAPACITY OF MOVEMENT :

Q b-a = 208
 Q b-c = 351
 Q c-b = 187
 Q b-ac = 351

TOTAL FLOW = 1605 (PCU/HR)

COMPARISON OF DESIGN FLOW TO CAPACITY:

DFC b-a = 0.0000
 DFC b-c = 0.1567
 DFC c-b = 0.0000
 DFC b-c (share lane) = 0.1567

MINOR ROAD (ARM B)

W b-a = 5.50 (metres)
 W b-c = 5.50 (metres)
 V l b-a = 50 (metres)
 V r b-a = 50 (metres)
 V r b-c = 50 (metres)
 q b-a = 0 (pcu/hr)
 q b-c = 55 (pcu/hr)

CRITICAL DFC = 0.16

Appendix C

Junction Calculation Sheets - 2021 Design Scenario (With Junction Improvement)

LLA CONSULTANCY LIMITED

TRAFFIC SIGNAL CALCULATION

POH Elderly Home Project Lam Tei, Tuen Mun, New Territories

J/O Fuk Hang Tsuen Road/Castle Peak Road-Lam Tei

2021 Design AM (IMP)

PROJECT NO.: 40155

FILENAME: J1_FHTR_CPRLT.xlsx

Prepared By:

Checked By:

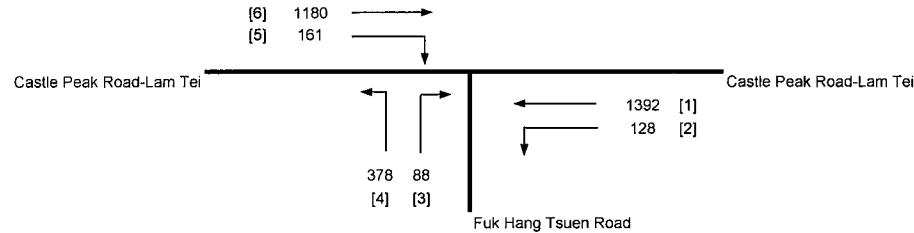
Reviewed By:

INITIALS DATE

VWI Nov-14

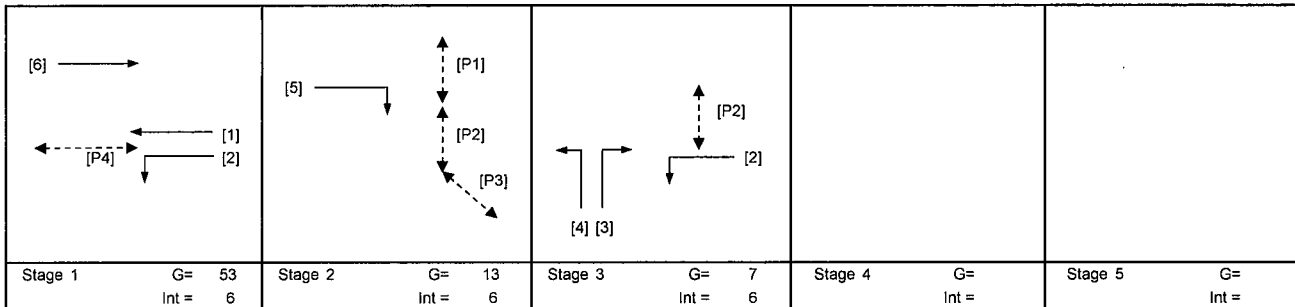
GWL Nov-14

SLN Nov-14



No. of stages per cycle N = 3
 Cycle time C = 120 sec
 Sum(y) Y = 0.630
 Loss time L = 15 sec
 Total Flow = 3327 pcu
 Co = (1.5*L+5)/(1-Y) = 74.2 sec
 Cm = L/(1-Y) = 40.5 sec
 Yult = 0.788
 R.C. ult = (Yult-Y)/Y*100% = 25.1 %
 Cp = 0.9*L/(0.9-Y) = 49.9 sec
 Ymax = 1-L/C = 0.875

R.C.(C) = (0.9*Ymax-Y)/Y*100% = 25 %



Pedestrian Phase	Stage	Width (m)	Green Time Required			Green Time Provided	
			SG	FG	Delay	SG	FG
P1	2	10.8	5	9	3	7	9
P2	2,3	8	5	7	0	25	7
P3	2	5.5	5	5	2	12	5
P4	1	13.6	5	8	2	49	8

Move-ment	Stage	Lane Width m.	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement			Total FLOW pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare Lane m.	Flare Effect pcu/hr	Site Factor	Site Effect pcu/hr	Gradient %	Gradient Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
1	1	3.75	2				4260		1392		1392	0.00	4260							4260	0.327	0.327	15	54	54	0.720	75	26
2	1,2	3.60	1	12		N	1975	128	1392		128	1.00	1756							1756	0.073			12	54	0.720	24	70
6	1	3.40	3			N	6145		1180		1180	0.00	6145							6145	0.192			32	75	0.720	56	38
5	2	3.40	1	12			2095		161		161	1.00	1862							1862	0.086	0.086		14	14	0.720	30	64
3	3	3.50	1	12			2105		88		88	1.00	1871							1871	0.047			8	8	0.720	18	83
4	3	3.50	1	12		N	1965	378	88		378	1.00	1747							1747	0.216	0.216		36	36	0.720	48	42

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

LLA CONSULTANCY LIMITED

TRAFFIC SIGNAL CALCULATION

POH Elderly Home Project Lam Tei, Tuen Mun, New Territories

J/O Fuk Hang Tsun Road/Castle Peak Road-Lam Tei

2021 Design PM (IMP)

PROJECT NO.: 40155

FILENAME : J1_FHTR_CPRLT.xlsx

Prepared By:

Checked By:

Reviewed By:

