RURAL AND NEW TOWN PLANNING COMMITTEE
OF THE TOWN PLANNING BOARD

RNTPC Paper No. 8/14

For Consideration by
the Rural and New Town Planning Committee
on 25.4.2014

PROPOSED AMENDMENTS TO THE APPROVED TUEN MUN OUTLINE ZONING PLAN NO. S/TM/31

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1. Introduction

This paper is to seek Members' agreement that:

(a) the proposed amendments to the approved Tuen Mun Outline Zoning Plan (OZP) No. S/TM/31 as shown on the draft OZP No. S/TM/31A (**Attachment II**) and its Notes (**Attachment III**) are suitable for exhibition for public inspection under section 5 of the Town Planning Ordinance (the Ordinance); and

(b) the revised Explanatory Statement (ES) of the OZP (**Attachment IV**) should be adopted as an expression of the Town Planning Board (the Board)'s planning intentions and objectives for the various land use zonings of the OZP and is suitable for exhibition together with the draft OZP.

2. Status of the Current OZP

2.1 On 12.3.2013, the Chief Executive in Council (CE in C) under section 9(1)(a) of the Ordinance approved the draft OZP which was subsequently renumbered as S/TM/31. On 22.3.2013, the approved OZP No. S/TM/31 (**Attachment I**) was exhibited for public inspection under section 9(5) of the Ordinance.

2.2 On 29.10.2013, the CE in C referred the approved Tuen Mun OZP No. S/TM/31 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. On 8.11.2013, the reference back was notified in the Gazette under section 12(2) of the Ordinance.

3. The Proposed Amendments

Background

3.1 It was stated in the 2013 Policy Address that the Government would adopt a multi-pronged approach to build up land reserve with a view to meeting housing and other development needs. "Government, Institution or Community" ("G/IC") sites with no designated use and "Green Belt" ("GB") sites with no ecological value would be reviewed for housing purpose. The development intensity of Government's unallocated residential sites would also be increased as far as allowable in planning terms. It was reaffirmed in the 2014 Policy Address that the Government would continue to review various

land uses and rezone sites as appropriate for residential use. The current proposed amendments to the Tuen Mun OZP are mainly related to the zoning amendments of 14 sites for housing purpose including four in Tuen Mun North (Sites A1 to A4), two in Tuen Mun Central (Sites B1 and B2), and eight in Tuen Mun East (Sites C1 to C5, and C7 to C9) (**Attachment II**).

3.2 The 2014 Policy Address also announced that except for the north of Hong Kong Island and Kowloon Peninsula, which are more densely populated, the Government considers it feasible to generally increase the maximum domestic plot ratio (PR) currently permitted for the other "density zones" in the territory by around 20% as appropriate. In implementing these measures, the Government will duly consider factors such as traffic and infrastructural capacities, local characteristics, existing development intensity and the various possible impacts of the proposed development on the areas concerned.

3.3 In general, the maximum PR for most of Tuen Mun North and Central falls within Density Zone 2 (i.e. PR of 5), while the majority of the housing developments in Tuen Mun East within the OZP area fall within the Density Zone 3 (i.e. PR of 3) area. To maximize the development potential of housing land as announced in the Policy Address, in general a PR of 6 for Tuen Mun North and Central and a PR of 3.6 for Tuen Mun East are proposed for most of the housing sites identified, which is equivalent to the maximum of Density Zone 2 (i.e. PR 5) and Density Zone 3 (i.e. PR 3) with a 20% increase. To ascertain the technical feasibility of the proposed housing sites and the related increase in PR, various technical assessments including traffic, sewerage, drainage, water supply and environmental impacts had been undertaken. It has been confirmed that the proposed amendments would not cause insurmountable problems on traffic and other infrastructural capacity as well as on the environmental aspects. The findings of the technical assessments for the housing sites in Tuen Mun North, Central and East are detailed respectively in paragraphs 3.9.34 - 36, 3.10.12 - 14 and 3.11.61 below.

3.4 According to the Housing, Planning and Lands Bureau Technical Circular No. 1/06 on Air Ventilation Assessments (AVA) setting out the guidance for applying AVA for government projects, AVA would be required amongst others, for developments on sites of over 2 hectares (ha) and with an overall plot ratio of 5 or above, sites located within breezeways, developments on waterfront sites with lot frontage exceeding 100m in length, or development proposals with total gross floor area (GFA) exceeding 100,000m^2. For the 14 housing sites, six of them are identified suitable for high density residential developments and have a plot ratio of 5.0 or above whilst five sites at Tuen Mun East have an area exceeding 2ha or a long site frontage facing the coastline. An AVA by (Expert Evaluation) (AVA EE) has been commissioned by the Planning Department (PlanD) to assess the likely impacts of all the proposed housing developments on the pedestrian wind environment under the amendment items (**Attachment VI**). Based on the recommendations of the AVA EE, non-building areas have been designated on the OZP for five (Sites A3, B1, C4, C5 and C7 (**Plans 2c, 2e, 2i and 2j** respectively) out of the 14 housing sites. For these sites, existing air paths in the surrounding have been identified and these non-building areas are required to connect with the adjoining air paths in facilitating wind penetration through the future developments to mitigate their air ventilation impact on the surrounding areas.

The AVA EE also recommends the general direction and width of non-building areas for four sites (Sites B2, C2, C3 and C9 (**Plans 2f, 2h, and 2k** respectively). Considering that no distinct air paths in the surroundings can be identified and that air permeability can be achieved through different design layouts, no fixed alignment of the NBA is proposed for these sites at the planning stage to allow for design flexibility. The design of the future developments on these sites will need to incorporate non-building area(s) in accordance with the recommendations of the AVA EE. Quantitative AVAs are also required for Sites C2, C3 and C9 at the detailed design stage considering their locations, site and development intensity. Whilst no specific non-building areas for these sites will be incorporated on the OZP, the requirements as recommended in the AVA EE will be incorporated in the ES and lease/planning brief so that the future developer/HD would need to carry out an AVA to determine the wind corridors to commensurate with their intended layout and building design. The remaining five sites (Sites A1, A2, A4, C1 and C8 (**Plans 2a, 2b, 2d, 2g and 2j** respectively)) do not require designation of non-building areas. These sites have relatively open exposure to winds from all directions, are not within major breezeways, have relatively small site areas and/or have no sensitive receivers in the surrounding. Future developments thereon are not anticipated to have significant air ventilation impact. The AVA EE also recommends that in future developments including those proposed with non-building areas, minimisation of podium and fulfilment of building separation requirements in accordance with the Sustainable Building Design (SBD) Guidelines (APP-152) would also be required. Such requirements will be included in the ES, lease/planning brief[I] and to be dealt with in detailed design stage.

3.5 To assess the visual impact of the proposed rezoning sites for housing purpose, Visual Appraisals for the sites have also been undertaken by PlanD (**Attachment VII**). Photomontages have been prepared to illustrate the possible visual impacts of the proposed residential developments at the sites (**Plans 5a to 5m**). Suitable vantage points frequently visited by the public are selected for illustration. Aerial views are also included to illustrate the overall visual impact of the proposed developments in the areas.

3.6 There are existing trees and vegetation on the proposed housing sites, particularly those sites currently zoned "GB". Inevitably, the vegetation will be affected by the proposed developments and substantial tree felling will be necessary on some sites. Tree preservation and compensatory planting proposals will be provided for future housing developments in accordance with DEVB Technical Circular (Works) No. 10/2013 for Government projects and LandsD LAO Practice Note No. 7/2007 for private projects. Requirements for submission of tree preservation proposals and landscaping proposals/landscape master plan, where appropriate, will be included in the planning brief or lease conditions.

3.7 Opportunity is also taken to amend the OZP to reflect three s.12A applications agreed by the Committee, and to rezone a "Comprehensive Development Area"

[I] A planning brief is a planning document to guide the development of public housing sites and Comprehensive Development Area. It sets out the development parameters, planning concepts and various planning requirements for the developer / Housing Authority to follow.

("CDA") site which has been completed and to incorporate other technical amendments such as minor adjustments to zoning boundaries. In response to the request of Tuen Mun District Council (TMDC), it is also proposed to rezone the previously planned crematorium and columbarium site in Area 46 to "Undetermined" ("U"), pending the completion of the planning and feasibility study for the future use of the site and its adjacent areas.

3.8 The planning parameters of the rezoning proposals for housing purpose are summarised at **Attachment IX** for easy reference.

3.9 **Tuen Mun North**
(Amendment Items A1 to A5)

3.9.1 Four "G/IC" sites in Tuen Mun North are proposed for rezoning for public housing development as they are either no longer required for the designated GIC facilities or the originally proposed GIC use has been relocated to other appropriate location (**Plan 1a**).

Site west of Kei Lun Wai* (*Amendment Item A1)
(Plans 1a, 2a, 3a, 4a, 5a and 5d)

3.9.2 Site A1 (about 1 ha) including about 0.3 ha of Government land (GL) is located on a flat land to the west of Kei Lun Wai and north of Castle Peak Hospital in Tuen Mun Area 54 (**Plan 1a**). It is currently occupied by temporary open storage of recycling materials. In the surrounding area, there are village settlements, temporary structures, vehicle parks, container and open storage yards and vacant land (**Plan 2a**). The adjoining land to its west and north are zoned "Residential (Group A)" ("R(A)") with maximum domestic PR and non-domestic PR of 5/9.5 and a building height restriction of 120mPD and "G/IC" for community hall (CH), indoor recreation centre (IRC), schools and sewage pumping station uses.

3.9.3 The site falls within Tuen Mun Area 54, which is the subject of the then Territory Development Department's study titled "Planning and Development Study of Potential Housing Site in Area 54, Tuen Mun" in 1999 (the 1999 Study). It was rezoned from "Village Type Development" ("V") to "G/IC" in 2000 for school development. Subsequently, the Education Bureau (EDB) considered that the school reservation at the site was not required and it could be released for public housing development. In late 2011, the Civil Engineering and Development Department (CEDD) commissioned the Formation, Roads and Drains in Area 54, Tuen Mun – Phases 1 and 2 – Review of Traffic, Environmental, Drainage and Sewerage Impact Assessment – Investigation (the 2011 Review) to update various technical assessments previously completed for the proposed developments (including public housing at the subject site) in Area 54. An extract of the conclusion section of the Area 54 Final Review Report of the 2011 Review is at **Attachment Va**. A copy of the Final Review Report is deposited at the Town Planning Board Secretariat for Members' inspection and reference. The indicative layout of the proposed public housing developments, GIC and other facilities in Tuen Mun Area 54

presented to the Environment, Hygiene and District Development Committee (EHDDC) of the Tuen Mun District Council (TMDC) on 23.11.2012 is at **Attachment Vb**.

3.9.4 It is proposed to rezone the site from "G/IC" to "Residential (Group A)24" ("R(A)24") (**Plan 2a**) for public housing purpose and the proposed development parameters are as follows:

Zoning Area	About 1 ha
Development Site Area	About 1 ha
Government land	About 0.31 ha (30.4%)
Maximum Plot Ratio (PR) (domestic/ non-domestic)	5/9.5
Maximum Building Height	120mPD
Estimated No. of Flats	1,000

3.9.5 Site A1 and the nearby public housing sites in Area 54 have been examined under the 2011 Review including Environmental Impact Assessment (EIA), Traffic Impact Assessment (TIA), Sewerage Impact Assessment (SIA) and Drainage Impact Assessment (DIA)) based on a domestic PR/non-domestic PR of 5/9.5 which is a new town standard for Density Zone 2. As advised by CEDD, further increase in PR would require a complete review of the assessments. Housing Department (HD) also considers that the domestic/non-domestic PR of 5/9.5 has to be maintained in order not to adversely affect the development programme of the subject public housing scheduled for completion in 2022/23. The proposed maximum building height of 120mPD is the same as the surrounding "R(A)" zones (**Plan 1a**) (also see paragraph 3.9.7 below) and existing relatively high-rise residential developments near West Rail Siu Hong Station and is in line with the building height bands concept of the Tuen Mun New Town with a building height increasing progressively from about 85mPD for residential development at the southern waterfront to 120mPD at the inland to the north.

Air Ventilation Assessment for Site A1

3.9.6 According to the AVA EE by PlanD (**Attachment VI**), Site A1 is located in a flat area away from the mountains. Developments in this area should not form a barrier to the downhill air movements. The site has a relatively open exposure to the northeast, south and south-easterly winds and is not on the major breezeways of Tuen Mun. Site A1 would have localised air ventilation impacts on the surrounding areas. The AVA EE recommends that subject to the minimisation of podium and fulfilment of the building separation requirements in accordance with the SBD Guidelines (APP-152), rezoning of Site A1 for housing development is unlikely to impose significant air ventilation impact on the surroundings.

Visual and Landscape Appraisals for Site A1

3.9.7 Site A1 is an extension of the proposed public housing sites to its west in the current "R(A)" zone (**Plan 2a and Attachment Vb**). According to the OZP, the maximum building height restriction of the adjoining "R(A)" zone is 120mPD (**Plan 1a**). The proposed building height of 120mPD for Site A1 is in line with the building height band. The area to the north of Site A1 is planned for various GIC facilities including proposed schools, indoor recreational centre and community hall with maximum building height of 8 storeys (**Plan 2a and Attachment Vb**). They would act as a transition zone between Site A1 and the 3-storey village houses further north. When viewed from the fringe of the village near the Light Rail Transit (LRT) Kei Lun Station as indicated in the photomontage in **Plan 5d**, the proposed public housing block in Site A1 would be seen as part of the building group and would not be incompatible with the future developments to its west in visual terms. The proposed maximum building height restrictions for Site A1 is in line with the building height band concept of the Tuen Mun New Town with building height increasing progressively from the waterfront to the inland.

3.9.8 The existing trees at the northern part of Site A1 will be affected by the proposed housing developments (**Plan 3a**). Provision of tree preservation and landscape requirements will be included in the planning brief to minimise the impact.

Sites north of Hing Fu Street (Amendment Items A2 and A5)
(Plans 1a, 2b, 2b-1, 3b, 4b, 5a and 5e)

3.9.9 Site A2 (about 0.77 ha, including about 0.2 ha of GL) is located at the fringe of a vegetated slope at the north of Hing Fu Street which links Hing Kwai Street to connect Ming Kum Road (**Plan 1a**). It is mainly zoned "G/IC", partly zoned "GB" at the northern tip without vegetation cover and partly shown as 'Road' along the eastern boundary (**Plan 2b**). The site is currently partly vacant and partly occupied by a temporary vehicle park with car washing facility and temporary structures. To the west is the rural settlements known as Kwong Shan Tsuen. Across Hing Fu Street to its south is a primary school and Po Tin Estate.

3.9.10 Site A5 (about 0.27 ha, mostly GL), adjoining Site A2 to its south, is on a slope with dense vegetation (**Plan 2b**). It is zoned "G/IC" and forms part of the Castle Peak Demonstration Woodland (**Plan 3b**), which has moderate ecological value. Some plant species of conservation interest including Tutcheria spectabilis (石筆木), Aquilaria sinensis (土沉香), Rhodoleia championii (紅花荷), and Camellia crapnelliana (紅皮糙果茶) were recorded across the woodland to its north.

3.9.11 Sites A2 and A5 together were identified for a joint development of a CH and IRC in the 1999 Study for Tuen Mun Area 54 and were rezoned from "V" to "G/IC" in 2000. However, the CH and IRC were subsequently proposed to be relocated to a more centrally located "G/IC" zone in Tuen Mun Area 54 (**Attachment Vb**) to better serve the

residents. Site A2 would be released for HD's public housing; and Site A5 which is a vegetated slope with ecological value would be preserved. The proposals were then included in the 2011 Review undertaken by CEDD.

3.9.12 It is proposed to rezone the flat-land part of the site (Site A2) from "G/IC" (about 0.61 ha) and minor portions zoned "GB" (about 0.07 ha) and area shown as 'Road' (about 0.09 ha) to "R(A)25" for public housing development (**Plan 2b**). At the request of the Director of Social Welfare, a neighbourhood elderly centre and an integrated children and youth services centre would also be provided in the public housing development. The vegetated slope with ecological value is to be rezoned from "G/IC" to "GB" (about 0.27 ha) (Site A5) to preserve the vegetated slope.

3.9.13 The proposed development parameters of the public housing development are as follows:

Zoning Area	About 0.77 ha
Development Site Area	About 0.75 ha (excluding a proposed public footpath at the southern boundary)
Government land within Development Site Area (%)	About 0.19 m^2 (25.4%)
Maximum Domestic PR	5
Maximum non-domestic PR	0.4 (for provision of Neigbourhood Elderly Centre and Integrated Children and Youth Services Centre)
Maximum Building Height	120mPD
Estimated No. of Flats	700

3.9.14 As mentioned in paragraph 3.9.11 above, the site is also included in the 2011 Review. Similar to Site A1 and located in the same development cluster, the domestic/non-domestic PR and maximum building height of the site are proposed to be 5/9.5 and 120mPD respectively.

3.9.15 As mentioned in paragraph 3.9.11 above, the site has all along been reserved for public purpose (community hall and IRC) since 2000 and the recent proposal for rezoning the site for public housing has been made known to the public including through DC consultations on 23.11.2012, 7.1.2014 and 27.1,2014. Based on this premise**,** the Rural and New Town Planning Committee (the Committee) rejected a s.12A application (No. Y/TM/10) (**Plan 2b-1**) for rezoning Sites A2 and A5 from "Government, Institution or Community" to "Residential (Group A)" for private residential development on 7.3.2014. The main reasons were that there is no strong planning justification to justify why the site, which has long been rezoned "G/IC" for meeting community and public needs, should be rezoned to facilitate a proposed private residential development; and the proposed rezoning encroaches upon the existing woodland with ecological value (i.e. Site A5). On 10.3.2014, a new

s.12A application (No. Y/TM/15) for rezoning most of Site A2 from "Government, Institution or Community" to "Comprehensive Development Area" was submitted by the same applicant with a revised site boundary by excluding the existing woodland and confining the site to private lots. The application is being processed in the usual manner and would be submitted to the Committee according to the normal procedures for consideration of s.12A application by the Town Planning Board. A brief summary of the major development parameters of the two applications and the proposed public housing development scheme are as follows and a plan showing the different site boundaries is at **Plan 2b-1**:

Development Parameter	**Application No. Y/TM/10** (Rejected)	**Application No. Y/TM/15** (To be considered)	**HD's Proposed Public Housing Development**
Proposed Zoning	"R(A)"	"CDA"	"R(A)25"
Development Site Area (m^2)	8,130	3,930	7,505 #
Government land (m^2) (%)	4,267 (52.5%)	50 (1.3%)	1,903 (25.4 %)
Domestic PR	5	5 *	5
Non-domestic PR	0	0	0.3
No. of Blocks	4	2	2
Proposed Building height	105mPD	120mPD	120mPD
No. of Units	612	375	700
GIC facilities	Nil	Nil	social welfare facilities

* based on a development area excluding Government land portion

\# the development site area is 7,505m^2 including private land of 5,602m^2 comprising 3,880m^2 and 1722m^2 within and outside the application site of Y/TM/15 respectively.