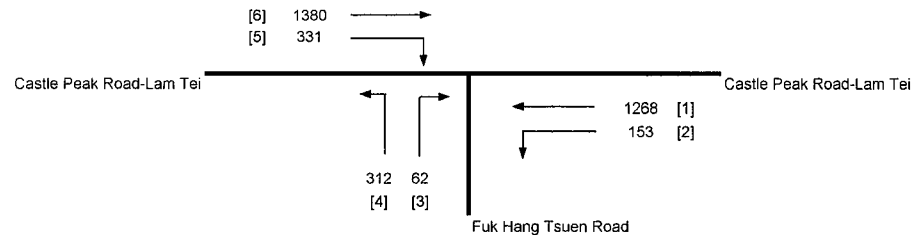
INITIALS

DATE

VWI Nov-14

GWL Nov-14

SLN Nov-14



No. of stages per cycle	N =	3
Cycle time	C =	120 sec
Sum(y)	Y =	0.654
Loss time	L =	15 sec
Total Flow	=	3506 pcu
Co	= $(1.5 \cdot L + 5) / (1 - Y)$	79.5 sec
Cm	= $L / (1 - Y)$	43.4 sec
Yult	=	0.788
R.C.ult	= $(Yult - Y) / Y \cdot 100\%$	20.4 %
Cp	= $0.9 \cdot L / (0.9 - Y)$	54.9 sec
Ymax	= $1 - L / C$	0.875

R.C.(C) = $(0.9 \cdot Ymax - Y) / Y \cdot 100\%$ = 20 %

Stage 1 G= 47 Int = 6	Stage 2 G= 28 Int = 6	Stage 3 G= 4 Int = 6	Stage 4 G=	Stage 5 G=

Pedestrian Phase	Stage	Width (m)	Green Time Required			Green Time Provided	
			SG	FG	Delay	SG	FG
P1	2	10.8	5	9	3	22	9
P2	2,3	8	5	7	0	37	7
P3	2	5.5	5	5	2	27	5
P4	1	13.6	5	8	2	43	8

Move-ment	Stage	Lane Width m.	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement			Total FLOW pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare Lane m.	Flare Effect pcu/hr	Site Factor	Site Effect pcu/hr	Gradient %	Gradient Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
								Left	Straight	Right																		
1	1	3.75	2				4260		1268		1268	0.00	4260							4260	0.298	0.298	15	48	48	0.747	75	31
2	1	3.60	1	12		N	1975	153			153	1.00	1756							1756	0.087			14	48	0.747	30	70
6	1	3.40	3			N	6145		1380		1380	0.00	6145							6145	0.225			36	82	0.747	64	37
5	2	3.40	1	12			2095			331	331	1.00	1862							1862	0.178	0.178		29	29	0.747	48	49
3	3	3.50	1	12			2105			62	62	1.00	1871							1871	0.033			5	5	0.747	12	109
4	3	3.50	1	12		N	1965	312			312	1.00	1747							1747	0.179	0.179		29	29	0.747	48	50

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

Appendix D

Car Parking Floors Layout



PART I - REQUIRED FACILITIES

- 1 - Dormitory
 - 1.1 - Subvented Beds
 - 1.2 - Private Beds
- 2 - Toilet and Shower Facilities for Dormitory
- 3 - Multi-purpose Room
- 4 - Pantry
- 5 - Small Group Activity Area
- 6 - Nursing Station
- 7 - Sick Room/Isolation Room
- 8 - Toilet cum Shower Room attached to each Sick Room/Isolation Room
- 9 - Assisted Bath Room
- 10- Shower Trolley Room
- 11- Toilet for Communal use
- 12- Rehabilitation Area
- 13- Interview Meeting Room
- 14- General Store
- 15- Laundry
- 16- Clean Utility Room
- 17- Soiled Utility Room
- 18- Kitchen
- 19- Kitchen Store
- 20- Reception/Waiting Area
- 21- General Office
- 22- Conference Room
- 23- Staff Sleep-in cum Changing Room

PART II - INDOOR ANCILLARY SERVICES

- A - Elderly Resources Centre
B - Treatment Room
C - Chapel
D - Sensory Integration Gallery
E - Training Corner
F - Smokeless Cookery Corner
G - Family Room
H - Cognitive Impairment Training/
Pet Therapy Zone
J - Dental Services/Chinese Medicine/Western
Medicine
K - Dispensary
L - Staff Amenities Corner
M - Duty Exchange Room

PART III - OUTDOOR ANCILLARY SERVICES

- N - Wandering Path
O - Rooftop Garden
P - Rooftop Farm

PART IV - GREENERY

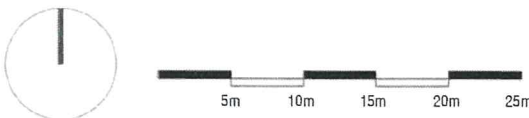
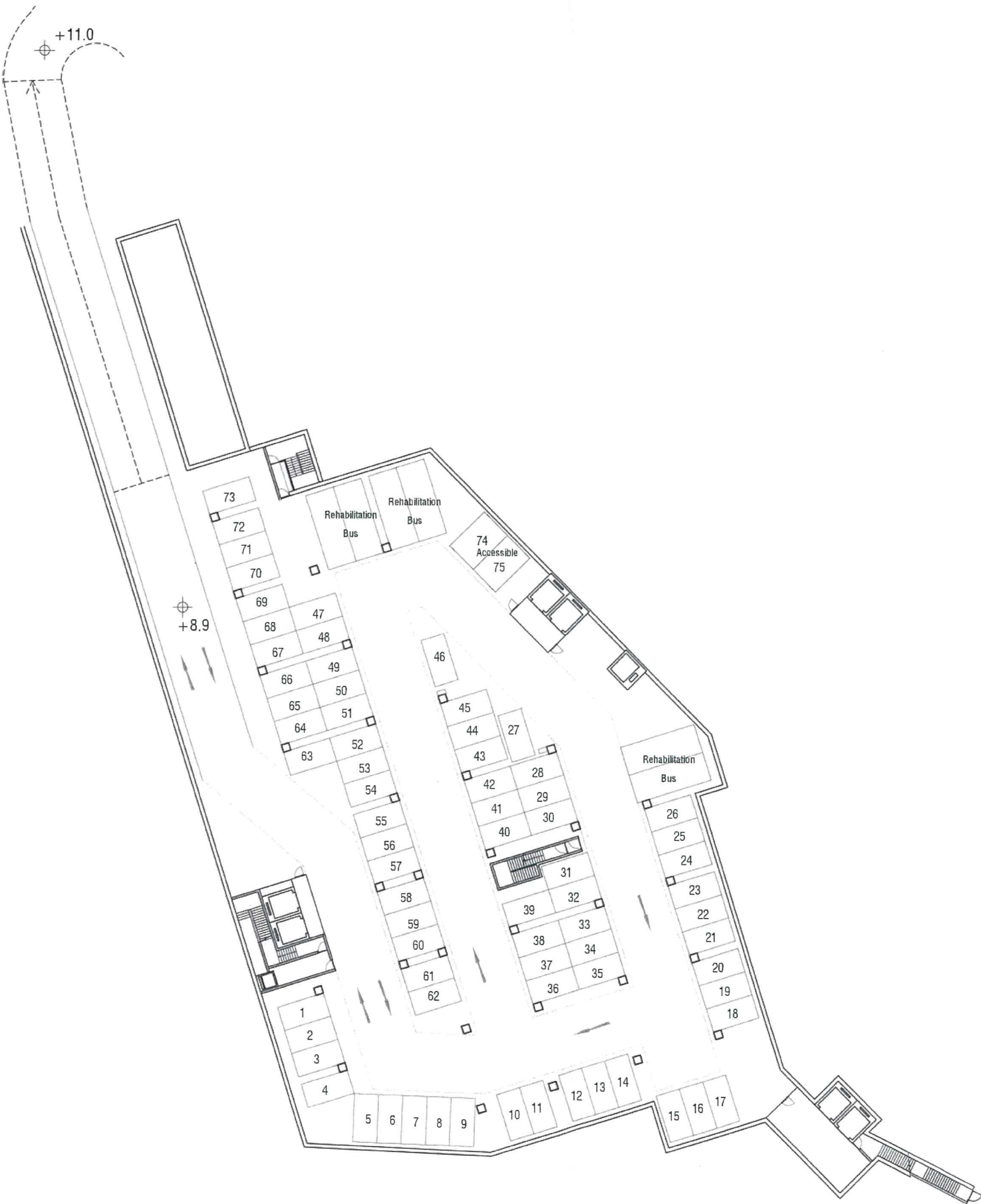
- Q - Courtyard
R - Landscaped Area