3.9.16 The site under the s.12A application No. Y/TM/15 comprises mainly portions of seven private lots held under lease premised for agricultural use. The site is proposed to be resumed for public housing development. It has been zoned for public purpose since 2000 and with the relocation of the originally planned GIC uses, the site has been identified for public housing with the incorporation of GIC facilities. The subject private lots owners should not have the legitimate expectation to develop the site for private residential use. The site is part of the overall public housing development programme in Area 54. Being adjacent to existing and planned public housing estates, the proposed public housing development would achieve synergy effect by sharing supporting facilities provided in the existing and planned public housing developments in Areas 29 and 54, including shopping facilities, public transport terminus and recreational facilities. In addition, the Director of Social Welfare requests for the provision of social welfare facilities including a neighbourhood elderly centre and an integrated children and youth services centre within the site to serve the local residents in the area. The provision of public housing development with social welfare facilities at the site should be in the public interest thus

overriding private interests.

Air Ventilation Assessment for Site A2

3.9.17 According to the AVA EE (**Attachment VI**), Site A2 is near the area of downhill air movement coming from the northwest. It is not on the major breezeways of Tuen Mun New Town. However, the developments on Site A2 may have localized air ventilation impact on the surrounding areas. Developments in this area should not form a barrier to the downhill air movements. The AVA EE recommends that more space at grade and permeability of the building mass should be provided to allow for better wind penetration. Subject to the minimisation of podium and fulfilment of the building separation requirements in accordance with the SBD Guidelines (APP-152), rezoning of Site A2 for public housing development is unlikely to impose significant air ventilation impact on the surroundings.

Visual and Landscape Appraisals for Site A2

3.9.18 Site A2 is located to the north of Hing Fu Street which links Hing Kwai Street to connect Ming Kum Road; to its south is a primary school and Po Tin Estate. The proposed maximum building height of Site A2 is 120mPD which is the same as that of the "R(A)" zone to its east (**Plan 2b**). The adjoining "R(A)" zone (Po Tin Estate) to its south is 100mPD. When viewed from near Po Tin Shopping Centre as indicated in the photomontage in **Plan 5e**, part of the proposed development in Site A2 would be screened off and seen as an extension of the existing development with similar development intensity. It would not create visual incompatibility with the surroundings. As the area north of Site A2 is relatively open, the impact of reduction in visual openness caused by the proposed development would be minimal. The proposed maximum building height restriction for Site A2 is in line with the building height band concept of the Tuen Mun New Town with building height increasing progressively from the waterfront to the inland.

3.9.19 The existing trees along the southern and western boundaries of Site A2 will be affected by the proposed housing developments (**Plans 3b**). Requirement for tree preservation and landscape proposal will be included in the planning brief to minimise the impact.

Site north-east of Leung King Estate (Amendment Item A3)
(Plans 1a, 2c, 3c, 4c, 5a and 5f)

3.9.20 Site A3 (about 1.32 ha) mainly consists of a piece of vacant formed flat area, an estate road and man-made and natural slopes at the northeast of Leung King Estate in Tuen Mun Area 29 (**Plan 2c**). To its south-east is Tin King Estate. To its immediate east is the Tuen Mun North West Swimming Pool and north-east is Po Tin Estate. To its west are wooded hills zoned "GB".

3.9.21 Most of Site A3 was previously part of Hing Tin Temporary Housing Area which was demolished in 1997. The site was then reserved for a

primary school and the "G/IC" zone was maintained. It was subsequently proposed for public housing development since mid-2000's after EDB considered that the school reservation at the site was not required. To meet the concerns of TMDC, GIC facilities including a community health centre which was originally reserved at Site A4 (**Plan 1a**) (paragraph 3.9.28 below refers), social welfare, and community facilities would also be provided in the proposed public housing development. Housing Department (HD) is liaising with relevant departments on the detailed requirements of the facilities to be provided. To increase flat supply, an increase in the maximum domestic PR of 5 currently permitted for Density Zone 2 by 20% is proposed. A non-domestic PR of 2 is proposed to accommodate the proposed GIC facilities. In view of the site constraint and the need to accommodate the above GIC facilities, a building height not exceeding 140mPD is imposed (also see paragraph 3.9.25 below).

3.9.22 It is proposed to rezone the site from "G/IC" (about 1.29 ha) with minor portion zoned "R(A)" (about 0.03 ha) to "Residential (Group A)21" ("R(A)21") (**Plan 2c**) for public housing development. The proposed development parameters are as follows:

Zoning Area	About 1.32 ha
Development Site Area	About 0.77ha (excluding an estate road and slopes)
Government land within Development Site Area (%)	About 0.77 ha (100%)
Maximum domestic PR	6
Maximum non-domestic PR	2 (to include community health centre, social welfare, and community facilities)
Maximum Building Height	140mPD
Non-building Area	One of 20m wide
Estimated No. of Flats	830

3.9.23 As a technical amendment, a narrow strip of unallocated Government land at the north-eastern edge currently zoned "R(A)" would also be incorporated in the "R(A)21" zone (**Plan 2c**).

Air Ventilation Assessment for Site A3

3.9.24 According to the AVA EE (**Attachment VI**) (paragraph 3.4 above), Site A3 is not on the major breezeways of Tuen Mun but it is on the air path of downhill air movements from the west. Developments in this site should not form a barrier to the downhill air movements. They may also create some air ventilation impact on the surrounding areas. The AVA EE recommends a 20m wide non-building area (NBA) along the south-western edge of the site which can serve as an air path for the downhill air movements (**Plan 2c**). This NBA can also serve as a "buffer zone" to reduce the impact of wake areas (low wind areas on the leeward sides) to the southwest of the site. The AVA EE recommends that subject to the incorporation of the NBA, minimisation of podium and fulfilment of the building separation requirements in

accordance with the SBD Guidelines (APP-152), rezoning of Site A3 for housing development is unlikely to impose significant air ventilation impact on the surroundings. To take forward the recommendations of the AVA EE, a 20m wide NBA is proposed to be designated on the OZP.

Visual and Landscape Appraisals for Site A3

3.9.25 Site A3 is located in Area 29. To its south-west is Leung King Estate, south-east is Tin King Estate, and to its north-east is Po Tin Estate (**Plan 2c**). The proposed maximum building height of Site A3 is 140mPD and the developments in the adjoining "R(A)" zone (Leung King Estate, Tin King Estate and Po Tin Estate) ranges from about 100mPD to 118mPD. When viewed from the vantage point at the fringe of Tsing Tin Playground as indicated in the photomontage in **Plan 5f**, the proposed development in Site A3 has a similar visual bulk as compared with the existing developments nearby. Although the proposed development would slightly reduce the visual openness with blockage to the view of the mountain backdrop, the development would not create visual incompatibility with the surrounding public housing areas. As planning brief is required to guide the development for public housing development, feasibility of incorporating further visual enhancement measures to minimise the residual visual impact, such as building set-back and façade treatment etc., would be explored during the planning brief preparation stage and at the detailed design stage.

3.9.26 Existing trees at the western and southern parts of Site A3 will be affected by the proposed development (**Plan 3c**). Provision of tree preservation and landscape requirements will be included in the planning brief to minimise the impact.

Site north-east of Shan King Estate (Amendment Item A4)
(Plans 1a, 2d, 3d, 4d, 5a and 5g)

3.9.27 The site (about 0.31 ha and all GL) (**Plan 2d**) is occupied mainly by a temporary school planting area and partly occupied by the light rail tracks at the eastern portion. To its south and south-west is the Shan King Estate; across Shek Pai Tau Road to the north are two secondary schools. To its north-east across Ming Kum Road are a telephone exchange building, an electricity substation, and Tai Hing Estate. To its east across Ming Kum Road are some industrial buildings.

3.9.28 Site A4 in Area 2 was previously reserved for a government clinic. To meet the need for primary care services in Tuen Mun, the Secretary for Food and Health (SFH) intends to enhance the community health services and requires a more central location in proximity to a populated area for health care development. In the light of the requirement, Site A3 was identified for co-location of the community health centre and public housing development (paragraph 3.9.21 above refers). To increase flat supply, an increase of the maximum domestic PR of 5 currently permitted for Density Zone 2 by 20% is proposed. The proposed maximum building height of 110mPD is generally in line with the surrounding "R(A)" zones of 100mPD and existing public

housing developments at the hillside at this northern fringe area of the town (**Plan 1a**) (also see paragraph 3.9.31 below) and is also in line with the building height bands concept of the Tuen Mun New Town with a building height increasing progressively from the waterfront to the inland.

3.9.29 It is proposed to rezone the site to "Residential (Group A)23" ("R(A)23") (**Plan 2d**) for public housing development. The proposed development parameters are as follows:

Zoning Area	About 0.31 ha
Development Site Area	About 0.23 ha (excluding light rail tracks)
Government land within Development Site Area (%)	About 0.23 ha (100%)
Maximum PR (domestic/ non-domestic)	6/9.5
Maximum Building Height	110mPD
Estimated No. of Flats	260

Air Ventilation Assessment for Site A4

3.9.30 Site A4 has a relatively open exposure to the southerly wind and is not on the major breezeways of Tuen Mun. The development site area is relatively small creating relatively small wake areas. There is no major air ventilation issue. The AVA EE (**Attachment VI**) recommends that subject to the minimisation of the podium and fulfilment of the building separation requirements in accordance with the SBD Guidelines (APP-152), the proposed rezoning of Site A4 would not impose significant air ventilation impact on the surroundings.

Visual and Landscape Appraisals for Site A4

3.9.31 Site A4 is located in Area 2. To its south and south-west is the Shan King Estate; to its north-east is Tai Hing Estate, and to its east across Ming Kum Road are some industrial buildings including Wai Cheung Industrial Centre and Co-Tack Industrial Building (**Plan 2d**). The proposed maximum building height of the subject Site A4 is 110mPD and the adjoining industrial and residential developments range from about 59mPD to 116mPD. When viewed from Ming Kum Road vantage point as indicated in the photomontage in **Plan 5g**, part of the proposed development in Site A4 would be screened off and seen as an extension of the existing development with similar bulk. It would not create visual incompatibility with the surroundings.

3.9.32 An aerial view of all four proposed public housing sites in Tuen Mun North is indicated in the photomontage in **Plan 5a**. The valley is already occupied by many existing high-rise public and private housing developments including Shan King Estate, Leung King Estate, Tin King Estate, Po Tin Estate, Tai Hing Estate, Chelsea Heights and Affluence Garden with building heights ranging from about 90mPD to 129mPD. With the mountain ranges of Castle Peak as the backdrop, the four

development sites currently proposed scatter amongst the existing landscape of high-rise developments and would not alter the character of the Tuen Mun North area in a cumulative manner. They would not create any visual incompatibility with the surroundings.

3.9.33 There are trees and shrubs within Site A4 and it is currently used as a school planting area (**Plan 4d**). Existing trees in the site will likely be affected by the proposed development. Provision of tree preservation and landscape requirements will be included in the planning brief to minimise impacts on the existing landscape.

Technical Assessments for Sites A1 to A4

3.9.34 Sites A1 and A2 in Area 54 have been examined under the Formation, Roads and Drains in Area 54, Tuen Mun – Phases 1 and 2 – Review of Traffic, Environmental, Drainage and Sewerage Impact Assessment – Investigation (the 2011 Review) undertaken by CEDD based on a domestic PR/non-domestic PR of 5/9.5. An extract of the conclusion section of the Final Review Report of the 2011 Review is at **Attachment Va** and is summarised as follows:

(a) According to the recommendation of the 2011 Review, a package of road enhancement, pedestrian and public transport improvement measures including junction improvements, link road improvements, improvements in pedestrian networks and crossing, linkage to the West Rail station are proposed to improve the traffic and pedestrian circulation. The 2011 Review concluded that traffic and transport facilities planned for Area 54 are adequately provided to serve the future traffic demand.

(b) With the implementation of the revised noise mitigation measures, the predicted noise levels comply with the criteria for residential uses; no adverse air quality is anticipated; no adverse water quality, residual terrestrial ecological, and waste management impact would be expected with the implementation of the mitigation measures recommended. Though adverse visual impact is expected to be significant during the construction period, the impact will be acceptable when mitigated during the occupation stage.

(c) New drainage facilities and works would be constructed and planned within Area 54. Based on the hydraulic assessment, there is no adverse drainage impact to the drainage system arising from the proposed developments upon commissioning of the proposed drainage works.

(d) No sewerage impact is anticipated arising from the proposed developments in Area 54. The proposed sewerage pumping station in the area has sufficient capacity to handle the sewage generated for the proposed developments.

(e) Concerned Government departments including Environmental Protection Department (EPD), Transport Department (TD), Drainage Services Department (DSD) and Water Supplies Department (WSD) have no adverse comment from environmental, traffic, and infrastructural points of views on the proposed developments in Area 54.

3.9.35 To bring forward the public housing developments, HD has commissioned technical assessments on traffic, environmental, drainage and sewerage aspects for Sites A3 and A4 with 20% increase of domestic plot ratio. Preliminary results of the TIA indicate that no adverse traffic impact is expected. The environmental assessment, drainage and sewerage impact assessments also confirm the feasibility of the public housing developments. The technical assessments are indicated as below:

(a) TIA was conducted for the proposed developments and the traffic generated would not cause any significant traffic impact on the surrounding road network. Junction capacity assessment was undertaken covering the key junctions in the vicinity of the subject sites. The results demonstrated that all the assessed junctions would be operating with acceptable capacity. The TIA shows that there are no insurmountable problems in terms of traffic capacity for Sites A3 and A4.

(b) Environmental Assessment Studies have been conducted to evaluate the potential environmental impacts and feasibility of the proposed public housing developments with respect to the Hong Kong Planning Standards and Guidelines for the sites. In terms of road traffic noise, preliminary results indicate that no adverse impact is expected on the residential floors for the public housing at Site A3, while appropriate noise mitigation should be considered for the social welfare and community health centre at the detailed design stage. Adverse rail noise impact from the Light Rail Transit which is located to the south and southeast of the Site A3 is not anticipated since the distance between the railway tracks and the proposed public housing development is more than the recommended minimum of 25m. For Site A4, no adverse air and traffic noise impacts are envisaged with the inclusion of a 10m set-back from Shek Pai Tau Road.

(c) A SIA has been carried out for Site A3 to assess the potential sewerage impact on the existing sewerage system as a result of additional sewerage flow discharge from the public housing PRH development. Preliminary results indicate that no adverse sewerage impact is expected on the Tuen Mun sewerage system. An existing sewerage discharge point is located at the northern boundary of the Site A4 for connection by the proposed public housing development. As agreed by EPD, SIA for the site is not required.

3.9.36 Concerned government departments including EPD, TD, DSD and WSD have no adverse comment on the proposed amendments (A1 to A4) from environmental, traffic, and infrastructural points of views.

3.10 Tuen Mun Central (Amendment Items B1 and B2)

3.10.1 There are two proposed housing sites in Tuen Mun Central (Sites B1 and B2) (**Plan 1b**). Both sites are zoned "G/IC" on the current OZP. Site B1 is vacant and without any designated GIC use, and Site B2 is currently occupied by the Hong Kong Christian Service Pui Oi School which would be relocated to another "G/IC" site for a larger school premises. Site B1 is proposed for private housing development, while Site B2 is proposed for private / public housing development.

Hang Fu Street Site (Amendment Item B1) (Plans 1b, 2e, 3e, 4e and 5h)

3.10.2 Site B1 (about 0.88ha), including the adjacent LRT tracks and pavements, is formed and separated by a footpath which leads to the LRT Tuen Mun Swimming Pool Station to the immediate west. It is situated at the southern part of the town centre area near the typhoon shelter and Tuen Mun River channel (**Plan 1b**) and within an area where there are a number of private housing developments and GIC facilities. To the east of the site across Hang Fu Street (**Plan 2e**) is a residential development known as Nerine Cove and a commercial/car park development known as Tuen Mun Central Square. To the south across Hoi Wing Road is a temporary car park, electric substation and petrol filling station (PFS) with Liquid Petroleum Gas (LPG) supply, and further south is the Tuen Mun Public Cargo Working Area. Across the LRT and Hoi Wong Road to the west is a temporary bus depot and car park which is planned for a sports ground. To the north of the site is another piece of vacant Government land zoned "G/IC" currently without designated use.

3.10.3 It is proposed to rezone the site from "G/IC" to "R(A)22" for private housing development (**Plan 2e**). As it is within the town area, the new town domestic plot ratio of 5 with a 20% increase is proposed. A building height restriction of 100mPD similar to that of the residential developments to its east and north is proposed. The proposed development parameters are as follows:

Zoning Area	About 0.88 ha
Development Site Area	About 0.48 ha (excluding light rail tracks, footpath and pavements)
Maximum PR (domestic/ non-domestic)	6/9.5
Maximum Building Height	100mPD
Non-building Area	One of 15m wide
Estimated No. of Flats	480

Air Ventilation Assessment for Site B1

3.10.4 According to the AVA EE (**Attachment VI**), the site is near the area of major breezeway along Tuen Mun River Channel of Tuen Mun, which is an important inlet and outlet for annual and summer prevailing winds. The development in this site should be carefully designed. The exposure of Site B1 to the southeast wind, easterly winds and north-easterly winds is likely to be affected by surrounding buildings. Considering the long frontage of the site in the north-south direction, a 15m wide NBA across the site is proposed to align with Hang Kwai Street air path (**Plan 2e**). The AVA EE recommends that subject to the incorporation of the NBA, minimisation of podium and fulfilment of the building separation requirements in accordance with the SBD Guidelines (APP-152) under the Buildings Ordinance, the rezoning of Site B1 is unlikely to impose significant air ventilation impact on the surroundings. To take forward the recommendation of the AVA EE, a 15m wide NBA is proposed to be designated on the OZP.

Visual and Landscape Appraisals for Site B1

3.10.5 Site B1 is located at the southern part of the town centre area. To its east is Tuen Mun Central Square and the residential development known as Nerine Cove; to its north is the residential development known as Oceania Heights. The proposed maximum building height of Site B1 is 100mPD and the building heights of the adjoining developments (Tuen Mun Central Square, Nerine Cove and Oceania Heights) range from about 114mPD to 129mPD. When viewed from the vantage point at Tuen Mun Promenade as indicated in the photomontage in **Plan 5h**, the proposed development would be set against a background with neighbouring developments of similar building heights and bulk. The visual character of the town centre would not be affected. No visual incompatibility with the surroundings would be created by the proposed development in Site B1.

3.10.6 Existing trees along the boundary of Site B1 would likely be affected by the proposed development. To minimise possible landscape impact, requirements for tree preservation and landscaping will be included in the lease conditions.

Hin Fat Lane Site (Amendment Item B2) (Plans 1b, 2f, 3f, 4f and 5i)

3.10.7 The site (about 0.48ha) is bounded by Hin Fat Lane and Castle Peak Road – Castle Peak Bay. It comprises a piece of Government land mainly occupied by the Hong Kong Christian Service Pui Oi School (Pui Oi School) and partly by a vehicular turning head to the north (**Plan 2f**). It is at the eastern fringe of the central area of Tuen Mun New Town dominated by high-rise residential buildings. To the west of the site is the Castle Peak Road-Castle Peak Bay and across the road are blocks of high rise high density residential developments and the Yan Oi Market. To the east are the Castle Peak Pottery Kiln, a proposed Grade 3 heritage building, temporary structures and slopes. To the south is a residential development known as Handsome Court. To the north

is the Fu Hong Society Yau Chong Home, and the Tuen Mun Substation across Hin Fat Lane to the north.

3.10.8 As advised by the Secretary for Education, the Pui Oi School in the site will be relocated to a new school premises at Hang Kwai Road in Tuen Mun Area 16 tentatively in September 2014. After consultation with departments, no GIC use is needed at the site and can be released for residential development. To rationalise the zoning boundary, a minor piece of formed land to the south of the site zoned "GB" (about 0.04 ha) is also included for development. The Pui Oi School and the Yau Chong Home currently share the same vehicular access via Hin Fat Lane. In order not to affect access to Yau Chong Home, separate access will be provided to Yau Chong Home and the proposed housing site (**Plan 2f**). It is proposed to rezone the site from "G/IC" (about 0.44 ha) and "GB" (about 0.04 ha) to "R(A)22" for private/public housing developments. As the site adjoins to the town centre area, the new town domestic plot ratio of 5 with a 20% increase is proposed. The building height restriction is proposed to be 100mPD which is the same as the adjoining "R(A)" zone to its west. The proposed development parameters are as follows:

Zoning Area	About 0.48 ha
Development Site Area	About 0.38 ha (excluding an access road to Yau Chong Home and footpath)
Maximum PR (domestic/ non-domestic)	6/9.5
Maximum Building Height	100mPD
Estimated No. of Flats	380

Air Ventilation Assessment for Site B2

3.10.9 Site B2 is near the area of downhill air movement from the east-northeast. It is considered that the developments in this site should not form a barrier to the downhill air movements. Developments on Site B2 are likely to create wake areas on the leeward sides to affect the areas to the west and southwest including Come On Building, Kai Hei Land Building and Chi Lok Fa Yuen. One 20m wide NBA is recommended by the AVA EE (**Attachment VI**) for the proposed rezoning of Site B2 to facilitate the penetration of prevailing wind and downhill air movement from the east serving the areas to the west of Site B2. Such NBA should run perpendicular to Castle Peak Road – Castle Peak Bay. Nevertheless, no fixed alignment is necessary at this planning stage as the site is relatively open to downhill wind along its northeast boundary. The location of the NBA could be determined during the detailed design stage for allowing design flexibility of the future development. The AVA EE recommends that subject to the incorporation of NBA, the minimisation of podium and fulfilment of the building separation requirements in accordance with the SBD Guidelines (APP-152), the rezoning of Site B2 is unlikely to impose significant air ventilation impact on the surroundings. To take forward the recommendation of the AVA EE, the requirement for a 20m wide

NBA will be incorporated into the ES and the lease/ planning brief where appropriate.

Visual and Landscape Appraisals for Site B2

3.10.10 Site B2 is located at Hin Fat Lane to the east of Tuen Mun town centre (**Plan 1b**). To its west across Castle Peak Road are blocks of high-rise residential developments with existing building height ranging from about 78mPD to 98mPD; and to its south, Handsome Court reaches about 62mPD. Under the current OZP, the building height restrictions of areas to the west of Site B2 extending up to the Tuen Mun River Channel is 100mPD. Similarly, the proposed maximum building height of Site B2 is set at 100mPD. When viewed from the vantage point at Tai Lam Country Park as indicated in the photomontage in **Plan 5i**, the proposed development in Site B2 would conform to the general building profile with Castle Peak as the backdrop. Although there would be partial blockage of the public view towards Castle Peak, most of the ridgeline could be maintained. The proposed development in Site B2 would not be incompatible with the character of the town centre where buildings reach 92mPD to 103mPD.

3.10.11 Some existing trees along the boundary of Site B2 will be affected by the proposed development (**Plan 3f**). To minimise possible landscape impacts, appropriate clauses will be included in the lease conditions/planning brief to require submission of tree preservation and landscape proposals prior to development.

Technical Assessments for Sites B1 and B2

3.10.12 Concerned government departments including EPD, TD, HyD CEDD, DSD and WSD have no adverse comment on the proposed rezoning of Site B1 from environmental, traffic, and infrastructural points of views. In order to mitigate the industrial noise from the cargo handling area to the south and traffic noise from Hoi Wong Road and Hoi Wing Road, EPD advised that a noise impact assessment (NIA) would be required to identify measures to alleviate these noise impacts as well as provision of sufficient air buffer distance according to the Hong Kong Planning Standards and Guidelines (HKPSG) to avoid adverse air impact. As advised by DSD, a SIA would also be required. These requirements will be stipulated in the lease for the future developer to carry out before development proceeds.

3.10.13 Site B1 is just beyond the 55m buffer distance from the PFS with LPG supply crossing Hoi Wing Road to the south (**Plan 2e**). The Director of Electrical and Mechanical (DEMS) advised that there is no insurmountable problem on rezoning of the site to residential use but a Quantitative Risk Assessment (QRA) would be required to ascertain the risk of level posed by the station on the development and recommend suitable mitigation measures required to comply with the Government Risk Guidelines. DEMS is prepared to commission a consultancy study to conduct QRA for the site before land sale. The recommendations of the QRA will be stipulated under the lease.

3.10.14 Departments consulted including TD, HyD, CEDD, EPD, DSD and WSD consider the proposed housing development at Site B2 would not have insurmountable problems. To mitigate the potential traffic noise and air impact arising from Castle Peak Road – Castle Peak Bay Section, a NIA and an environmental buffer of 10m from Castle Peak Road is required by DEP. DSD advised that a 8.5m drainage reserve (**Plan 2f**) is located at the southern portion of the site and it shall be reserved as NBA. These requirements will be incorporated into the lease/planning brief where appropriate.

3.11 Tuen Mun East (Amendment Items C1 to C13)

3.11.1 To meet the acute demand for housing land supply, a review of plot ratio and identification of additional sites for housing development in Tuen Mun East (TME) was carried out in 2013. TME has been developed as a low to medium density housing area with Tuen Mun Road and Castle Peak Road as the two major traffic corridors linking Tuen Mun Town and Sham Tseng / Tsuen Wan. The PR restriction of most of the residential developments is of 1.3 with some sites having a PR of 3.3. The majority of the housing developments fall within the Density Zone 3 area. To maximise the development potential of the housing sites, a PR of 3.6 is proposed for most of the new housing sites, which is equivalent to the maximum of Density Zone 3 (i.e. PR 3.0) with a further 20% increase. Having considered the particular site characteristics and design flexibility for larger site, two large sites (Sites C2 and C3) will have a higher PR of 4.0 while one waterfront site (Site C9) is proposed with a lower PR of 1.3 for reasons elaborated in paragraphs 3.11.15 and 3.11.54 below. To avoid excessive tall building creating adverse visual impact, appropriate building height restrictions in mPD are also proposed to maintain the medium-rise character of the area.

3.11.2 Technical review was carried out for the amendment items in TME (**Attachment VIII**) by TD, HyD, WSD, DSD and EPD to assess the feasibility of the new housing sites and associated plot ratio increase. Traffic, sewerage, water supply, drainage, air and noise impacts have been assessed, which will be further elaborated in the technical review in paragraph 3.11.61 below.

3.11.3 Eight sites in TME are proposed for rezoning in the current round of amendment. Out of the eight sites, four sites (Sites C1, C4, C7(part) and C8) currently zoned for residential use are proposed for increasing their maximum PR from 1.3 to 3.6. One site (Site C5) zoned "GB" and three sites (Sites C2, C3 and C9) zoned "G/IC" will be rezoned for residential use.

3.11.4 The proposed housing sites in TME are in four major clusters (**Plan 1c**). Site C1 is at the north-western end of TME; Sites C2 and C3 are at the core of TME; Sites C4, C5, C7 and C8 are at the locality of So Kwun Wat Road; and Site C9 is in the locality near the Cafeteria Old Beach.

Tsing Ha Lane site (Amendment Item C1) (Plans 1c, 2g, 3g, 4g and 5j)

3.11.5 The site (about 0.61 ha) consists of a small knoll in the northern part with vegetation cover and flat southern part used for temporary nursery. It abuts Tsing Ha Lane to the northwest (**Plan 2g**). It is in the middle of a large "R(B)8" zone. In the area, there are residential developments known as Dragon Inn Court and Dragon Villa to the north; an elderly nursing home and Castle Peak Bay Garden to the southwest, Verdant Villa and Scenic Villa. To the northwest is a bus terminus; and to the further west across Castle Peak Road is the Castle Peak Beach.

3.11.6 It is proposed to rezone the site from "R(B)8" with maximum PR of 1.3 and maximum building height of 15 storeys (excluding basement floor(s)) to "R(B)2". The proposed development parameters are as follows:

Zoning Area	About 0.61 ha
Development Site Area	About 0.61 ha
Maximum PR	3.6
Maximum Building Height	80mPD
Estimated No. of Flats	370

3.11.7 There is currently no vehicular access to the site. The Commissioner for Transport (C for T) advised that access would be via Tsing Ha Lane to be formed by future developer.

Air Ventilation Assessment for Site C1

3.11.8 Site C1 is near the waterfront. According to the AVA EE, developments near the waterfront should not form a continuous barrier to the sea breezes. Buildings should be arranged and positioned suitably so that sufficient gaps between building blocks are provided for air ventilation and permeability. The AVA EE (**Attachment VI**) recommends that subject to the minimisation of podium and fulfilment of the building separation requirements in accordance with the SBD Guidelines (APP-152), the rezoning of Site C1 is unlikely to impose significant air ventilation impact on the surroundings.

Visual and Landscape Appraisals for Site C1

3.11.9 Taking into account the site characteristics and topography, a maximum building height of 80mPD is proposed which is not incompatible with the existing building height of developments nearby ranges from about 43mPD to 139mPD. When viewed from the seaside vantage point at Kadoorie Pier as indicated in the photomontage in **Plan 5j**, the proposed development in Site C1 is comparable to the surrounding developments in terms of building height and massing. The local character with medium-rise to high-rise developments would not be affected and it would not create visual incompatibility with the surroundings.

3.11.10 Site C1 is located on a wooded knoll. To minimise possible landscape impacts, appropriate clauses will be included in the lease conditions to require submission of tree preservation and landscape proposals prior to development.

3.11.11 To mitigate the potential traffic noise impact and air quality impact arising from Tuen Mun Road and Castle Peak Road – Castle Peak Bay Section, a NIA and an environmental buffer is required by EPD and would be included in the lease for implementation. Concerned departments including TD, HyD and EPD, DSD and WSD have no adverse comment on proposed residential development at the site.

Sites at Former Perwone Barracks opposite Hong Kong Gold Coast (Amendment Items C2, C3, C11, C12 and C13) (Plans 1c, 2h, 3h, 4h, 4i, 5b, 5k and 5l)

3.11.12 Site C2 (about 2.4 ha) and Site C3 (about 2.75 ha) (**Plan 2h**) are bounded by Tuen Mun Road and CPR and are zoned "G/IC" on the current OZP. The sites are part of a former military site (Perwone Barracks) and are mostly flat land with slopes around the boundary of the sites. The sites are currently occupied by low-rise buildings being used by Crossroads Foundation on a temporary basis. The Antiquities and Monuments Office (AMO) of LCSD advised that there are two built heritage within or adjoining the sites. They are the Kesarbahadur Hall (located in southeastern part of Site C3) and the Gurkha Temple (located to the north of Site C2), both are part of the former Perowne Barracks.

3.11.13 The sites abut Castle Peak Road – Castle Peak Bay to the south, across which is the Hong Kong Gold Coast residential development cum hotel, shopping centre and yacht club. To the immediate southeast of the Site C3 is the So Kwun Wat Sewage Pumping Station zoned "G/IC". To the further east is Aegean Coast, a high-rise residential development of 100mPD, and a piece of land with vegetation cover and open storage uses which is zoned "R(B)" on the current OZP. To the immediate west of Site C2 is a vegetated slope zoned "GB", and to its further west is a medium-rise residential development known as Palm Beach. To the north of the sites are Tuen Mun Road, across which is the Harrow International School.

3.11.14 Both sites are Government land and have been used for charity and welfare purpose by the Crossroads Foundation on a temporary basis since 2003. Action has been taken to seek for reprovisioning site for the Crossroads. Bureaux and departments consulted have no objection to release the sites for housing purpose.

3.11.15 Before 2009, Site C3 was zoned "R(B)2" on the OZP No. S/TM/10 subject to maximum GFA of 132,340m^2 and building height of 140mPD, equivalent to plot ratio of 4.0, while Site C2 was zoned "G/IC". To boost the flat supply according to the recent Policy Address, it is proposed to rezone both sites, which are not designated for any GIC use, to "R(B)14" and "R(B)15" respectively with plot ratio of 4.0. The

proposed plot ratio is determined having regard to acute housing need, the higher plot ratio of 2.7 to 3.3 in the surrounding as well as the larger site area which allows for better layout and design for higher plot ratio. As confirmed in paragraphs 3.11.20 - 3.11.22, 3.11.26 and 3.11.61 below, the proposed PR would not have adverse impacts on traffic capacity, infrastructure, air ventilation and visual quality in the area.

3.11.16 The AMO of LCSD advised that the So Kwun Wat Perowne Barracks Site of Archaeological Interest is situated within the subject site. Prior consultation with the AMO should be made if any development would affect the site of archaeological interest. If disturbance of the site of archaeological interest or other areas of archaeological potential is unavoidable, a detailed Archaeological Impact Assessment (AIA) conducted by a qualified archaeologist is required. To address AMO's concerns, it will be included in the Explanatory Statement of the OZP that AMO should be consulted on the development/ redevelopment of the subject Sites C2 and C3 and the requirement for AIA could be incorporated into the lease.

3.11.17 AMO also advised that two historic buildings identified in the "Assessment of 1,444 Historic Buildings - New Items in addition to 1,444 Historic Buildings" by the Antiquities and Advisory Board (AAB) (i.e. the Gurkha Temple and the Kesarbahadur Hall of former Perwone Barracks (**Plan 2h**)) are situated to the north of Site C2 and within Site C3 respectively as mentioned in paragraph 3.11.12 above. These two buildings have initially been assessed by the AAB in March 2014 and are proposed with Grade 3. The proposed grading is now subject to public consultation and final decision by the AAB. Grade 3 buildings, according to AAB, are of some merits and preservation in some form would be desirable and alternative means could be considered if preservation is not practicable. In this regard, it is agreed among departments that the Kesarbahadur Hall (about 410m^2) would be included in Site C3 which is proposed for housing development with an additional 2,000m^2 for ancillary commercial use. The Kesarbahadur Hall would be preserved and revitalized as part of the development. For the Gurkha Temple to the north of Site C2, it is proposed to be retained as "G/IC" zone for preservation and revitalization for community uses, and it is proposed to amend the maximum building height restriction of 8 storeys to 1 storey (**Amendment Item C13**) (about 0.11ha) (**Plan 2h**). Two large mature trees situated adjacent to the Gurkha Temple are proposed to be retained in-situ and will remain within the "G/IC" zone.

3.11.18 For Site C3, taking into account comments received in the public consultation to cater for the shopping needs arising from the population increase, a non-domestic GFA of 2,000m^2 is also proposed. Site C2 is proposed to be rezoned from "G/IC" to "R(B)15", while Site C3 is proposed to be rezoned from "G/IC" to "R(B)14" with the following development parameters:

Site at western portion of former Perwone Barracks (Amendment Item C2)

Zoning Area	About 2.40 ha
Development Site Area	About 2.18 ha (exclude area to be required for road widening and cycle track between Tsuen Wan and Tuen Mun)
Maximum GFA	69,780m^2 [based on a large site reduction factor of 0.8 and PR 4.0]
Maximum Building Height	70mPD
Estimated No. of Flats	1,160

Site at eastern portion of former Perwone Barracks (Amendment Item C3)

Zoning Area	About 2.75 ha
Development Site Area	About 2.72 ha (exclude area to be required for road widening and cycle track between Tsuen Wan and Tuen Mun)
Maximum GFA	87,000m^2 [based on a large site reduction factor of 0.8 and PR 4.0]
Maximum non-domestic GFA	2,000m^2
Maximum Building Height	70mPD (southern portion) and 85mPD (northern portion)
Estimated No. of Flats	1,450

3.11.19 According to TD and HyD, a new public road (**Amendment Item C12**) (about 0.33 ha) is required to be built between Sites C2 and C3 connecting the CPR-CPB from Harrow International School and a residential development at Tuen Mun Town Lot (TMTL) 423 at Tsing Ying Road, and will also serve Sites C2 and C3. The road was previously identified in the Planning and Engineering Review of Sites in Tuen Mun East – Feasibility Study. It will be shown as 'Road' on the OZP. There are some slopes included in the Reconstruction and Improvement of Tuen Mun Road Project which are proposed to be rezoned to "GB" (**Amendment Item C11**) (about 0.09 ha).