CoC HOME SUBVENTED

CoC HOME PRIVATE

NURSING HOME SUBVENTED

NURSING HOME PRIVATE



POK OI HOSPITAL ELDERLY HOME
Lam Tei, Tuen Mun, New Territories 16.10.2014
Basement 1:500
GFA: 200m² Floor Height: 4050m



村路花園

1座
Block 1

2座
Block 2

座
Block 3

豫豐花園

The Sherwood

13座
Block 13

12座
Block 12

11座
Block 11

8座
Block 8

遊樂場
Playground

7座
Block 7

10座
Block 10

9座
Block 9

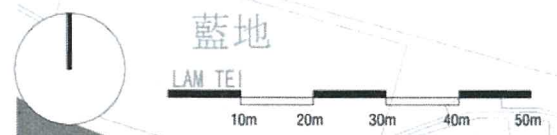
港深西部公路

港深西部公路

港深西部公路

B.L
Boundary wall

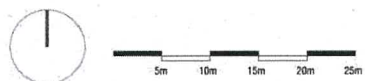
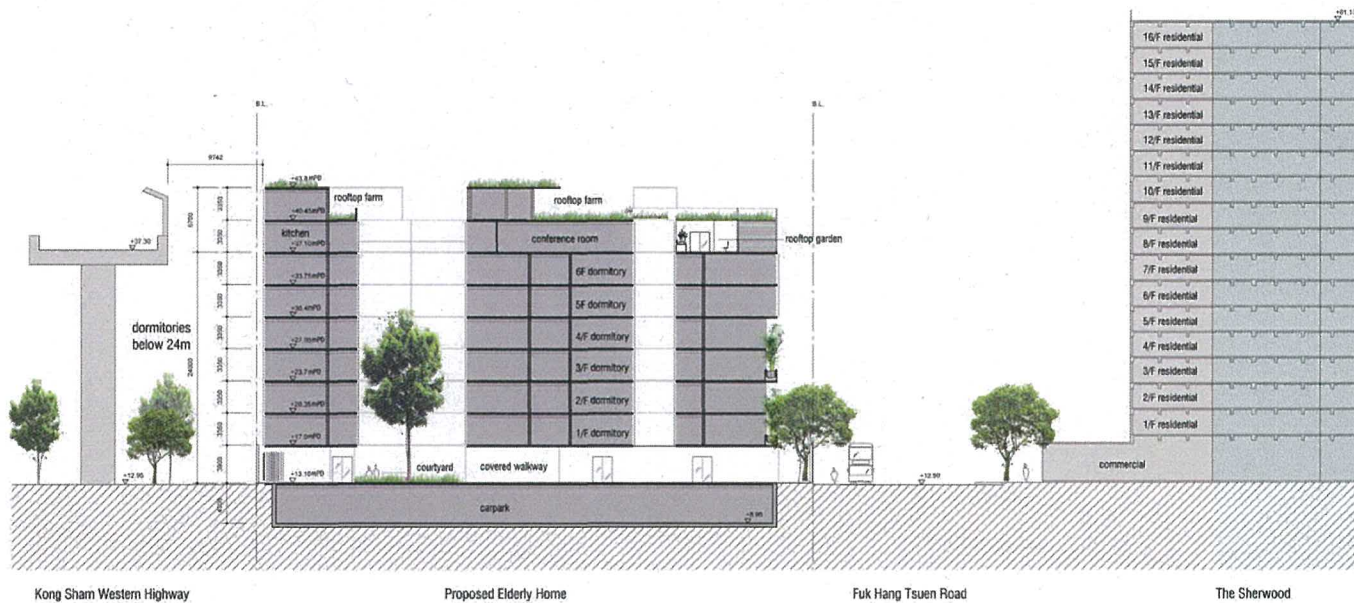
基督教
信心會
藍地
福音堂



POK OI HOSPITAL ELDERLY HOME
Lam Tei, Tuen Mun, New Territories 10.11.2014
Master Layout Plan 1:1000

藍地大街 LAM TEI MAIN STREET

eureka



POK OI HOSPITAL ELDERLY HOME
 Lam Tei, Tuen Mun, New Territories 23.07.2014
 Section AA 1:500

eureka

參考編號	REFERENCE No.	繪圖	DRAWING
M/TM/14/137		A-2	



View from VP1 (existing condition)



View from VP1 (with proposed building)

POK OI HOSPITAL ELDERLY HOME

Lam Tei, Tuen Mun, New Territories 09.07.2014

VANTAGE POINT 1 PHOTOMONTAGE

eureka

參考編號 REFERENCE No.
M/TM/14/137

繪圖 DRAWING
A-3b



View from VP2 (existing condition)



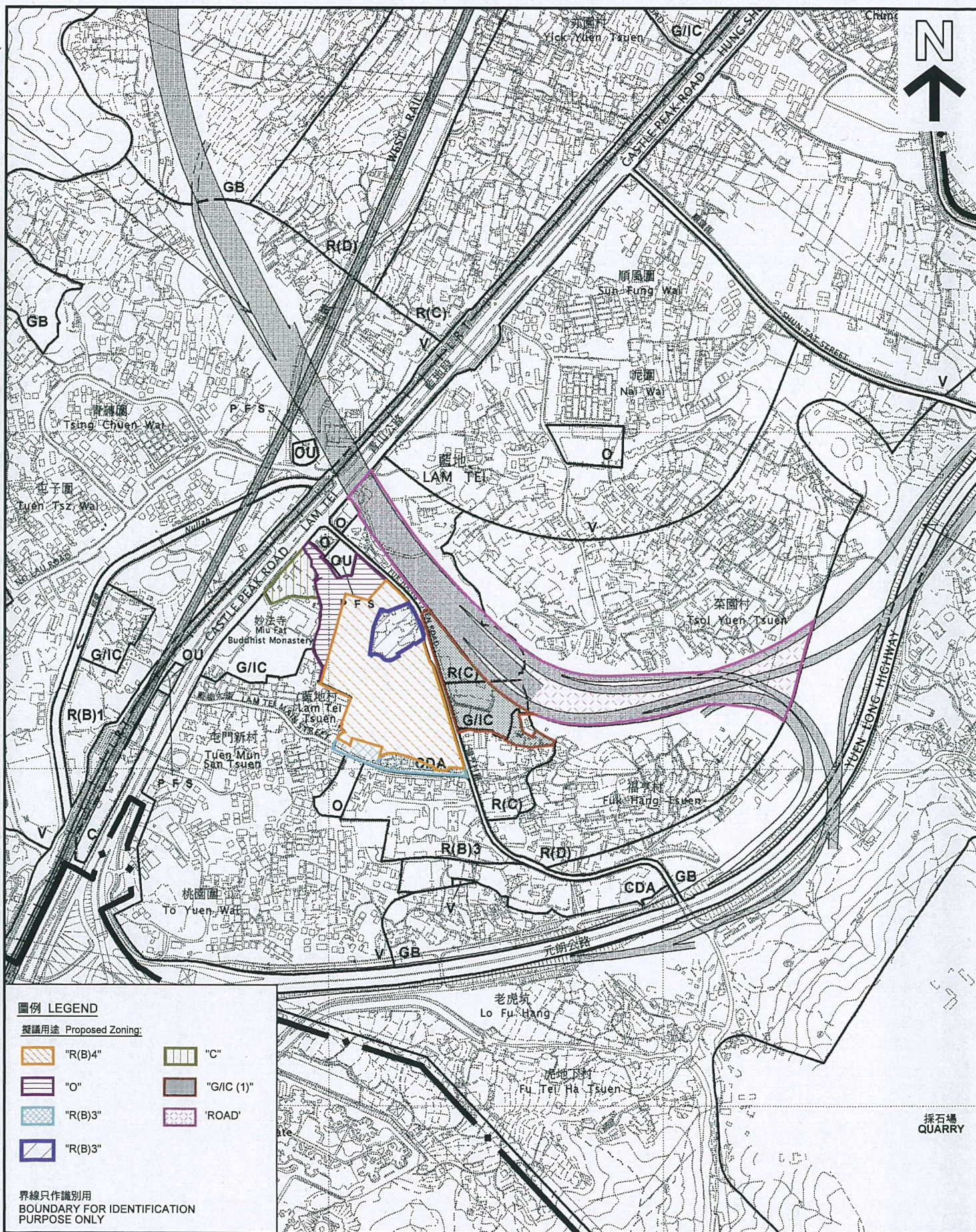
View from VP2 (with proposed building)



View from VP3 (existing condition)



View from VP3 (with proposed building)



本摘要圖於2014年11月14日擬備，
所根據的資料為於2006年3月14日
核准的分區計劃大綱圖編號 S/TM-LTTY/6
EXTRACT PLAN PREPARED ON 14.11.2014
BASED ON OUTLINE ZONING PLAN No.
S/TM-LTTY/6 APPROVED ON 14.3.2006

位置圖 LOCATION PLAN
藍地及亦園分區計劃大綱核准圖編號S/TM-LTTY/6的擬議修訂 -
項目A1, A2, A3, A4, A5, B及C
PROPOSED AMENDMENTS TO THE APPROVED
LAM TEI AND YICK YUEN
OUTLINE ZONING PLAN No. S/TM-LTTY/6 -
ITEMS A1, A2, A3, A4, A5, B & C