Air Ventilation Assessment for Sites C2 and C3

3.11.20 According to the AVA EE, developments on Sites C2 and C3 are likely to create wake areas on the leeward side to affect the areas to the southwest including Hong Kong Gold Coast Phase 1, Monte Carlo Villas and Hong Kong Gold Coast Hotel under northeast wind. It is also likely to create wake areas on the leeward side to affect the areas to the north including Harrow International School and future residential developments in TMTL 423 under prevailing wind coming from southerly quadrant. Considering the potential air ventilation impacts

on the neighbouring areas, future developments on Sites C2 and C3 are required to provide sufficient building separations and open space at grade to break up the long lot frontages for facilitating good wind penetration under the prevailing winds. NBA(s) of at least 15m wide each should be provided to align (i) in a more or less north-south direction and (ii) along the west-southwest and east-northeast direction across both Sites C2 and C3. In order to allow design flexibility of the future developments, a quantitative AVAs should be conducted for Sites C2 and C3 at the detailed design stage to identify the NBAs and other enhancement measures and to ascertain their effectiveness. To take forward the recommendation of the AVA EE, the requirements of NBA and quantitative AVAs at detailed design stage will be incorporated into the ES and lease conditions.

Visual and Landscape Appraisals for Sites C2 and C3

3.11.21 Sites C2 and C3 abut Castle Peak Road – Castle Peak Bay Section to the south, across which are the Spring Seaview Terrace and the Hong Kong Gold Coast residential development cum hotel, shopping centre and yacht club; to its further east is Aegean Coast. The proposed maximum building height of the subject Sites C2 and C3 is 70mPD/85mPD and the adjoining developments ranges from about 60mPD to 95mPD. When viewed from the Hong Kong Gold Coast Dolphin Square as indicated in the photomontage in **Plan 5k**, the proposed developments in Sites C2 and C3 would largely be screened off by the Hong Kong Gold Coast Phase 1. When viewed from Tai Lam Country Park as indicated in the photomontage in **Plan 5l**, the proposed height bands (i.e. 70mPD/85mPD) within the sites could create a stepped height building profile descending towards the waterfront. The proposed developments in Sites C2 and C3 would not be incompatible with the surrounding. In order to enhance the permeability of the proposed development in such a large site, strips of building separations should be designated to serve as visual corridors and air paths. The visual corridors are recommended to align with the entry of Hong Kong Gold Coast Phase 1 towards the waterfront area and open area along the Castle Peak Road – So Kwun Wat Section and to coincide with the proposed NBAs where possible.

3.11.22 Three proposed housing sites (i.e. Sites C2, C3 and C9) in Tuen Mun East have been indicated in the photomontage in **Plan 5b** as an aerial view near Pearl Island. The existing housing developments including Seaview Garden, Spring Seaview Terrace, Hong Kong Gold Coast, Aegean Coast and Avignon with building height from about 57mPD to 116mPD occupy the flat area at the foot of the mountain ranges of Tai Lam Country Park. Medium-rise developments or facilities such as Castle Peak Bay Immigration Centre, Pearl Island and Beaulieu Peninsula, are found along the seafront amid the high-rise developments. The proposed housing developments would blend into the overall environment and would not cause any visual incompatibility to the surroundings.

3.11.23 According to the preliminary tree survey conducted by PlanD, there are more than 100 significant trees which are large and mature scattered around in Sites C2 and C3. Although they are common native and exotic tree species, e.g. *Ficus mircocarpa* (細葉榕), *Celtis sinensis* (朴樹), *Cinnamomum camphora*, (樟樹), *Casuarina equisetifolia* (木麻黃) etc., these trees have high conservation value in consideration of the outstanding form and size. Due to their maturity, tree transplanting is not feasible. To minimise adverse landscape impact, CTP/UD&L, PlanD recommends that the significant trees in good condition should be preserved and incorporated in the future development as far as possible.

3.11.24 In addition, tree survey is recommended to identify any trees that are required to be retained to be included under lease conditions. To address CTP/UD&L's comments, the requirement to preserve significant trees will be incorporated into the ES of the OZP, while Master Layout Plan, Tree Preservation and Landscape Master Plan clauses would be included under lease conditions.

Traffic and environmental aspects

3.11.25 Head/Geotechnical, CEDD (H/GEO, CEDD) advises that northwestern part of Site C2 is overlooked by steep natural slopes and satisfy the alert criteria for a Natural Terrain Hazard Study (NTHS). A NTHS is required to assess the hazards from the natural slopes and suitable mitigation measures should be provided, if found necessary, as part of the development. This requirement for NTHS will be incorporated into the lease conditions for future developer to carry out.

3.11.26 Concerned government departments including EPD, TD, HyD, CEDD, DSD and WSD have no adverse comment from environmental, traffic and infrastructural points of views. In order to mitigate the traffic noise from Tuen Mun Road and CPR, the Director of Environmental Protection (DEP) advised that a NIA would be required to identify measures to alleviate these noise impacts according to the HKPSG. There is a need to provide sufficient air buffer distance and a sewage impact assessment (SIA) would also be required. These requirements will be included under lease conditions.

Kwun Chui Road and So Kwun Wat Road Area
(Amendment Items C4, C5, C6, C7 and C8) (Plans 1c, 2i, 2j, 3i, 4j, 4k, 4l, 4m, 5c and 5m)

3.11.27 Four housing sites are proposed at the locality along So Kwun Wat Road and Kwun Chui Road (**Plan 1c**). Two sites are along Kwun Chui Road (Sites C4 and C5) (**Plan 2i**), and two sites are along So Kwun Wat Road (Sites C7 and C8) (**Plan 2j**).

General Setting

Kwun Chui Road Sites (Sites C4 and C5)

3.11.28 Site C4 (about 2.57 ha) is bounded by Kwun Chui Road to the north and is a piece of flat land with some vegetation at its northeast. The site is zoned "R(B)" (about 2.34 ha) with maximum plot ratio of 1.3 and building height of 10 storeys (excluding basement floor(s)) on the current OZP, with minor portions zoned "GB" (about 0.16 ha) and "CDA" (about 0.07 ha).

3.11.29 Site C5 (about 1.24 ha) is fronting Kwun Chui Road and situated to the east of Site C4. It is occupied with some residential structures. There is an agricultural lot (Lot 114 RP in D.D. 379) under private ownership within the site (**Plan 2i**). The topography of the site varies where it lowers from Kwun Chui Road and rises again at the southeastern portion abutting the adjoining residential site, which is under construction. The site is zoned "GB" (about 1.15 ha) with minor portion zoned "R(B)" (about 0.09 ha) on the current OZP.

3.11.30 To the north of Sites C4 and C5 is a residential development known as Avignon. To the east of the sites is So Kwun Wat Road across which is another site under amendment for housing use (Site C7).

So Kwun Wat Road Sites (Sites C7 and C8)

3.11.31 Site C7 (about 2.68 ha) and Site C8 (0.75 ha) are located at the eastern and western sides of So Kwun Wat Road respectively (**Plan 2j**).

3.11.32 Site C7 is formed flat land at the eastern part and the western part is vegetated slope descending towards So Kwun Wat Road. The site is zoned "R(B)" (about 0.35 ha) with maximum plot ratio 1.3 and building height of 6 storeys (excluding basement floor(s)), "O" (about 2.17 ha) and "GB" (about 0.16 ha) on the current OZP. The Pok Oi Hospital Mrs. Cheng Yam On Millennium School is at its south. There are man-made slopes to the west of Site C7 along So Kwun Wat Road and slopes to the east and south that are considered not suitable for development and they are proposed to be rezoned to "GB" (Amendment Item C6, about 0.85 ha).

3.11.33 Site C8 is also formed Government land with some temporary structures and vegetated slopes at the western parts. The site is zoned "R(B)" (about 0.41 ha) with the same intensity as Site C7 and with a portion zoned "GB" (about 0.34 ha) on the current OZP.

Proposed Amendments

Kwun Chui Road Site (Site C4)

3.11.34 It is proposed to rezone the site from "R(B)", "GB" and "CDA" to "R(B)17" (**Plan 2i**). The proposed development parameters are as follows:

Zoning Area	About 2.57 ha
Development Site Area	About 2.53 ha (exclude area to be required for cycle track)
Maximum GFA	72,960m^2 [based on a large site reduction factor of 0.8 and PR 3.6]
Maximum Building Height	80mPD
Non-building Area	One of 20m wide
Estimated No. of Flats	1,220

Site south of Kwun Chui Road (Site C5)

3.11.35 The subject "GB" zone consists of mainly Government land with one agricultural lot (Lot 114 RP in D.D. 379) within the site. The site was previously part of a larger "R(A)" zone (no PR restriction was stipulated in the OZP for the "R(A)" zone) with an intention for public housing development and a LRT alignment was shown on the previous OZP No. S/TM/10 gazetted in 1997. Upon review in the TME Study, the "R(A)" zone was considered not suitable for public housing development and also with the Transport and Housing Bureau's decision of not proceeding with the LRT in TME, the site was rezoned to "GB" in October 2009.

3.11.36 The "GB" zone has been reviewed and it is proposed to rezone the disturbed "GB" site including the private lot with minor portion zoned "R(B)" to "R(B)2" (**Plan 2i**). As given in paragraph 3.1 above, "GB" site with no ecological value would be reviewed for housing purposes. As the subject "GB" site has no ecological value and is disturbed, to meet the housing demand, it is proposed to rezone it for private development (**Plan 2i**). It will be stipulated in the lease that an access will be provided to the private lot.

3.11.37 The Director of Agriculture, Fisheries and Conservation (DAFC) has no adverse comment on the rezoning proposal. As advised by DLO/TM, LandsD, land clearance action is required as there are Government land licences and temporary structures within the site.

3.11.38 The proposed development parameters are as follows:

Zoning Area	About 1.24 ha
Development Site Area	About 1.20 ha (excluding a private lot and part of the proposed cycle track)
Maximum PR	3.6
Maximum Building Height	80mPD
Non-building Area	One of 20m wide
Estimated No. of Flats	720

Site east of So Kwun Wat Road (Sites C6 and C7)

3.11.39 Site C7 is partly zoned "R(B)" and partly "O". According to the Director of Leisure and Cultural Services (DLCS), there is a surplus in the overall provision of open space in Tuen Mun District, and there is no programme for development of the "O" portion of the site[II]. Therefore, it is considered that the entire site should be rezoned for residential development.

3.11.40 To cater for the future demand for kindergarten in the area, EDB has proposed that a kindergarten with GFA of 890m^2 be provided at this site. It is proposed to rezone Site C7 to "R(B)18" with the following development parameters:

Zoning Area	About 2.68 ha
Development Site Area	About 2.68 ha
Maximum GFA	78,200m^2 including not less than 890m^2 for kindergarten [based on large site reduction factor of 0.8 and PR 3.6]
Maximum Building Height	90mPD
Non-building Area	One of 20m wide
Estimated No. of Flats	1,290

3.11.41 A building height restriction of 90mPD is proposed to avoid high-rise building. According to advice of the Civil Aviation Department (CAD), the proposed maximum BH of 90mPD for Site C7 is close to the Airport Height Restriction (AHR) of around 97mPD. A clause would be incorporated into the ES of the OZP that all structures, including roof-top structures, should not exceed the AHR.

3.11.42 Amendment Item C6 is to reflect the existing vegetated slopes not suitable for development and is proposed to be rezoned from "O" to "GB" (about 0.85 ha).

Site west of So Kwun Wat Road (Site C8)

3.11.43 The site is partly formed platform which is currently zoned "R(B)" with maximum PR 1.3 and maximum building height of 6 storeys (excluding basement floor(s)), and the western peripheral parts are zoned "GB" with temporary structures. It is proposed to rezone the site from "R(B)" and "GB" to "R(B)2" with maximum PR of 3.6. DAFC has no adverse comment on the rezoning of the "GB" portion. The proposed development parameters are as follows:

Zoning Area	About 0.75 ha
Development Site Area	About 0.65 ha (excluding area to be required for cycle track and road widening)

[II] There is a surplus of about 49.8 ha of district open space and a surplus of about 60 ha of local open space in Tuen Mun District.

Maximum PR	3.6
Maximum Building Height	90mPD
Estimated No. of Flats	390

3.11.44 A building height restriction of 90mPD is also proposed. Similar to Site C7, the proposed maximum building height of 90mPD for Site C8 is close to the AHR of around 97mPD. A clause would be incorporated into the ES of the OZP that all structures, including roof-top structures, should not exceed the AHR.

Air Ventilation Assessment for Sites C4, C5, C7 and C8

3.11.45 Sites C4, C5, C7 and C8 lie in close proximity to each other in Tuen Mun Area 56. According to the AVA EE, under northeast and east prevailing winds, Site C7 is likely to affect its downstream areas including eastern part of TMTL 427 (**Plans 1c, 2i and 2j**) and the northern part of Site C8. For Site C4, it is likely to affect the adjoining area zoned "GB" and Tuen Mun Road. In order to ameliorate the above air ventilation impact and to connect with the air path through TMTL 427, it is recommended that one 20m wide NBA each along the east-northeast and west-southwest direction for Site C7 and Site C4 be provided (**Plans 1c, 2i and 2j**). For Site C7, the NBA should run along its northern site boundary to connect with the air path of TMTL 427. For the remaining portion of site C7 with lot frontage of about 180m, it is also required to provide sufficient building separations in accordance with SBD Guidelines (APP-152). For Site C4, the 20m wide NBA runs in the middle of the site. Future developments on Site C5 would not impose any impacts on its leeward side under northeast and east prevailing winds due to its relatively narrow lot frontage. Developments on Site C8 are unlikely to have significant effects on the surrounding areas as the areas to the west of the site is zoned "GB" with no sensitive receivers. No NBA requirement for this site is therefore necessary.

3.11.46 Under southeast and south winds, the proposed developments in Sites C4, C5 and TMTL 427 would likely block the incoming winds to reach the existing residential developments (e.g. Avignon). Given that TMTL 427 has carried out a separate AVA to demonstrate a permeable building design with building gaps to facilitate air ventilation, one 20m wide NBA is proposed in the centre part of Site C5 to allow for wind penetration to the north (**Plan 2i**).

3.11.47 The AVA EE (**Attachment VI**) recommends that subject to the incorporation of the NBAs, minimisation of podium and fulfilment of the building separation requirements in accordance with the SBD Guidelines (APP-152), rezoning of Sites C4, C5, C7 and C8 is unlikely to impose significant air ventilation impact on the surroundings. To take forward the recommendations of the AVA EE, one NBA of 20m wide each is proposed to be designated on the OZP for Sites C4, C5 and C7 (**Plans 2i and 2j**).

Visual and Landscape Appraisals for Sites C4, C5, C7 and C8

3.11.48 The four proposed housing sites in this TME area are located at platforms of different site levels ranging from 9.3mPD to 30.3mPD. Two of the four sites are proposed with a maximum building height of 80mPD; and the other two at 90mPD. Along So Kwun Wat Road to the north of Site C5 is an existing residential building, known as Avignon, with a building height of about 57mPD.

3.11.49 When viewed from the Tai Lam Country Park vantage point as indicated in the photomontage in **Plan 5m**, the proposed developments, located at a relatively natural setting with scattered low to medium-rise development, would inevitably alter the existing visual context. The proposed developments would also add more visual bulk to the locality. The adoption of building height variations and suitable building gaps within the sites are encouraged. These, together with the proposed NBAs, would help improve building permeability and reduce the perceived building bulk of the proposed developments.

3.11.50 The proposed housing sites have also been indicated in the photomontage in **Plan 5c** as viewed from the south of Beaulieu Peninsula. From this wider and bird-eye angle, the existing developments including Aegean Coast, Hong Kong Gold Coast, Avignon and The Hillgrove with building height ranging from about 55mPD to 95mPD are clearly shown to scatter in the foreground with the mountain ranges of Tai Lam Country Park behind. Low to medium-rise developments or facilities, such as Beaulieu Peninsula, are found along the seafront. The four proposed housing developments generally align with the overall building height profile in this area stepping up from the seafront towards the mountains. The proposed developments, at higher site levels, would be similar in terms of building height and bulk as the existing high-rise developments of Aegean Coast and Hong Kong Gold Coast Phase 2.

3.11.51 There are currently some tree groups located at the northern and central parts of Site C4 and along the western boundary of Site C8 which would likely be affected by the proposed developments (**Plan 3i**). For Sites C5 and C7, majority of the sites are covered with dense vegetation and tree groups. To minimise possible landscape impact, requirements for tree preservation and landscaping will be included in the lease conditions of the respective sites.

Site at Cafeteria Old Beach(Amendment Items C9 and C10)
(Plans 1c, 2k, 3h, 4n, 5b and 5k)

3.11.52 Site C9 (about 1.11 ha) (**Plan 2k**) is situated in the former military site known as the Gordon Hard Camp. Site C9 is currently used for temporary storage with a temporary works area to its west currently occupied by Highways Department under temporary government land allocation. It is located to the southwest of Castle Peak Road – Castle Peak Bay and is fronting onto the Cafeteria Old Beach to the southwest.

3.11.53 To the north of the site is Chu Hai College of Higher Education of 8 storeys currently under construction. To the further north are the Castle Peak Bay Immigration Centre and the Immigration Service Institute of Training and Development of 11 and 13 storeys respectively. To the east are residential developments subject to a plot ratio of 1.3 and building height restrictions of 6 to 10 storeys.