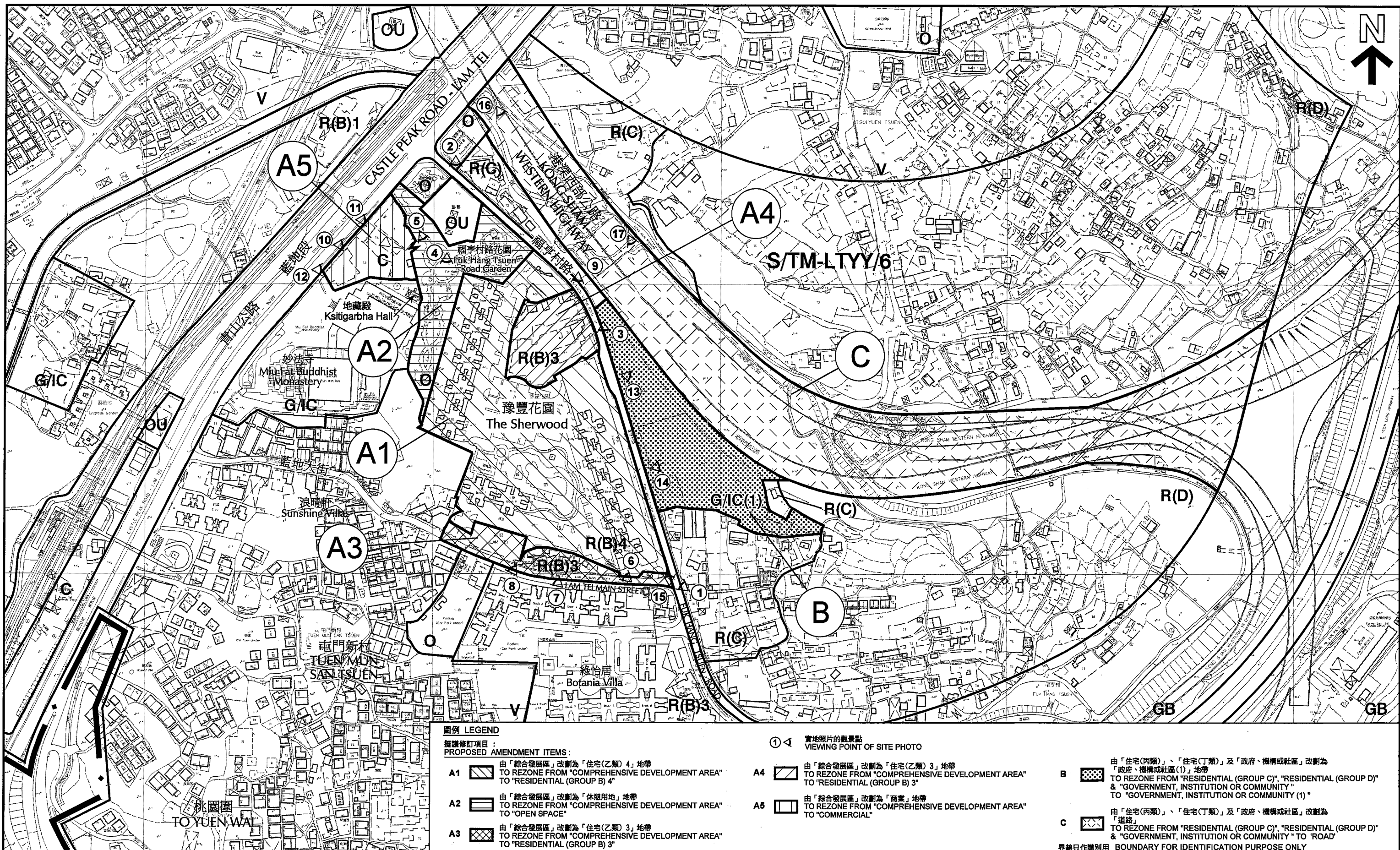
SCALE 1:7 500 比例尺
米 METRES 100 0 100 200 300 米 METRES

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/TM/14/137

圖 PLAN
1



平面圖 SITE PLAN

藍地及亦園分區計劃大綱核准圖編號S/TM-LTTY/6的擬議修訂 -
項目A1, A2, A3, A4, A5, B及C
PROPOSED AMENDMENTS TO THE APPROVED
LAM TEI AND YICK YUEN OUTLINE ZONING PLAN No. S/TM-LTTY/6 -
ITEMS A1, A2, A3, A4, A5, B & C

SCALE 1:3 000 比例尺
0 60 120
METRES METRES

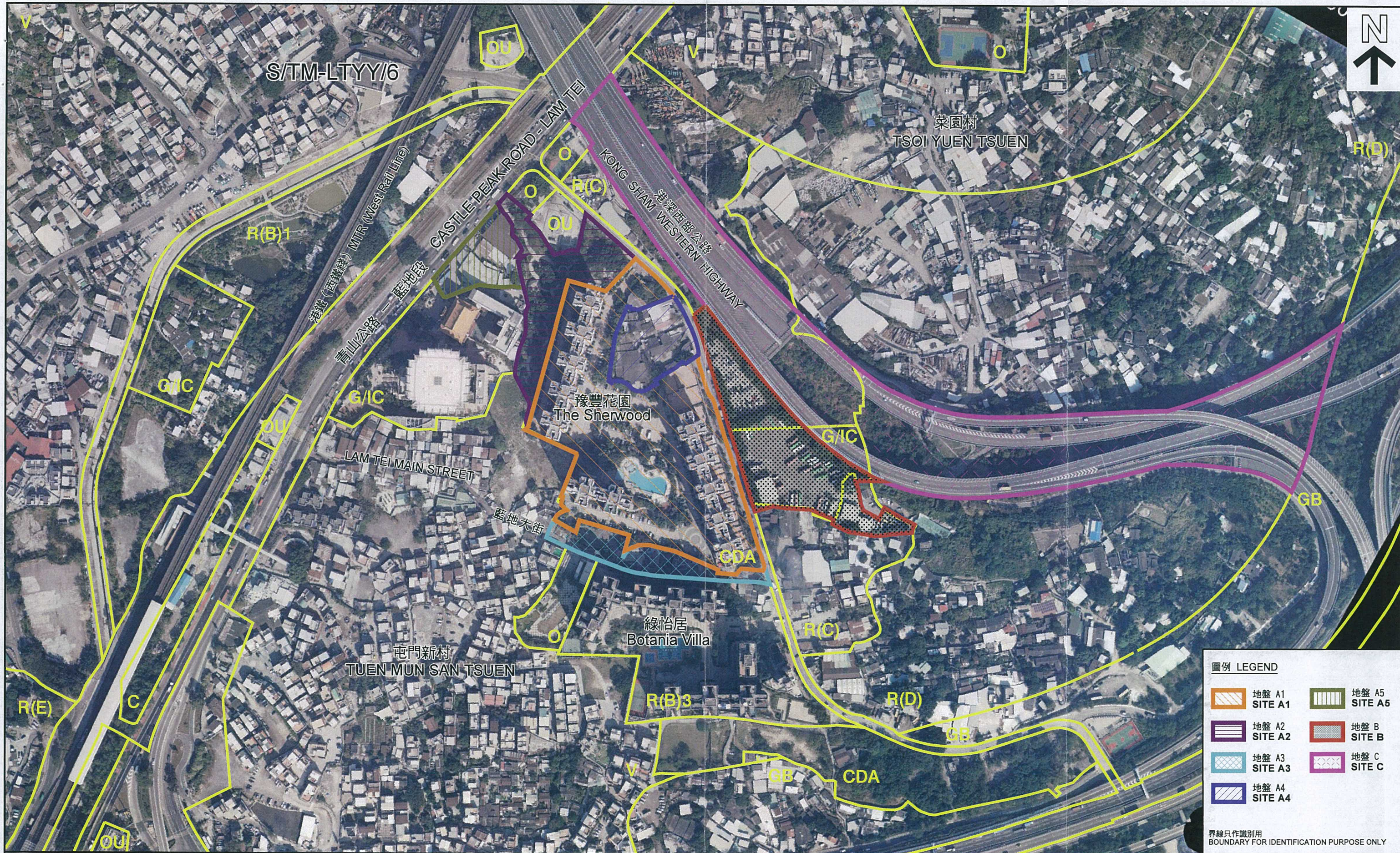
本摘要圖於2014年11月19日擬備，所根據的
資料為測量圖編號6-NW-16D, 17D, 17C, 21B, 22A和22B
EXTRACT PLAN PREPARED ON 19.11.2014
BASED ON SURVEY SHEETS No.
6-NW-16D, 17D, 17C, 21B, 22A & 22B

規劃署
PLANNING DEPARTMENT



參考編號 REFERENCE No.
M/TM/14/137

圖 PLAN
2



本摘要圖於2014年11月14日擬備，所根據的資料為地政總署於2014年1月22日拍得的航攝照片編號 CS48430
EXTRACT PLAN PREPARED ON 14.11.2014
BASED ON AERIAL PHOTO No.
CS48430 TAKEN ON 22.1.2014
BY LANDS DEPARTMENT

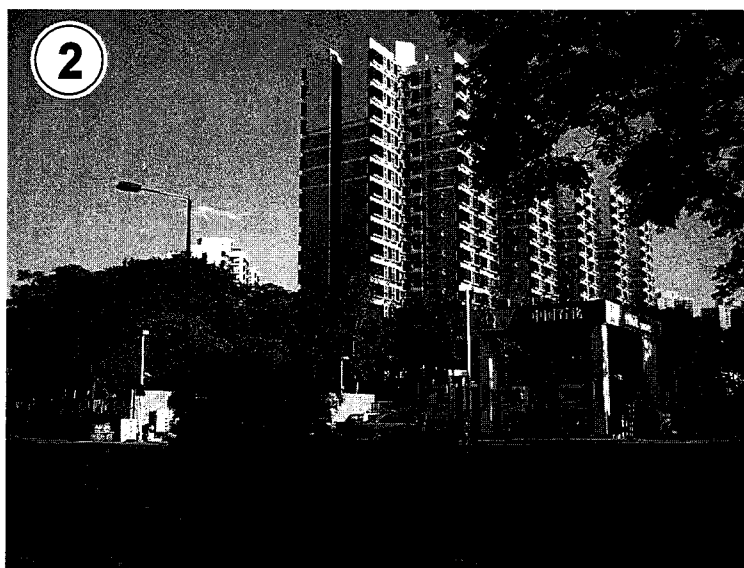
修訂地點的航攝照片
AERIAL PHOTO OF AMENDMENT SITES
藍地及亦園分區計劃大綱核准圖編號S/TM-LTTY/6的擬議修訂 -
項目A1, A2, A3, A4, A5, B及C
PROPOSED AMENDMENTS TO THE APPROVED
LAM TEI AND YICK YUEN OUTLINE ZONING PLAN No. S/TM-LTTY/6 -
ITEMS A1, A2, A3, A4, A5, B & C

規劃署
PLANNING DEPARTMENT



參考編號 REFERENCE No.
M/TM/14/137

圖 PLAN
3



本圖於2014年11月14日擬備，所根據的
資料為攝於2014年5月29日的實地照片
PLAN PREPARED ON 14.11.2014
BASED ON SITE PHOTOS
TAKEN ON 29.5.2014

實地照片 SITE PHOTO

藍地及亦園分區計劃大綱核准圖
編號S/TM-LTYY/6的擬議修訂 - 項目A1

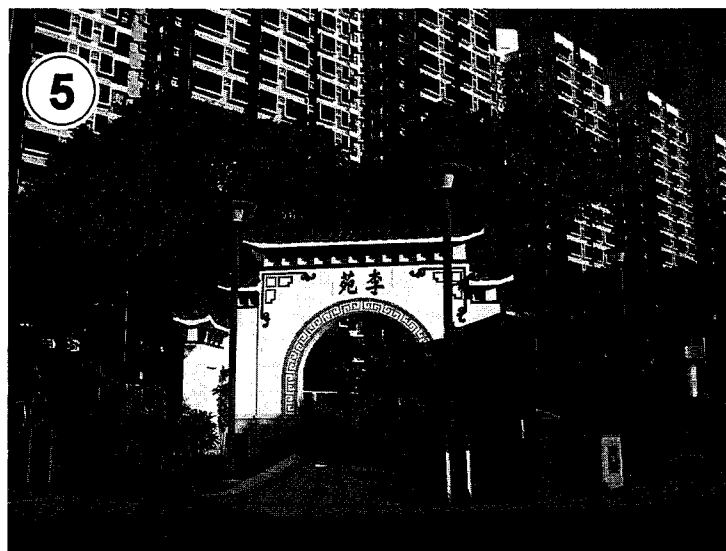
PROPOSED AMENDMENTS TO THE APPROVED
LAM TEI AND YICK YUEN OUTLINE
ZONING PLAN No. S/TM-LTYY/6 - ITEM A1

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/TM/14/137

圖 PLAN
A-4a



實地照片 SITE PHOTO

藍地及亦園分區計劃大綱核准圖
編號S/TM-LTYT/6的擬議修訂 - 項目A2

PROPOSED AMENDMENTS TO THE APPROVED
LAM TEI AND YICK YUEN OUTLINE
ZONING PLAN No. S/TM-LTYT/6 - ITEM A2

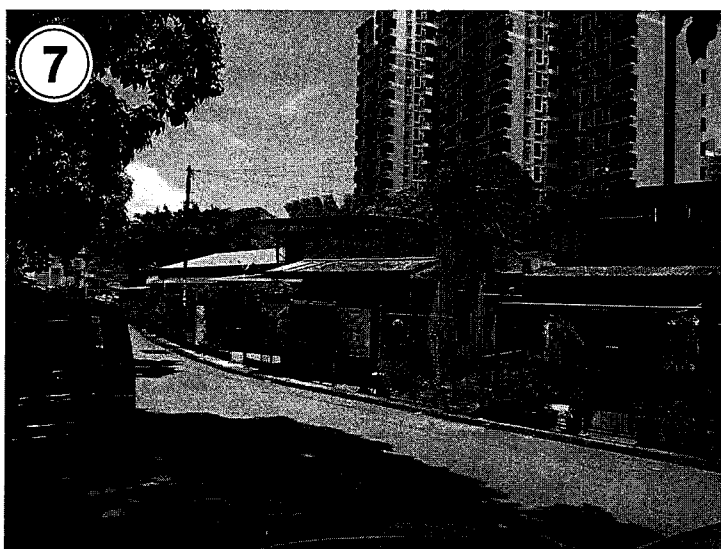
規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/TM/14/137