3.11.54 In view of its waterfront location, it is considered necessary to keep in par with the adjacent developments of plot ratio of 1.3 so as to blend in well with the adjoining popular Cafeteria Old Beach. The proposed plot ratio of 1.3 with a building height restriction of 6 storeys for Site C9 is similar to the restriction of the adjoining "R(B)" zone at the waterfront. It is proposed to rezone the site from "G/IC" (about 1.1 ha) and minor portion zoned "O" (about 0.002 ha) to "R(B)". The development parameters of Site C9 are as follows:

Zoning Area	About 1.1 ha
Development Site Area	About 0.86 ha (exclude area to be required for road widening and cycle track between Tsuen Wan and Tuen Mun, and include a minor strip of land adjoining the site currently zoned "R(B)" to the east under same PR of 1.3 and BH of 6 storeys)
Maximum PR	1.3
Maximum Building Height	6 storeys (excluding basement floor(s))
Estimated No. of Flats	190

3.11.55 Site C10 is part of the public beach area and currently occupied by temporary works area. It is proposed to be rezoned from "G/IC" to "O" (about 0.33 ha) to reflect the existing public beach use.

3.11.56 The development of the site for housing purpose would require noise impact assessment (NIA) and sewerage impact assessment (SIA) as advised by EPD to mitigate any adverse noise and sewage impact. Sufficient air buffer distance should also be allowed in accordance with the HKPSG. These requirements will be stipulated in the lease conditions.

Air Ventilation Assessment for Site C9

3.11.57 Site C9 is located near the waterfront. In general, developments near the waterfront must not form a continuous barrier to the sea breezes. Buildings must be arranged and positioned so that sufficient gaps between building blocks are allowed for air ventilation and permeability.

3.11.58 The AVA EE states that the proposed rezoning of Site C9 from "G/IC" and "O" to "R(B)" is likely to create wake areas on the leeward sides to affect the "G/IC" site (i.e. Chu Hai College of Higher Education) and

the existing low-rise developments to the northeast. To avoid blockage of sea breeze, it is recommended that at least one 15m wide NBA be incorporated within Site C9 to align with the 32m wide building gap of Chu Hai College of Higher Education to facilitate wind penetration further inland. Considering that Site C9 is at the waterfront with lot frontage exceeding 100m in length, a quantitative AVA should be conducted at the detailed design stage to identify the NBA(s) and other enhancement measures to be proposed by future developer and ascertain their effectiveness. To take forward the recommendation of the AVA EE, the requirement for NBA and quantitative AVA to be conducted at detailed design stage will be incorporated into the ES and lease conditions.

Visual and Landscape Appraisals for Site C9

3.11.59 Site C9 is located to the immediate west of an "R(B)" zone and the adjoining developments have the same development restrictions of PR 1.3 and building height at 6 storeys. As indicated in the photomontage in **Plan 5k**, the proposed development would only be slightly visible with existing vegetation on the beach. It would blend well into the surroundings.

3.11.60 The large existing trees in Site C9 would likely be affected by the proposed development. In addition, a landscape buffer is recommended to be provided within the site along the beach frontage. Appropriate clauses will be included in the lease conditions to require submission of tree preservation proposal and landscape master plan to minimize possible landscape impact.

Technical Assessment for Sites in TME

3.11.61 As mentioned in paragraph 3.11.2 above, a preliminary technical review for amendment items in TME (i.e. Sites C1 to C5 and C7 to C9) (**Attachment VIII**) was conducted by relevant departments to assess the feasibility of these sites for housing development and for plot ratio increase. In the review, the traffic, drainage, sewerage, water supply, air and noise impacts have been assessed. The findings have concluded that the proposed amendments would not cause insurmountable problems on traffic and infrastructural capacity as well as on environmental aspects. The findings are summarized as follows:

Traffic

(a) The proposed zoning amendments for housing developments in Tuen Mun East have been included in the Traffic Impact Assessment of the Highway Department's Widening of Castle Peak Road – Castle Peak Bay Project (CPR-CPB Project) to be completed in 2019. C for T commented that from traffic engineering point of view, the traffic demand from anticipated population intake of the proposed housing sites could be accommodated with junction improvements works at Junctions J2 (Sam Shing Street), J5 (Tsing Yung Street), J6 (Tsing Ying Road) and J7 (Golden Beach Path) which are required to be completed

before 2019 (**Attachment VIII**).

(b) After the completion of the widening of CPR-CPB to dual 2-lanes configuration with associated junction improvement works under CPR-CPB project, together with the operation of the access road within Sites C2 and C3 and the associated junction improvement works at J10 (So Kwun Wat Road), the junction reserve capacity will be greater than 5% and the volume/capacity (v/c) ratio of CPR-CPB will be improved to about 0.7. In future, it will provide a reserve for the additional traffic generated from further potential developments in the area.

Sewerage

(c) DEP anticipates that there will be no insurmountable problem from sewerage aspect and found that the sewerage infrastructure in the Tuen Mun catchment, including the Pillar Point Sewage Treatment Works (PPSTW) and the sewerage collection networks have the overall handling capacity to accommodate the increased sewage arising from the OZP amendments, with the needs to upgrade the carrying capacity of the sewerage collection network by increasing the size of some trunk sewer pipes and increasing the pumping capacity of some sewage pumping stations. The required sewerage collection networks upgrading works would not be insurmountable.

Drainage

(d) According to DSD drainage record, public stormwater drains are located within or adjacent to the proximity of the housing sites for future connection of the proposed stormwater collection system from the housing site areas. No insurmountable drainage problems are foreseen for the captioned housing sites. Nonetheless, individual development is still required to carry out drainage impact assessment (DIA) to demonstrate that with the implementation of necessary mitigation measures or diversion measures, the development proposal will not cause an unacceptable increase in the risk of flooding in the area. The requirement would be included in the lease as appropriate.

Water supply

(e) The existing water supply infrastructure including water treatment works and Siu Lam Fresh Water Service Reservoir are adequate to meet the fresh and flushing water demand arising from the sites in Tuen Mun East under current proposed amendments, but local improvement to the water mains in the distribution network and upgrading of Lok On Pai Sewerage Pumping Station supply system may be required.

Air and Noise Impact

(f) Some of the sites are along heavily trafficked roads such as Tuen Mun Road and Castle Peak Road, in particular Sites C2 and C3 abutting Tuen Mun Road, will be subject to severe traffic related noise and air impacts. These sites will have to adopt appropriate

mitigation measures, in order to comply with the HKPSG requirements. NIA to address the potential traffic noise impact arising from Tuen Mun Road and Castle Peak Road, and air buffer distance should be provided meeting the HKPSG. These requirements will be included in the lease conditions for future developer to carry out.

4. Summary of Rezoning Proposals for Housing Developments

4.1 The planning parameters of the rezoning proposals for housing purpose are summarised at **Attachment IX** for easy reference.

4.2 Based on the above housing proposals, it is estimated that a total of about 10,440 flats would be provided, including 2,790 flats in Tuen Mun North for public housing, about 860 and 6,790[III] flats in Tuen Mun Central Area and Tuen Mun East respectively. The population increase due to the amendments is about 25,500 persons. The planned total population in Tuen Mun OZP coverage area is about 543,500.

5. Provision of GIC facilities and open space in Tuen Mun New Town

5.1 The provision of GIC facilities and open space in the Tuen Mun OZP planning area has been assessed. A table on the provision of major community facilities and open space in Tuen Mun OZP area is at **Attachment X**. Based on a planned population of about 543,500 for the OZP, including the population of the proposed housing developments relating to the amendment items, the planned provision of major GIC facilities in the district is generally sufficient. There will also be a surplus provision of local open space and district open space in the Tuen Mun OZP planning area.

5.2 There is an overall surplus in the provision of primary and secondary school of about 129 classrooms and about 352 classrooms respectively. Nevertheless, to cater for any unforeseeable changes in school demand, the Secretary for Education has reserved a primary school and a secondary school sites in Area 54 and one secondary school site in Area 56 of TME to meet the future demand, if required.

6. Other Amendment Items (Amendment Items D1, D2, E, F and G)

A summary of the planning parameters of the other amendment items is at **Attachment IX**.

[III] The proposed housing developments in TME are for private housing.

Amendment Item D1 (Plans 1d, 2l, 3j and 4o)

6.1 A site at San On Street (about 715m^2) in Area 12 is within an industrial area zoned "I". The site is occupied by an existing 14 storeys commercial building namely Foo Yik Commercial Building with residential care home for disability (RCHD) at lower floors. The proposed amendment D1 is to reflect the decision of the Committee on a s.12A application (No. Y/TM/9) on 15.3.2013 for rezoning the site from "I" to "C(1)" with a maximum plot ratio of 9.5 and a maximum building height of 85mPD to reflect the existing commercial use of the subject building, and to allow planning application to be submitted for RCHD use.

Amendment Item D2 (Plans 1e, 2m, 3k and 4p)

6.2 The site to the east of Lung Fu Road, Area 45 has an area of about 0.37 ha and is largely covered with vegetation and mainly zoned "GB" with minor area zoned "Other Specified Uses" annotated "Public Recreation and Sports Centre" ("OU(PRSC)") (**Plan 2m**). The rezoning to "REC" is mainly to reflect a s.12A planning application (No. Y/TM/11) for a site with an area of about 0.22ha for a proposed holiday camp development, which was partially approved by the Committee on 5.4.2013 by placing 'Holiday Camp' in Column 2 use to ensure implementation of a conceptual scheme in which the building and landscape designs (including greening ratio) of the proposed development would blend in well with the surrounding area. Members of the Committee concerned that the 'Field Study/Education/Visitor Centre' use and 'Place of Recreation, Sports or Culture' use may have similar nature as holiday camp. Therefore, the two uses are also placed in Column 2 under the Schedule of Notes of the "REC" zone. The residual area (about 0.15ha) of the "GB" zone is also incorporated into the rezoning proposal as it has the same character with the site in the s.12A planning application. The proposed "REC" zone would be subject to a maximum plot ratio of 0.4, a maximum site coverage of 20% and a maximum building height of 2 storeys in line with the indicative scheme for holiday camp under the s.12A application. The intention of minimizing tree felling and requirement of 30% greening ratio would also be stated in the ES of the OZP.

Amendment Item E (Plans 1e, 2n, 3l and 4q)

6.3 This site in Area 46 (about 16 ha) is located to the west of the proposed toll plaza of Tuen Mun – Chek Lap Kok Link. It is zoned "OU" annotated "Crematorium, Columbarium, Funeral Services Centre and Open Space" on the current OZP. According to the Food and Environmental Hygiene Department, the proposed crematorium at the site is no longer required and the proposed columbarium has been replaced by an alternative site in Tsang Tsui. The site has been included in the 'Planning and Engineering Study for Tuen Mun Areas 40 and 46 and the Adjoining Areas' to determine the future use. Pending the outcome of the Study, it is proposed to rezone the site to "Undetermined" ("U") subject to further review on its land use. It is also in line with TMDC's request to rezone the site as it is no longer required for crematorium and columbarium development.

Amendment Item F (Plans 1f, 2o, 3m and 4r)

6.4 The site (about 1.73 ha) is zoned "CDA" for residential development on the current OZP. The development at the subject has been largely completed in 2004 except a remaining minor portion at the north-eastern part. In the 2013 CDA review, the RNTPC agreed to rezone the "CDA" site to reflect the existing development. Therefore it is proposed to rezone the subject site to "R(B)16" subject to the same development restrictions of the "CDA" of maximum plot ratio of 3.0, a maximum site coverage of 30% and a maximum building height of 106mPD.

Amendment Item G (Plans 1c, 2p, 3n and 4s)

6.5 The site (about 2,000m^2) is located at 5 Lok Yi Street. It is at the south-eastern part of Tuen Mun East and is currently occupied by a 3-storey building used for a laboratory. The proposed amendment from "OU" annotated "Supermarket, Restaurant and Other Commercial and Recreational Facilities" to "R(B)19" is to reflect a s.12A application (No. Y/TM/6) approved by the Committee on 7.3.2014. The approved application is to facilitate a residential development with a GFA of 1,900m^2 for 10 houses of 3 storeys (excluding basement) cum 100m^2 non-domestic GFA for shop and services. The total PR is 1. 'Shop and Services' and 'Eating Place' under the new "R(B)19" zoning is always permitted.

7. <u>Proposed Amendments to the Matters shown on the OZP</u>

7.1 Amendment Item A1

Rezoning of a site to the west of Kei Lun Wai in Tuen Mun Area 54 from "G/IC" to "R(A)24" with a maximum building height of 120mPD stipulated (**Plans 1a and 2a**).

7.2 Amendment Item A2

Rezoning of a site to the north of Hing Fu Street, Tuen Mun Area 54 from "G/IC", "GB" and area shown as 'Road' to "R(A)25" with a maximum building height of 120mPD stipulated (**Plans 1a and 2b**).

7.3 Amendment Item A3

Rezoning of a site to the northeast of Leung King Estate, Tuen Mun Area 29 from "G/IC" and "R(A)" to "R(A)21" with a maximum building height of 140mPD stipulated and a NBA of 20m wide incorporated (**Plans 1a and 2c**).

7.4 Amendment Item A4

Rezoning of a site at the north-east of Shan King Estate, Tuen Mun Area 2 from "G/IC" to "R(A)23" with a maximum building height of 110mPD stipulated (**Plans 1a and 2d**).

7.5 Amendment Item A5

Rezoning of a vegetated slope to the north Hing Fu Street, Tuen Mun Area 54 from "G/IC" to "GB" (**Plans 1a and 2b**).

7.6 Amendment Item B1

Rezoning of a site at the junction of Hoi Wing Road and Hang Fu Street, Tuen Mun Area 16 from "G/IC" to "R(A)22" with a maximum building height of 100mPD stipulated and a NBA of 15m wide incorporated (**Plans 1b and 2e**).

7.7 Amendment Item B2

Rezoning of a site at the junction of Castle Peak Road – Castle Peak Bay and Hin Fat Lane, Tuen Mun Area 39 from "G/IC" and "GB" to "R(A)22" with a maximum building height of 100mPD stipulated (**Plans 1b and 2f**).

7.8 Amendment Item C1

Rezoning of a site at Tsing Ha Lane, Tuen Mun Area 20 from "R(B)8" to "R(B)2" with a maximum building height of 80mPD stipulated (**Plans 1c and 2g**).

7.9 Amendment Item C2

Rezoning of the western part of the former Perwone Barracks (near Kwun Tsing Road) at Castle Peak Road – Castle Peak Bay, Tuen Mun Area 48 from "G/IC" to "R(B)15" with a maximum building height of 70mPD stipulated (**Plans 1c and 2h**).

7.10 Amendment Item C3

Rezoning of the eastern part of the former Perwone Barracks (near Kwun Tsing Road) at Castle Peak Road – Castle Peak Bay, Tuen Mun Area 48 from "G/IC" to "R(B)14" with a maximum building height of 70mPD stipulated in the southern portion, and 85mPD stipulated in the northern portion (**Plans 1c and 2h**).

7.11 Amendment Item C4

Rezoning of a site at Kwun Chui Road, Tuen Mun Area 56 from "R(B)", "GB" and "CDA" to "R(B)17" with a maximum building height of 80mPD stipulated and a NBA of 20m wide incorporated (**Plans 1c and 2i**).

7.12 Amendment Item C5

Rezoning of a site south of Kwun Chui Road, Tuen Mun Area 56 from "GB" and "R(B)" to "R(B)2" with a maximum building height of 80mPD stipulated and a NBA of 20m wide incorporated (**Plans 1c and 2i**).

7.13 Amendment Item C6

Rezoning of minor land parcels north of Mrs. Cheng Yam On Millennium School at So Kwun Wat Road, Tuen Mun Area 56 from "O" to "GB" (**Plans 1c and 2j**).

7.14 Amendment Item C7

Rezoning of a site north of Mrs. Cheng Yam On Millennium School at So Kwun Wat Road, Tuen Mun Area 56 from "R(B)", "O" and "GB" to "R(B)18" with a maximum building height of 90mPD stipulated and a NBA of 20m wide incorporated (**Plans 1c and 2j**).

7.15 Amendment Item C8

Rezoning of a site opposite to Mrs. Cheng Yam On Millennium School at So Kwun Wat Road, Tuen Mun Area 56 from "R(B)" and "GB" to "R(B)2" with a maximum building height of 90mPD stipulated (**Plans 1c and 2j**).

7.16 Amendment Item C9

Rezoning of the former Gordon Hard Camp Site at Castle Peak Road – Castle Peak Bay, Tuen Mun Area 48 from "G/IC" and "O" to "R(B)" with a maximum building height of 6 storeys stipulated (**Plans 1c and 2k**).

7.17 Amendment Item C10

Rezoning of minor land parcels adjoining to the south and west of former Gordon Hard Camp Site at Castle Peak Road – Castle Peak Bay, Tuen Mun Area 48 from "G/IC" to "O" (**Plans 1c and 2k**).

7.18 Amendment Item C11

Rezoning of minor land parcels adjoining to the north of former Perwone Barracks (near Kwun Tsing Road) at Castle Peak Road – Castle Peak Bay, Tuen Mun Area 48 from "G/IC" to "GB" (**Plans 1c and 2h**).

7.19 Amendment Item C12

Rezoning of a strip of land in the former Perwone Barracks (near Kwun Tsing Road) at Castle Peak Road – Castle Peak Bay, Tuen Mun Area 48 from "G/IC" to area shown as 'Road' (**Plans 1c and 2h**).

7.20 Amendment Item C13

Amending the maximum building height restriction of the Gurkha Temple in the former Perowne Barracks from 8 storeys to 1 storey (**Plans 1c and 2h**).

7.21 Amendment Item D1

Rezoning of a site at San On Street from "I" to "C(1)" (**Plans 1d and 2l**).

7.22 Amendment Item D2

Rezoning of a site to the east of Lung Fu Road from "GB" and "OU(Public Recreation and Sports Centre)" to "REC" with a maximum building height of 2 storeys stipulated (**Plans 1e and 2m**).

7.23 Amendment Item E

Rezoning of a site in Area 46 from "OU" annotated "Crematorium, Columbarium, Funeral Services Centre and Open Space" to "U" (**Plans 1e and 2n**).

7.24 Amendment Item F

Rezoning of a site at Tuen Fu Road, Fu Tei from "CDA" to "R(B)16" (**Plans 1f and 2o**).

7.25 Amendment Item G

Rezoning of a site at Lok Yi Street from "OU" annotated "Supermarket, Restaurant and Other Commercial and Recreational Facilities" to "R(B)19" with a maximum building height of 3 storeys (**Plans 1c and 2p**).

8. Proposed Amendments to the Notes of the OZP

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 as follows:

8.1 The Notes of the "R(A)" zone is updated to include remarks for sub-zones "R(A)21", "R(A)22", "R(A)23", "R(A)24" and "R(A)25" to reflect the maximum PR restrictions for the housing sites in Tuen Mun North and Central, and the planning intention of developing the sites zoned "R(A)21", "R(A)23", "R(A)24" and "R(A)25" for public housing as mentioned in paragraphs 3.9.1 - 3.10.14 above.

8.2 The Notes of the "R(B)" zone is updated to include remarks for sub-zones "R(B)2", "R(B)14", "R(B)15", "R(B)17", "R(B)18" and "R(B)19" to reflect the maximum plot ratio/GFA for the new housing sites in Tuen Mun East, and the planning intention and Column 1 uses of developing the sites zoned "R(B)14" and "R(B)19" to include commercial uses as mentioned in paragraphs 3.11.1 - 3.11.61 and 6.5 above. The Notes of the "OU" annotated "Supermarket, Restaurant and Other Commercial and Recreational Facilities" zone is updated accordingly as mentioned in paragraph 6.5 above.

8.3 To match with the proposed new zoning of "REC" zone in Area 45 as mentioned in paragraph 6.2 above, a set of new Notes based on the updated revised Master Schedule of Notes (MSN) for this zone with revisions is included.

8.4 The Notes of the "R(B)" zone is updated to include remarks for sub-zone "R(B)16" to reflect the maximum plot ratio/site coverage for rezoning of a "CDA" site as mentioned in paragraph 6.4 above. The Notes of the "CDA" zone is also updated accordingly.

8.5 The Notes of the "OU" annotated "Crematorium, Columbarium, Funeral Services Centre and Open Space" zone is deleted as mentioned in paragraph 6.3 above.

9. Revision to the Explanatory Statement of the OZP

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. A copy of the revised ES with the proposed additions highlighted in ***bold and italics*** and deletions in ~~'crossed out'~~ is at **Attachment IV**.

10. Plan Number

Upon exhibition for public inspection, the Plan will be renumbered as S/TM/32.

11. Consultation

11.1 Departmental consultation

The proposed amendments have been circulated to the following relevant bureaux/departments for comment. Their comments have been incorporated in the proposed amendments where appropriate.

- Secretary for Food and Health (S for FH)
- Secretary for Home Affairs (S for HA)
- Secretary for Education (S for Education)
- Secretary for Transport and Housing (S for Transport & Housing)
- District Officer (Tuen Mun), Home Affairs Department (DO/TM, HAD)
- District Lands Officer/Tuen Mun, Lands Department (DLO/TM, LandsD)
- Assistant Commissioner for Transport, Transport Department (AC for T, TD)
- Director of Fire Services (D of FS)
- Chief Building Surveyor/NT West, Buildings Department (CBS/NTW, BD)
- Director of Environmental Protection (DEP)
- Chief Highway Engineer/NT West, Highway Department (CHE/NTW, HyD)
- Chief Engineer 5/Major Works Office (2), Major Works Project Management Office, Highway Department (CE5/MWO(2), MWPMO, HyD)

- Chief Engineer/Mainland North, Drainage Services Department (CE/MN, DSD)
- Chief Engineer/Development (2), Water Supplies Department (CE/Dev(2), WSD)
- Project Manager/NT North and West, Civil Engineering and Development Department (PM/NTN&W, CEDD)
- Director of Agriculture, Fisheries and Conservation (DAFC)
- Director of Leisure and Cultural Services (DLCS)
- Antiquities and Monuments Office, Leisure and Cultural Services Department (AMO, LCSD)
- Director of Social Welfare (DSW)
- District Commander Tuen Mun District, Hong Kong Police Force (DC TMDIST, HKPF))
- Head of Geotechnical Engineering Office, Civil Engineering and Development Department (H(GEO), CEDD)
- Director-General of Civil Aviation (DG of CA)
- Director of Food and Environmental Health (DFEH)
- Director of Marine (D of Marine)
- Director of Electrical and Mechanical Services (DEMS)
- Director of Housing (D of Housing)
- Director of Architectural Services (D of Arch S)
- Government Property Administrator (GPA)
- Director of the Hong Kong Observatory (D of the HK Observatory)
- Chief Town Planner/Urban Design & Landscape, Planning Department (CTP/UD&L, PlanD)

11.2 Public Consultation

11.2.1 On 23.11.2012, the Environment, Hygiene and District Development Committee (EHDDC) of the Tuen Mun District Council (TMDC) was consulted and had no objection to the four proposed public housing developments in Tuen Mun North and associated road and site formation works in Area 54. The road works were subsequently gazetted in March and April 2013.

11.2.2 Since early January 2014, three rounds of public consultations on the proposed amendments were conducted by Development Bureau (DEVB) and/or PlanD. DEVB and PlanD consulted the TMDC at its full board meeting on 7.1.2014 and also its Working Group of Development and Planning (WGDP) on 27.1.2014. For further seeking the views from the residents of Tuen Mun East (TME) where there are eight proposed housing sites, a public forum was conducted by PlanD on 22.2.2014. All TMDC and South East Area Committee members, owners' incorporations of estates nearby the amendments sites in TME and the Tuen Mun Rural Committee (TMRC) were invited. About 50 plus residents and a TMDC member attended the forum. The confirmed minutes of TMDC meeting and the draft minutes of WGDP meeting are at **Attachments XIa** and **XIb** respectively. The main concerns expressed at the public forum are at **Attachments XIc**. The main points raised by the TMDC, WGDP of TMDC and members of public are summarised as below:

Changing the environment and character of TME

(a) The original planning intention of low-density development for TME should not be changed to high-density development. The proposed amendments in TME would destroy the tranquil living environment of TME which is the incentive of the residents to move in despite unsatisfactory traffic and public transport services in TME.

Provision of GIC Facilities and Open Space

(b) Tuen Mun lacks G/IC facilities and open space in particular in TME. The increase in housing developments should also be planned with corresponding increase in the provision of GIC facilities and open space.

Provision of Commercial Facilities

(c) The Government should provide more land for higher end industries and commercial facilities in Tuen Mun for the convenience of local residents and to provide employment opportunities. More shopping facilities should be provided in TME.

Traffic and Infrastructural Capacity

(d) There is a general concern on adequate provision of transport facilities and services to support the new housing flats. In particular, for TME, there are concerns that the rezoning proposals will worsen the current traffic congestions on Tuen Mun Road and Castle Peak Road. The widening of Castle Peak Road – Castle Peak Bay project would not resolve traffic congestion. Proposals including connecting Tuen Mun Road and So Kwun Wat Road and mass public transport were suggested to relieve the traffic congestion on Castle Peak Road. More public transport facilities should be provided such as extending light rail transit (LRT) to TME and development of Tuen Mun to Tsuen Wan railway link.

Inadequate Public Consultation

(e) There is inadequate consultation on the rezoning proposals.

Proposed housing site near Nerine Cove

(f) No objection to the proposed amendments regarding Site B1 was received from the TMDC at its full board meeting on 7.1.2014 and its Working Group of Development and Planning (WGDP) on 27.1.2014. However, there were objections to the proposed Site B1 raised by some residents of the adjacent Nerine Cove at the consultation forum conducted for the TME sites for reasons of inadequate traffic, public transport and

community facilities, and that the development would cause adverse visual and air ventilation impacts. Some TMDC members of the Democratic Party and the Democratic Alliance for the Betterment and Progress of Hong Kong subsequently raised objections to the proposed amendments. The Incorporated Owners of Nerine Cove also raised strong objection to the proposal.

(g) On 16.4.2014, the Incorporated Owners of Nerine Cove submitted to the Town Planning Board an objection letter with 1,217 signatures and 658 standard letters, some with individual comments (deposited at the Secretariat for Members' inspection) Out of the 658 letters, one express support of the rezoning proposal, while 657 letters express strong objection to the proposal. The ground of objections include inadequate transport and community facilities, lack of consultation with residents, adverse impacts on visual and air ventilation aspects.

Proposed housing site near Aegean Coast

(h) There were very strong objections to rezone an undesignated G/IC site (about 0.8 ha) adjacent to Aegean Coast for residential development even with a plot ratio of 1.0 and building height restriction of 7 storeys. The objector argued that the site had been proposed for open space by the TMDC and was also suggested to be reserved for the proposed railway from Tsuen Wan to Tuen Mun. Some of the objectors considered the site was too close to the adjacent residential development.

11.2.3 Some members of TMDC and residents of TME commented that there is a lack of commercial facilities in TME to serve the locals. In this regard, it is proposed to include a total non-domestic GFA of 2,000m^2 in Site C3 to provide shopping and other related facilities for the convenience of the local residents. In response to the earlier comments of DC members, non-domestic PR of 2 for community health, social welfare and commercial facilities would also be provided in Amendment Item A3. A neighbourhood elderly centre and an integrated children and youth service centre are also included in Amendment Item A2 in response to DC members' comments. A kindergarten of 890m^2 GFA would also be provided for Amendment Item C7. For the proposed amendments in TME, as stated in paragraph 3.11.61 above, technical assessments have been conducted by relevant departments to assess the feasibility of these sites for housing developments and for plot ratio increase from traffic, drainage, sewerage, water supply, air and noise impacts aspects. The findings have concluded that the proposed amendments would not cause insurmountable problems on traffic and infrastructural capacity as well as on environmental aspects. Concerned departments consulted also confirm that the proposals would not have unacceptable adverse impacts on traffic and public transport capacity, provision of G/IC and open space, air ventilation and visual quality.

11.2.4 As regards the site adjacent to Aegean Coast, after consideration, DEVB decided to withdraw the housing site proposal.

11.2.5 The views of TMDC, the WGDP of TMDC and those received at the consultation forum and from the public have been fully considered and incorporated into the proposed amendments as appropriate.

11.2.6 TMDC will be consulted again on the proposed amendments during the statutory exhibition period of the draft Tuen Mun OZP No. S/TM/31A (to be renumbered to S/TM/32 upon exhibition) under section 5 of the Ordinance.

12. Decision Sought

Members are invited to:

(a) agree that the proposed amendments to the approved Tuen Mun OZP No. S/TM/31 and that the draft Tuen Mun OZP No. S/TM/31A at **Attachment II** (to be renumbered to S/TM/32 upon exhibition) and its Notes at **Attachment III** are suitable for exhibition for public inspection under section 5 of the Ordinance; and

(b) adopt the revised ES at **Attachment IV** for the draft Tuen Mun OZP No. S/TM/31A as an expression of the planning intention and objectives of the Board for various land use zones on the Plan and agree that the revised ES is suitable for exhibition together with the OZP.

13. Attachments

Attachment I	Approved Tuen Mun Outline Zoning Plan No. S/TM/31 (reduced scale)
Attachment II	Proposed Amendments to the Approved Tuen Mun Outline Zoning Plan No. S/TM/31
Attachment III	Notes of the Draft Tuen Mun Outline Zoning Plan No. S/TM/31A
Attachment IV	Explanatory Statement of the Tuen Mun Outline Zoning Plan No. S/TM/31A
Attachment Va	Extract of the Conclusion Section of Area 54 Final Review Report of the 2011 Review
Attachment Vb	The Development Plan of Tuen Mun Area 54
Attachment VI	Report on Expert Evaluation on Air Ventilation Assessment
Attachment VII	Visual Appraisal Report

Attachment VIII	Summary of Technical Reviews for Tuen Mun East
Attachment IX	Summary of Rezoning Proposals
Attachment X	Provision of Major Community Facilities and Open Space in Tuen Mun
Attachment XIa	Minutes of TMDC meeting held on 7.1.2014
Attachment XIb	Draft minutes of WGDP meeting held on 27.1.2014
Attachment XIc	Gist of Consultation Forum held on 22.2.2014 on Proposed Amendments to Tuen Mun Outline Zoning Plan - Tuen Mun East
Plans 1a to 1f	Location plans
Plans 2a to 2p	Site plans
Plans 3a to 3n	Aerial photos
Plans 4a to 4s	Site photos
Plans 5a to 5m	Photomontages

PLANNING DEPARTMENT
APRIL 2014

圖例
NOTATION

ZONES 地帶

COMMERCIAL	C	商業
COMPREHENSIVE DEVELOPMENT AREA	CDA	綜合發展區
RESIDENTIAL (GROUP A)	R(A)	住宅（甲類）
RESIDENTIAL (GROUP B)	R(B)	住宅（乙類）
RESIDENTIAL (GROUP C)	R(C)	住宅（丙類）
RESIDENTIAL (GROUP E)	R(E)	住宅（戊類）
VILLAGE TYPE DEVELOPMENT	V	鄉村式發展
INDUSTRIAL	I	工業
GOVERNMENT, INSTITUTION OR COMMUNITY	G/IC	政府、機構或社區
OPEN SPACE	O	休憩用地
OTHER SPECIFIED USES	OU	其他指定用途
UNDETERMINED	U	未決定用途
GREEN BELT	GB	綠化地帶
SITE OF SPECIAL SCIENTIFIC INTEREST	SSSI	具特殊科學價值地點

COMMUNICATIONS 交通

RAILWAY AND STATION (UNDERGROUND)	MTR STATION	鐵路及車站（地下）
RAILWAY AND STATION (ELEVATED)	MTR STATION	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

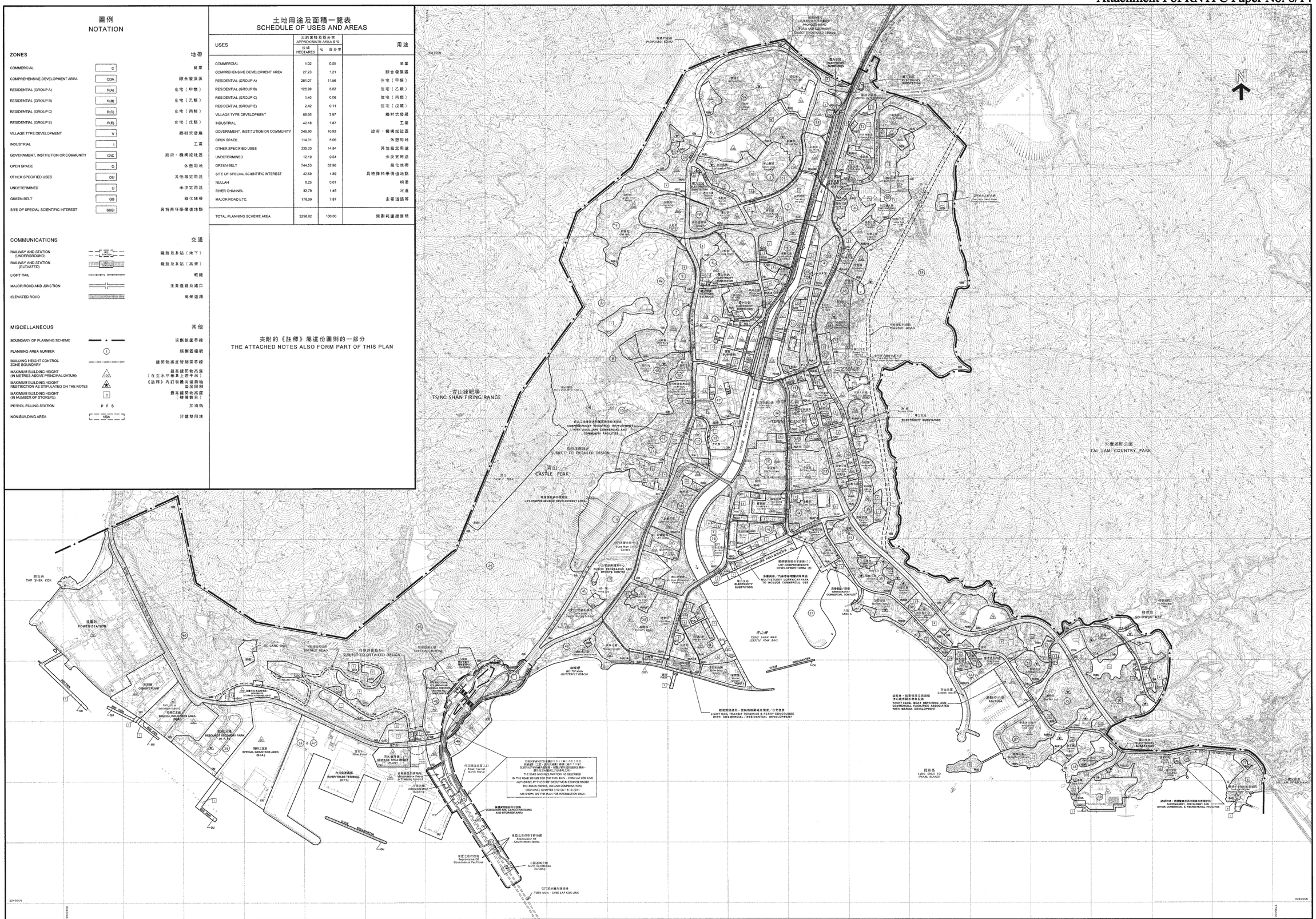
MISCELLANEOUS 其他

BOUNDARY OF PLANNING SCHEME		規劃範圍界線
PLANNING AREA NUMBER	1	規劃區編號
BUILDING HEIGHT CONTROL ZONE BOUNDARY		建築物高度管制區界線
MAXIMUM BUILDING HEIGHT (IN METRES ABOVE PRINCIPAL DATUM)	100	最高建築物高度（在主水平基準上若干米）
MAXIMUM BUILDING HEIGHT RESTRICTION AS STIPULATED ON THE NOTES	100	《註釋》內訂明最高建築物高度限制
MAXIMUM BUILDING HEIGHT (IN NUMBER OF STOREYS)	3	最高建築物高度（樓層數目）
PETROL FILLING STATION	P F S	加油站
NON-BUILDING AREA	NBA	非建築用地