圖 PLAN
A-4b

本圖於2014年11月14日擬備，所根據的
資料為攝於2014年5月29日的實地照片
PLAN PREPARED ON 14.11.2014
BASED ON SITE PHOTOS
TAKEN ON 29.5.2014



本圖於2014年11月14日擬備，所根據的資料為攝於2014年5月29日的實地照片
 PLAN PREPARED ON 14.11.2014
 BASED ON SITE PHOTOS
 TAKEN ON 29.5.2014

實地照片 SITE PHOTO

藍地及亦園分區計劃大綱核准圖
 編號S/TM-LTYY/6的擬議修訂 - 項目A3

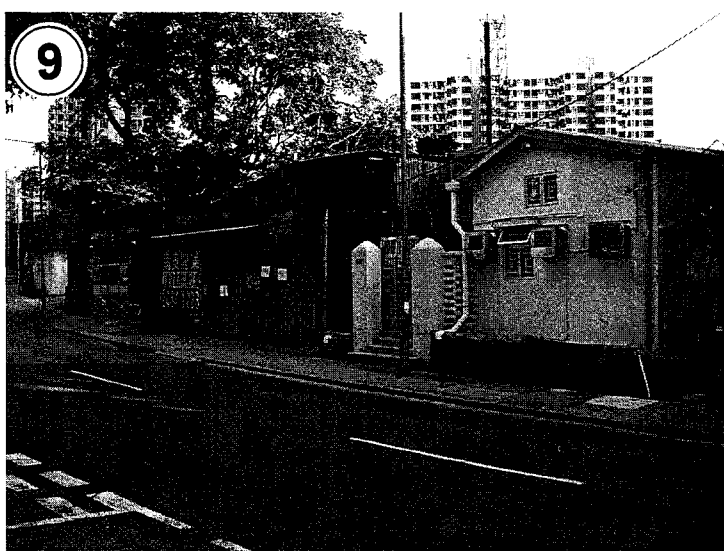
PROPOSED AMENDMENTS TO THE APPROVED
 LAM TEI AND YICK YUEN OUTLINE
 ZONING PLAN No. S/TM-LTYY/6 - ITEM A3

規劃署
 PLANNING
 DEPARTMENT



參考編號
 REFERENCE No.
 M/TM/14/137

圖 PLAN
 A-4c



本圖於2014年11月14日擬備，所根據的
資料為攝於2014年5月29日的實地照片
PLAN PREPARED ON 14.11.2014
BASED ON SITE PHOTOS
TAKEN ON 29.5.2014

實地照片 SITE PHOTO

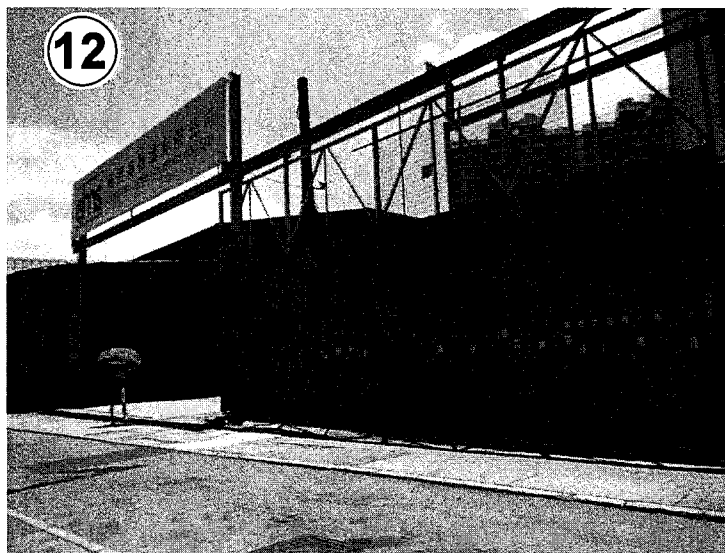
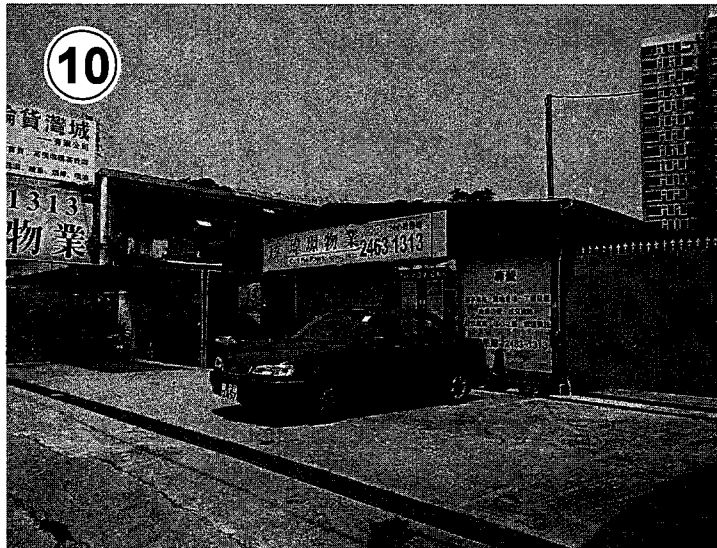
藍地及亦園分區計劃大綱核准圖
編號S/TM-LTY/6的擬議修訂 - 項目A4
PROPOSED AMENDMENTS TO THE APPROVED
LAM TEI AND YICK YUEN OUTLINE
ZONING PLAN No. S/TM-LTY/6 - ITEM A4

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/TM/14/137

圖 PLAN
A-4d



本圖於2014年11月14日擬備，所根據的資料為攝於2014年5月29日及2014年7月31日的實地照片
 PLAN PREPARED ON 14.11.2014
 BASED ON SITE PHOTOS
 TAKEN ON 29.5.2014 & 31.7.2014