土地用途及面積一覽表
SCHEDULE OF USES AND AREAS

USES	大約面積及百分率 APPROXIMATE AREA & % 公頃 HECTARES	% 百分率	用途
COMMERCIAL	1.02	0.05	商業
COMPREHENSIVE DEVELOPMENT AREA	27.23	1.21	綜合發展區
RESIDENTIAL (GROUP A)	261.07	11.56	住宅（甲類）
RESIDENTIAL (GROUP B)	126.99	5.62	住宅（乙類）
RESIDENTIAL (GROUP C)	1.40	0.06	住宅（丙類）
RESIDENTIAL (GROUP E)	2.42	0.11	住宅（戊類）
VILLAGE TYPE DEVELOPMENT	89.65	3.97	鄉村式發展
INDUSTRIAL	42.18	1.87	工業
GOVERNMENT, INSTITUTION OR COMMUNITY	246.90	10.93	政府、機構或社區
OPEN SPACE	114.31	5.06	休憩用地
OTHER SPECIFIED USES	335.30	14.84	其他指定用途
UNDETERMINED	12.10	0.54	未決定用途
GREEN BELT	744.53	32.96	綠化地帶
SITE OF SPECIAL SCIENTIFIC INTEREST	42.69	1.89	具特殊科學價值地點
NULLAH	0.25	0.01	明渠
RIVER CHANNEL	32.79	1.45	河道
MAJOR ROAD ETC.	178.09	7.87	主要道路等
TOTAL PLANNING SCHEME AREA	2258.92	100.00	規劃範圍總覆積

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



行政長官會同行政會議於２０１３年３月１２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 12 MARCH 2013

Ms Kinnie WONG 黃潔怡女士
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屯門分區計劃大綱圖
TOWN PLANNING ORDINANCE, HONG KONG TOWN PLANNING BOARD
TUEN MUN - OUTLINE ZONING PLAN

SCALE 1:10 000 比例尺

0 500 1 000 1 500 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/31

圖例
NOTATION

ZONES 地帶

COMMERCIAL	C	商業
COMPREHENSIVE DEVELOPMENT AREA	CDA	綜合發展區
RESIDENTIAL (GROUP A)	R(A)	住宅（甲類）
RESIDENTIAL (GROUP B)	R(B)	住宅（乙類）
RESIDENTIAL (GROUP C)	R(C)	住宅（丙類）
RESIDENTIAL (GROUP E)	R(E)	住宅（戊類）
VILLAGE TYPE DEVELOPMENT	V	鄉村式發展
INDUSTRIAL	I	工業
GOVERNMENT, INSTITUTION OR COMMUNITY	G/IC	政府、機構或社區
OPEN SPACE	O	休閒用地
RECREATION	REC	康樂
OTHER SPECIFIED USES	OU	其他指定用途
UNDETERMINED	U	未決定用途
GREEN BELT	GB	綠化地帶
SITE OF SPECIAL SCIENTIFIC INTEREST	SSSI	具特殊科學價值地點

COMMUNICATIONS 交通

RAILWAY AND STATION (UNDERGROUND)	鐵路及車站（地下）
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
PLANNING AREA NUMBER	規劃區編號
BUILDING HEIGHT CONTROL ZONE BOUNDARY	建築物高度管制區界線
MAXIMUM BUILDING HEIGHT (IN METRES ABOVE PRINCIPAL DATUM)	最高建築物高度（在主水平基準上若干米）
MAXIMUM BUILDING HEIGHT RESTRICTION AS STIPULATED ON THE NOTES	《註釋》內訂明最高建築物高度限制
MAXIMUM BUILDING HEIGHT (IN NUMBER OF STOREYS)	最高建築物高度（樓層數目）
PETROL FILLING STATION	加油站
NON-BUILDING AREA	非建築用地

土地用途及面積一覽表
SCHEDULE OF USES AND AREAS

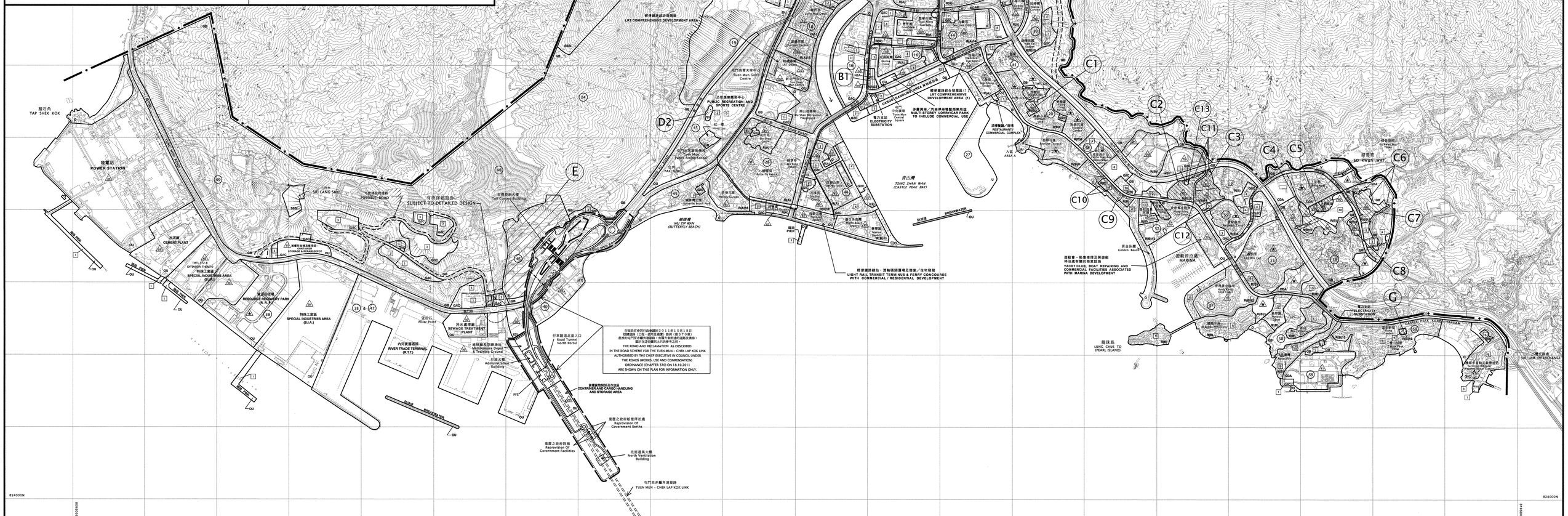
USES	大約面積及百分率 APPROXIMATE AREA & % 公頃 HECTARES	% 百分率	用途
COMMERCIAL	1.10	0.05	商業
COMPREHENSIVE DEVELOPMENT AREA	25.44	1.13	綜合發展區
RESIDENTIAL (GROUP A)	265.82	11.77	住宅（甲類）
RESIDENTIAL (GROUP B)	139.20	6.16	住宅（乙類）
RESIDENTIAL (GROUP C)	1.40	0.06	住宅（丙類）
RESIDENTIAL (GROUP E)	2.42	0.11	住宅（戊類）
VILLAGE TYPE DEVELOPMENT	89.65	3.97	鄉村式發展
INDUSTRIAL	42.11	1.86	工業
GOVERNMENT, INSTITUTION OR COMMUNITY	235.08	10.41	政府、機構或社區
OPEN SPACE	111.62	4.94	休閒用地
RECREATION	0.37	0.02	康樂
OTHER SPECIFIED USES	319.07	14.12	其他指定用途
UNDETERMINED	28.13	1.25	未決定用途
GREEN BELT	743.46	32.91	綠化地帶
SITE OF SPECIAL SCIENTIFIC INTEREST	42.69	1.89	具特殊科學價值地點
NULLAH	0.25	0.01	明渠
RIVER CHANNEL	32.79	1.45	河道
MAJOR ROAD ETC.	178.32	7.89	主要道路等
TOTAL PLANNING SCHEME AREA	2258.92	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/TM/31 的修訂
AMENDMENTS TO APPROVED PLAN No. S/TM/31

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 B1,B2	修訂項目 B 1 , B 2 項
AMENDMENT ITEMS C1,C2,C3,C4,C5,C6,C7,C8,C9,C10,C11,C12,C13	修訂項目 C 1 , C 2 , C 3 , C 4 , C 5 , C 6 , C 7 , C 8 , C 9 , C 1 0 , C 1 1 , C 1 2 , C 1 3 項
AMENDMENT ITEMS D1,D2	修訂項目 D 1 , D 2 項
AMENDMENT ITEM E	修訂項目 E 項
AMENDMENT ITEM F	修訂項目 F 項
AMENDMENT ITEM G	修訂項目 G 項

（參看附表）
(SEE ATTACHED SCHEDULE)



香港城市規劃委員會依據城市規劃條例擬備的屯門分區計劃大綱圖
TOWN PLANNING ORDINANCE, HONG KONG TOWN PLANNING BOARD
TUEN MUN - OUTLINE ZONING PLAN

SCALE 1 : 10 000 比例尺

※ METRES 250 0 500 1 000 1 500 METRES ※

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/31A

~~APPROVED~~ ***DRAFT*** TUEN MUN OUTLINE ZONING PLAN NO. S/TM/31***A***
(Being a~~n 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) (a) No action is required to make the existing use of any land or building conform to this Plan until there is a material change of use or the building is redeveloped.

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

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

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

- a use in existence before the publication of the first plan which has continued since it came into existence; or

- a use or a change of use approved under the Buildings Ordinance which relates to an existing building; and

(ii) after the publication of the first plan,

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

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

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

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

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

(7) The following uses or developments are always permitted on land falling within the boundaries of the Plan except (a) where the uses or developments are specified in Column 2 of the Notes of individual zones or (b) as provided in paragraph (8) in relation to areas zoned "Site of Special Scientific Interest":

(a) provision, maintenance or repair of plant nursery, amenity planting, open space, rain shelter, refreshment kiosk, road, bus/light rail/public light bus stop or lay-by, cycle track, light rail track, taxi rank, nullah, public utility pipeline, electricity mast, lamp pole, telephone booth, telecommunications radio base station, automatic teller machine and shrine;

(b) geotechnical works, local public works, road works, sewerage works, drainage works, environmental improvement works, marine related facilities, waterworks (excluding works on service reservoir) and such other public works co-ordinated or implemented by Government, and

(c) maintenance or repair of watercourse and grave.

(8) In areas zoned "Site of Special Scientific Interest",

(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; and

(ii) geotechnical works, local public works, road works, sewerage works, drainage works, environmental improvement works, waterworks (excluding works on service reservoir) and such other public works co-ordinated or implemented by Government; and

(b) the following uses or developments require permission from the Town Planning Board:

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

(9) In any area shown as 'Road', all uses or developments except those specified in paragraph (7) above and those specified below require permission from the Town Planning Board:

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

(10) In the "Undetermined" zone, all uses or developments except those specified in paragraph (7) above require permission from the Town Planning Board.

(11) 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 planning permission is required.

(12) In these Notes,

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

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

~~APPROVED~~ ***DRAFT*** TUEN MUN OUTLINE ZONING PLAN NO. S/TM/31***A***

Schedule of Uses

COMMERCIAL	1
COMPREHENSIVE DEVELOPMENT AREA	3
RESIDENTIAL (GROUP A)	13
RESIDENTIAL (GROUP B)	1~~7~~***8***
RESIDENTIAL (GROUP C)	2~~1~~***3***
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VILLAGE TYPE DEVELOPMENT	2~~6~~***8***
INDUSTRIAL	~~28~~***30***
GOVERNMENT, INSTITUTION OR COMMUNITY	3~~1~~***33***
OPEN SPACE	3~~3~~***5***
RECREATION	***36***
OTHER SPECIFIED USES	3~~4~~***8***
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SITE OF SPECIAL SCIENTIFIC INTEREST	6~~3~~***7***

COMMERCIAL

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

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 serving the immediate neighbourhood.

(please see next page)

COMMERCIAL (cont'd)

Remarks

(a) On land designated "Commercial" ("C"), no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum gross floor area (GFA) of 40,000m^2, or the GFA of the existing building, whichever is the greater.

(b) On land designated "Commercial (1)" ("C(1)"), no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio (PR) of 9.5 or the PR of the existing building, whichever is the greater.

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

(d) A total of not less than 300 public car parking spaces shall be provided in "C" zone. In determining the maximum GFA for the purposes of paragraph (a) above, any floor space that is constructed or intended for use solely as public car parking spaces should be included for calculation.

(e) In determining the maximum GFA/PR 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 and caretaker's office, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.

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

(g) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the restrictions on GFA/PR/building height, and provision of public car parking spaces as stated in paragraphs (a) to (d) 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
	Commercial Bathhouse/Massage Establishment Eating Place Educational Institution Flat Government Refuse Collection Point Government Use (not elsewhere specified) Hotel House Institutional Use (not elsewhere specified) Library Market Off-course Betting Centre Office Petrol Filling Station Pier Place of Entertainment Place of Recreation, Sports or Culture Private Club Public Clinic Public Convenience Public Transport Terminus or Station Public Utility Installation Public Vehicle Park (excluding container vehicle) Recyclable Collection Centre Religious Institution Residential Institution School Shop and Services Social Welfare Facility Utility Installation for Private Project

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COMPREHENSIVE DEVELOPMENT AREA (cont'd)

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, to serve the residential neighbourhood. 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.

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 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 GFA 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.

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COMPREHENSIVE DEVELOPMENT AREA (cont'd)

Remarks (cont'd)

(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.

~~(c) On land designated "Comprehensive Development Area" in Area 52 adjacent to Lingnan University main campus, 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 3.0, a maximum site coverage of 30% and the maximum building height in terms of mPD as stipulated on the Plan.~~

(~~d~~*c*) On land designated "Comprehensive Development Area" in Area 55 opposite to Peridot Court, 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 1.3, a maximum site coverage of 30% and a maximum building height of 78mPD.

(~~e~~*d*) On land designated "Comprehensive Development Area" in Area 56, 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 1.3, a maximum site coverage of 25% and a maximum building height of 10 storeys above car park.

(~~f~~*e*) On land designated "Comprehensive Development Area" in Area 59, 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 1.3 and the maximum building height in terms of mPD as stipulated on the Plan.

(~~g~~*f*) In determining the maximum plot ratio for the purposes of paragraphs (c) to (~~f~~*e*) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, or caretaker's quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded. Any floor space that is constructed or intended for use solely as Government, institution or community facilities, as required by the Government, may also be disregarded.

(~~h~~*g*) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio/site coverage/building height restrictions stated in paragraphs (c) to (~~f~~*e*) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

COMPREHENSIVE DEVELOPMENT AREA (1)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
	Commercial Bathhouse/Massage Establishment Eating Place Educational Institution Flat Government Refuse Collection Point Government Use (not elsewhere specified) Hotel House Institutional Use (not elsewhere specified) Library Market Off-course Betting Centre Office Petrol Filling Station Pier Place of Entertainment Place of Recreation, Sports or Culture Private Club Public Clinic Public Convenience Public Transport Terminus or Station Public Utility Installation Public Vehicle Park (excluding container vehicle) Recyclable Collection Centre Religious Institution Residential Institution School Shop and Services Social Welfare Facility Utility Installation for Private Project

(please see next page)

COMPREHENSIVE DEVELOPMENT AREA (1) (cont'd)

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, to serve the residential neighbourhood. 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.

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 (1)" shall prepare a Master Layout Plan for the approval of the Town Planning Board and include therein the following information:

(i) the area of 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 GFA 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, walkways and footbridges proposed to be constructed within the area;

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

(vi) programmes of development in detail;

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

(viii) 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.

(please see next page)

COMPREHENSIVE DEVELOPMENT AREA (1) (cont'd)

Remarks (cont'd)

(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.

(c) No new development for a domestic or non-domestic building shall exceed a maximum domestic plot ratio of 5 or a maximum non-domestic plot ratio of 9.5, as the case may be. For new development of a building that is partly domestic and partly non-domestic, the plot ratio for the domestic part of the building shall not exceed the product of the difference between the maximum non-domestic plot ratio of 9.5 and the actual non-domestic plot ratio proposed for the building and the maximum domestic plot ratio of 5 divided by the maximum non-domestic plot ratio of 9.5.

(d) No addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the relevant maximum domestic and/or non-domestic plot ratio(s) stated in paragraph (c) above, or the domestic and/or non-domestic plot ratio(s) of the existing building, whichever is the greater, subject to, as applicable –

(i) the plot ratio(s) of the existing building shall apply only if any addition, alteration and/or modification to or redevelopment of an existing building is for the same type of building as the existing building, i.e. domestic, non-domestic, or partly domestic and partly non-domestic building; or

(ii) the maximum domestic and/or non-domestic plot ratio(s) stated in paragraph (c) above shall apply if any addition, alteration and/or modification to or redevelopment of an existing building is not for the same type of building as the existing building, i.e. domestic, non-domestic, or partly domestic and partly non-domestic building.

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

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

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COMPREHENSIVE DEVELOPMENT AREA (1) (cont'd)

Remarks (cont'd)

(g) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio/building height restrictions stated in paragraphs (c) to (e) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

COMPREHENSIVE DEVELOPMENT AREA (2)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
	Bus Depot Commercial Bathhouse/Massage Establishment Eating Place Educational Institution Flat Government Refuse Collection Point Government Use (not elsewhere specified) Hotel House Institutional Use (not elsewhere specified) Library Market Off-course Betting Centre Office Petrol Filling Station Pier Place of Entertainment Place of Recreation, Sports or Culture Private Club Public Clinic Public Convenience Public Transport Terminus or Station Public Utility Installation Public Vehicle Park (excluding container vehicle) Recyclable Collection Centre Religious Institution Residential Institution School Shop and Services Social Welfare Facility Utility Installation for Private Project

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COMPREHENSIVE DEVELOPMENT AREA (2) (cont'd)

Planning Intention

This zone is intended for comprehensive development/redevelopment of the area for commercial uses with the provision of supporting facilities. The zoning is to facilitate appropriate planning control over the development mix, scale, design and layout of development, taking account of industrial/residential interface problem and other constraints.

Remarks

(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 (2)" shall prepare a Master Layout Plan for the approval of the Town Planning Board and include therein the following information:

(i) the area of 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 GFA for various uses;

(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, walkways and footbridges proposed to be constructed within the area;

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

(vi) programmes of development in detail;

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

(viii) 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.

(please see next page)

COMPREHENSIVE DEVELOPMENT AREA (2) (cont'd)

Remarks (cont'd)

(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.

(c) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 9.5 or the plot ratio of the existing building, whichever is the greater.