實地照片 SITE PHOTO

藍地及亦園分區計劃大綱核准圖
 編號S/TM-LTY/6的擬議修訂 - 項目A5

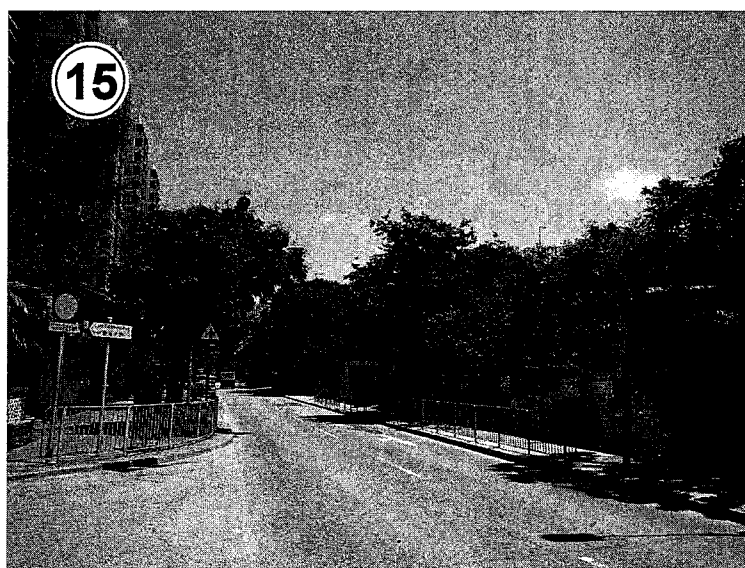
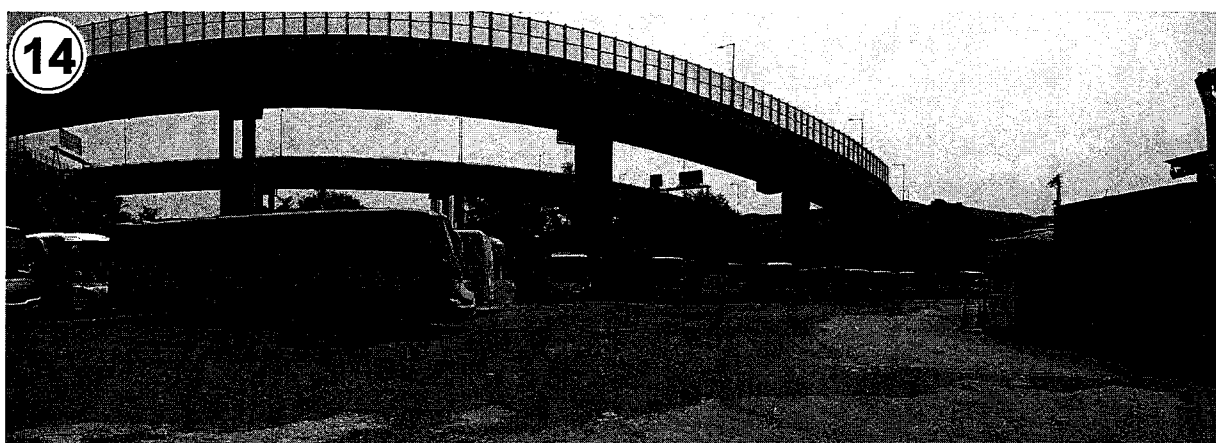
PROPOSED AMENDMENTS TO THE APPROVED
 LAM TEI AND YICK YUEN OUTLINE
 ZONING PLAN No. S/TM-LTY/6 - ITEM A5

規劃署
 PLANNING
 DEPARTMENT



參考編號
 REFERENCE No.
 M/TM/14/137

圖 PLAN
 A-4e



本圖於2014年11月19日擬備，所根據的資料為攝於2014年5月29日及2014年7月31日的實地照片
 PLAN PREPARED ON 19.11.2014
 BASED ON SITE PHOTOS
 TAKEN ON 29.5.2014 & 31.7.2014

實地照片 SITE PHOTO

藍地及亦園分區計劃大綱核准圖
 編號S/TM-LTYY/6的擬議修訂 - 項目B

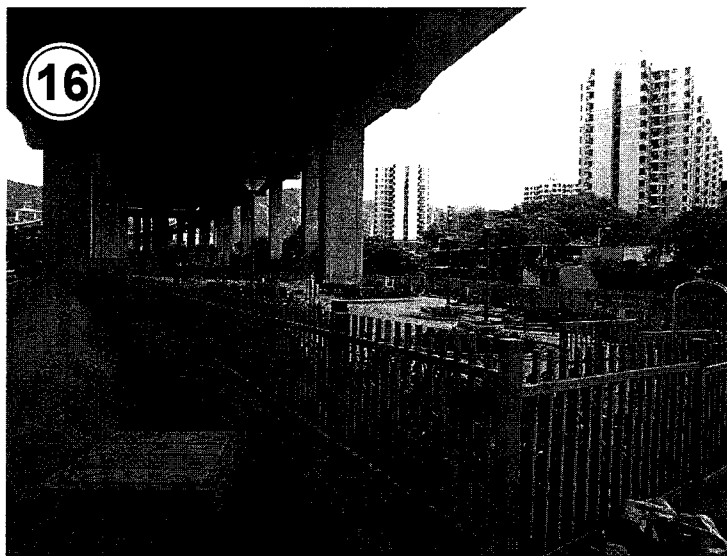
PROPOSED AMENDMENTS TO THE APPROVED
 LAM TEI AND YICK YUEN OUTLINE
 ZONING PLAN No. S/TM-LTYY/6 - ITEM B

規劃署
 PLANNING
 DEPARTMENT



參考編號
 REFERENCE No.
 M/TM/14/137

圖 PLAN
 A-4f



本圖於2014年11月19日發備，所根據的資料為攝於2014年5月29日及2014年7月31日的實地照片
 PLAN PREPARED ON 19.11.2014
 BASED ON SITE PHOTOS
 TAKEN ON 29.5.2014 & 31.7.2014

實地照片 SITE PHOTO

藍地及亦園分區計劃大綱核准圖
 編號S/TM-LTY/6的擬議修訂 - 項目C
 PROPOSED AMENDMENTS TO THE APPROVED
 LAM TEI AND YICK YUEN OUTLINE
 ZONING PLAN No. S/TM-LTY/6 - ITEM C

規劃署
 PLANNING
 DEPARTMENT



參考編號
 REFERENCE No.
 M/TM/14/137

圖 PLAN
 A-4g