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

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

(f) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio/building height restrictions stated in paragraphs (c) to (d) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

RESIDENTIAL (GROUP A)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Ambulance Depot Flat Government Use (not elsewhere specified) House Library Market Place of Recreation, Sports or Culture Public Clinic Public Transport Terminus or Station (excluding open-air terminus or station) Residential Institution School (in free-standing purpose-designed building only) Social Welfare Facility Utility Installation for Private Project	Commercial Bathhouse/Massage Establishment Eating Place Educational Institution Exhibition or Convention Hall Government Refuse Collection Point Hospital Hotel Institutional Use (not elsewhere specified) Office Petrol Filling Station Place of Entertainment Private Club Public Convenience Public Transport Terminus or Station (not elsewhere specified) Public Utility Installation Public Vehicle Park (excluding container vehicle) Religious Institution School (not elsewhere specified) Shop and Services Training Centre
In addition, the following uses are always permitted (a) on the lowest three floors of a building, taken to include basements; or (b) in the purpose-designed non-residential portion of an existing building, both excluding floors containing wholly or mainly car parking, loading/unloading bays and/or plant room :	
Eating Place Educational Institution Institutional Use (not elsewhere specified) Off-course Betting Centre Office Place of Entertainment Private Club Public Convenience Recyclable Collection Centre School Shop and Services Training Centre	

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RESIDENTIAL (GROUP A) (cont'd)

Planning Intention

This zone is intended primarily for high-density residential developments. Commercial uses are always permitted on the lowest three floors of a building or in the purpose-designed non-residential portion of an existing building. ***For the "Residential (Group A) 21", "Residential (Group A) 23", "Residential (Group A) 24" and "Residential (Group A) 25" zones, the planning intention is for public housing development.***

Remarks

(a) On land designated "Residential (Group A)" ("R(A)")***,*** ~~and~~ "R(A)1", ***and "R(A)24"***, no new development for a domestic or non-domestic building shall exceed a maximum domestic plot ratio of 5 or a maximum non-domestic plot ratio of 9.5, as the case may be. For new development of a building that is partly domestic and partly non-domestic, the plot ratio for the domestic part of the building shall not exceed the product of the difference between the maximum non-domestic plot ratio of 9.5 and the actual non-domestic plot ratio proposed for the building and the maximum domestic plot ratio of 5 divided by the maximum non-domestic plot ratio of 9.5.

(b) On land designated "R(A)22" and "R(A)23", no new development for a domestic or non-domestic building shall exceed a maximum domestic plot ratio of 6 or a maximum non-domestic plot ratio of 9.5, as the case may be. For new development of a building that is partly domestic and partly non-domestic, the plot ratio for the domestic part of the building shall not exceed the product of the difference between the maximum non-domestic plot ratio of 9.5 and the actual non-domestic plot ratio proposed for the building and the maximum domestic plot ratio of 6 divided by the maximum non-domestic plot ratio of 9.5.

(~~b~~c) On land designated "R(A)" ***,*** ~~and~~ "R(A)1"***, "R(A)22", "R(A)23", and "R(A)24"***, no addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the relevant maximum domestic and/or non-domestic plot ratio(s) stated in paragraph***s*** (a) ***and (b)*** above, or the domestic and/or non-domestic plot ratio(s) of the existing building, whichever is the greater, subject to, as applicable –

(i) the plot ratio(s) of the existing building shall apply only if any addition, alteration and/or modification to or redevelopment of an existing building is for the same type of building as the existing building, i.e. domestic, non-domestic, or partly domestic and partly non-domestic building; or

(ii) the maximum domestic and/or non-domestic plot ratio(s) stated in paragraph***s*** (a) ***and (b)*** above shall apply if any addition, alteration and/or modification to or redevelopment of an existing building is not for the same type of building as the existing building, i.e. domestic, non-domestic, or partly domestic and partly non-domestic building.

(~~c~~d) On land designated "R(A)2"~~, "R(A)3", "R(A)4", "R(A)5", "R(A)6", "R(A)7", "R(A)8", "R(A)9", "R(A)10", "R(A)11", "R(A)12", "R(A)13", "R(A)14", "R(A)15", "R(A)16", "R(A)17", "R(A)18", "R(A)19" and "R(A)20"~~ ***to "R(A)21", and "R(A)25",*** no new

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RESIDENTIAL (GROUP A) (cont'd)

Remarks (cont'd)

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 GFA***/plot ratio*** specified below, or the GFA***/plot ratio*** of the existing building, whichever is the greater:

Sub-area	Maximum GFA***/plot ratio***
R(A)2	101,400m^2 for domestic and 10,800m^2 for non-domestic
R(A)3	18,160m^2
R(A)4	119,512m^2 for domestic, 25,000m^2 for non-domestic and 10,648m^2 for public transport interchange
R(A)5	58,800m^2 for domestic and 96,500m^2 for non-domestic
R(A)6	14,650m^2 for domestic and 8,030m^2 for non-domestic
R(A)7	17,125m^2 for domestic and 11,933m^2 for non-domestic
R(A)8	19,892m^2 for domestic and 7,163m^2 for non-domestic
R(A)9	52,711m^2 for domestic and 20,695m^2 for non-domestic
R(A)10	17,560m^2 for domestic and 7,006m^2 for non-domestic
R(A)11	53,400m^2 for domestic and 13,030m^2 for non-domestic
R(A)12	70,380m^2 for domestic and 2,750m^2 for non-domestic
R(A)13	73,842m^2 for domestic and 1,718m^2 for non-domestic
R(A)14	245,700m^2 for domestic and 2,250m^2 for non-domestic
R(A)15	178,930m^2 for domestic and 3,886m^2 for non-domestic
R(A)16	155,908m^2 for domestic and 7,770m^2 for non-domestic
R(A)17	116,064m^2 for domestic
R(A)18	129,540m^2 for domestic and 4,467m^2 for non-domestic
R(A)19	54,395m^2 for domestic and 5,750m^2 for non-domestic
R(A)20	235,815m^2 for domestic and 7,365m^2 for non-domestic
R(A)21	***Maximum domestic plot ratio of 6 and maximum non-domestic plot ratio of 2***
R(A)25	***Maximum domestic plot ratio of 5 and maximum non-domestic plot ratio of 0.4***

(please see next page)

RESIDENTIAL (GROUP A) (cont'd)

Remarks (cont'd)

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

(~~e~~***f***) On land designated "R(A)1", a maximum building height restriction of 100mPD would be permitted for sites with an area of 400m^2 or more.

(~~f~~***g***) In determining the maximum plot ratio for the purposes of paragraphs (a) ~~and (b)~~ to ***(d)*** above, the area of any part of the site that is occupied or intended to be occupied by free-standing purpose-designed buildings (including both developed on ground and on podium level) solely for accommodating Government, institution or community ***(GIC)*** facilities including school(s) as may be required by the Government shall be deducted from calculation of the site area.

(g***h***) In determining the relevant maximum non-domestic GFA on land designated "R(A)20" for the purposes of paragraph (~~c~~***d***) above, any floor space that is constructed or intended for use solely as free-standing purpose-designed primary school and secondary school (including both developed on ground and on podium level) shall not be included for calculation.

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

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

(~~j~~***k***) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio/GFA/building height restrictions stated in paragraphs (a) to (~~d~~***e***) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

(please see next page)

RESIDENTIAL (GROUP A) (cont'd)

Remarks (cont'd)

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

RESIDENTIAL (GROUP B)

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 (on land designated "R(B)14" and "R(B)19"only) Flat Government Use (Police Reporting Centre, Post Office only) House Library Residential Institution School (in free-standing purpose-designed building***, and kindergarten on land designated "R(B)18"*** only) ***Shop and Services (on land designated "R(B)14" and "R(B)19" only)*** Utility Installation for Private Project	Ambulance Depot Eating Place ***(not elsewhere specified)*** Educational Institution Government Refuse Collection Point Government Use (not elsewhere specified) Hospital Hotel Institutional Use (not elsewhere specified) Market Off-course Betting Centre Office Petrol Filling Station Place of Entertainment Place of Recreation, Sports or Culture Private Club Public Clinic Public Convenience Public Transport Terminus or Station Public Utility Installation Public Vehicle Park (excluding container vehicle) Recyclable Collection Centre Religious Institution School (not elsewhere specified) Shop and Services ***(not elsewhere specified)*** Social Welfare Facility Training Centre

Planning Intention

This zone is intended primarily for medium-density residential developments where commercial uses serving the residential neighbourhood may be permitted on application to the Town Planning Board. ***To cater for the shopping needs arising from the population increase in Tuen Mun East, some commercial uses are permitted on land designated "R(B)14" and "R(B)19".***

(please see next page)

RESIDENTIAL (GROUP B) (cont'd)

Remarks

(a) On land designated "Residential (Group B)" ("R(B)") and "R(B)1", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 1.3 and the maximum building height in terms of number of storey(s) (excluding basement floor(s)) or mPD as stipulated on the Plan, or the plot ratio and height of the existing building, whichever is the greater.

(b) ***On land designated "R(B)2", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 3.6 and the maximum building height in terms of mPD as stipulated on the Plan, or the plot ratio and height of the existing building, whichever is the greater.***

(~~b~~***c***) On land designated "R(B)3" to "R(B)5", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum GFA, site coverage and building height specified below, or the GFA, site coverage and height of the existing building, whichever is the greater:

Sub-area	Maximum GFA	Maximum Site Coverage	Maximum Building Height	
			Number of Storeys	Building Height
R(B)3	19,370m^2	50%	10 storeys above car park	–
R(B)4				
- TMTL324	17,629m^2	–	16 storeys	–
- TMTL325	1,137m^2	–	3 storeys	–
R(B)5	114,000m^2 for domestic and 2,087m^2 for non-domestic amongst which not less than 640 m^2 for kindergarten/nursery use	50%	–	100mPD

(please see next page)

RESIDENTIAL (GROUP B) (cont'd)

Remarks (cont'd)

(~~c~~*d*) On land designated "R(B)6", 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 3.3 and a maximum building height of 30 storeys excluding basement floor(s), or the plot ratio and height of the existing building, whichever is the greater.

(~~d~~*e*) On land designated "R(B)7", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 3.3 and a maximum building height of 17 storeys excluding basement floor(s), or the plot ratio and height of the existing building, whichever is the greater.

(~~e~~*f*) On land designated "R(B)8", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 1.3 and a maximum building height of 15 storeys excluding basement floor(s), or the plot ratio and height of the existing building, whichever is the greater.

(~~f~~*g*) On land designated "R(B)9", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 1.3 and a maximum building height of 6 storeys excluding basement floor(s) for Area A and 10 storeys excluding basement floor(s) other than Area A, or the plot ratio and height of the existing building, whichever is the greater.

(~~g~~*h*) On land designated "R(B)10", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 3.3 and the maximum building height in terms of mPD as stipulated on the Plan, or the plot ratio and height of the existing building, whichever is the greater.

(~~h~~*i*) On land designated "R(B)11", 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 and the maximum building height in terms of mPD as stipulated on the Plan, or the plot ratio and height of the existing building, whichever is the greater.

(~~i~~*j*) On land designated "R(B)12", 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 GFA of 230,522m^2 and the maximum building height in terms of mPD or number of storey(s) (excluding basement floor(s)) as stipulated on the Plan, or the GFA and height of the existing building, whichever is the greater.

(please see next page)

RESIDENTIAL (GROUP B) (cont'd)

Remarks (cont'd)

(~~j~~*k*) On land designated "R(B)13", 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 1 and the maximum building height in terms of number of storey(s) (excluding basement floor(s)) as stipulated on the Plan, or the plot ratio and height of the existing building, whichever is the greater.

(l) On land designated "R(B)14", 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 GFA of 87,000m^2, a maximum non-domestic GFA of 2,000m^2 and the maximum building height in terms of mPD as stipulated on the Plan, or the GFA and height of the existing building, whichever is the greater.

(m) On land designated "R(B)15", 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 GFA of 69,780m^2, and the maximum building height in terms of mPD as stipulated on the Plan, or the GFA and height of the existing building, whichever is the greater.

(n) On land designated "R(B)16", 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, a maximum site coverage of 30% and the maximum building height in terms of mPD as stipulated on the Plan or the plot ratio, site coverage and height of the existing building, whichever is the greater.

(o) On land designated "R(B)17", 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 GFA of 72,960m^2 and the maximum building height in terms of mPD as stipulated on the Plan, or the GFA and height of the existing building, whichever is the greater.

(p) On land designated "R(B)18", 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 total GFA of 78,200m^2, of which not less than 890m^2 for kindergarten use as required by the Government, and the maximum building height in terms of mPD as stipulated on the Plan, or the GFA and height of the existing building, whichever is the greater.

(q) On land designated "R(B)19", no new development shall exceed a maximum domestic GFA of 1,900m^2 and a maximum non-domestic GFA of 100m^2. No addition, alteration and/or modification to or redevelopment of an existing building

(please see next page)

***RESIDENTIAL (GROUP B)* (cont'd)**

***Remarks* (cont'd)**

shall result in a total development and/or redevelopment in excess of the relevant maximum domestic and non-domestic GFA(s) stated above, or the domestic and non-domestic GFA(s) of the existing building, whichever is the greater, subject to, as applicable –

(i) the GFA(s) of the existing building shall apply only if any addition, alteration and/or modification to or redevelopment of an existing building is for the same type of building as the existing building, i.e. domestic, non-domestic, or partly domestic and partly non-domestic building; or

(ii) the maximum domestic and non-domestic GFA(s) stated above shall apply if any addition, alteration and/or modification to or redevelopment of an existing building is not for the same type of building as the existing building, i.e. domestic, non-domestic, or partly domestic and partly non-domestic building.

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

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

(~~l~~***s***) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio/GFA/site coverage/building height restrictions stated in paragraphs (a) to (~~j~~***q***) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

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

RESIDENTIAL (GROUP C)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Flat Government Use (Police Reporting Centre, Post Office only) House Utility Installation for Private Project	Ambulance Depot Eating Place Educational Institution Government Refuse Collection Point Government Use (not elsewhere specified) Hospital Hotel Institutional Use (not elsewhere specified) Library 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 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.

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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 the maximum building height in terms of number of storey(s) as stipulated on the Plan, or the plot ratio and height of the existing building, 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, or caretaker's quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.

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

(d) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio/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 E)

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

Schedule I: for open-air development or for building other than industrial building

Ambulance Depot
Government Use (Police Reporting Centre, Post Office only)
House (rebuilding of New Territories Exempted House or replacement of existing domestic building by New Territories Exempted Houses only)
Rural Committee/Village Office
Utility Installation for Private Project

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 Houses)
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)
Government Refuse Collection Point
Government Use (not elsewhere specified)
Public Utility Installation
Recyclable Collection Centre

Office
Petrol Filling Station
Public Convenience
Public Vehicle Park (excluding container vehicle)

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RESIDENTIAL (GROUP E) (cont'd)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Rural Workshop Utility Installation for Private Project Warehouse (excluding Dangerous Goods Godown)	Shop and Services (ground floor only) Vehicle Repair Workshop Wholesale Trade

Planning Intention

This zone is intended for Government quarters development with the provision of environmental mitigation measures. The zoning is to facilitate appropriate planning control over the scale, design and layout of development, taking account of various environmental constraints.

The sub-area "R(E)1" zone is intended primarily for phasing out of existing industrial uses through redevelopment (or conversion) for residential use on application to the Town Planning Board. Whilst existing industrial uses will be tolerated, new industrial developments are not permitted in order to avoid perpetuation of industrial/residential interface problem.

Remarks

(a) On land designated "Residential (Group E)" ("R(E)"), 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 GFA of 9,875m^2 and the maximum building height in terms of mPD as stipulated on the Plan, or the GFA and height of the existing building, whichever is the greater.

(b) On land designated "R(E)1", no new development (except 'New Territories Exempted House') shall exceed a maximum plot ratio of 1, a maximum site coverage of 40% and a maximum building height of 5 storeys including a one-storey car park.

(c) 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 (b) above, or the plot ratio, site coverage and height of the existing building, 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.

(please see next page)

RESIDENTIAL (GROUP E) (cont'd)

Remarks (cont'd)

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

(e) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the GFA/plot ratio/site coverage/building height restrictions stated in paragraphs (a), (b) and (c) 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	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	

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.

(please see next page)

VILLAGE TYPE DEVELOPMENT (cont'd)

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 existing building, 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.

INDUSTRIAL

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Ambulance Depot Bus Depot Cargo Handling and Forwarding Facility (not elsewhere specified) Eating Place (Canteen, Cooked Food Centre only) Government Refuse Collection Point Government Use (not elsewhere specified) Industrial Use (not elsewhere specified) Information Technology and Telecommunications Industries Office (Audio-visual Recording Studio, Design and Media Production, Office Related to Industrial Use only) Public Convenience Public Transport Terminus or Station Public Utility Installation Public Vehicle Park (excluding container vehicle) Radar, Telecommunications Electronic Microwave Repeater, Television and/or Radio Transmitter Installation Recyclable Collection Centre Research, Design and Development Centre Shop and Services (Motor-vehicle Showroom on ground floor, Service Trades only) Utility Installation for Private Project Vehicle Repair Workshop Warehouse (excluding Dangerous Goods Godown)	Asphalt Plant/Concrete Batching Plant Broadcasting, Television and/or Film Studio Cargo Handling and Forwarding Facility (Container Freight Station, free-standing purpose-designed Logistics Centre only) Container Vehicle Park/Container Vehicle Repair Yard Dangerous Goods Godown Eating Place (not elsewhere specified) (in wholesale conversion of an existing building only) Educational Institution (in wholesale conversion of an existing building only) Exhibition or Convention Hall Institutional Use (not elsewhere specified) (in wholesale conversion of an existing building only) Marine Fuelling Station Off-course Betting Centre Offensive Trades Office (not elsewhere specified) Petrol Filling Station Pier Place of Entertainment (in wholesale conversion of an existing building only) Place of Recreation, Sports or Culture Private Club Public Clinic (in wholesale conversion of an existing building only) Religious Institution (in wholesale conversion of an existing building only) Ship-building, Ship-breaking and Ship-repairing Yard Shop and Services (not elsewhere specified) (ground floor only, except in wholesale conversion of an existing building and Ancillary Showroom# which may be permitted on any floor) Training Centre (in wholesale conversion of an existing building only) Vehicle Stripping/Breaking Yard Wholesale Trade

(please see next page)

INDUSTRIAL (cont'd)

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

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

Planning Intention

This zone is intended primarily for general industrial uses to ensure an adequate supply of industrial floor space to meet demand from production-oriented industries. Information technology and telecommunications industries and office related to industrial use are also always permitted in this zone.

(please see next page)

INDUSTRIAL (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 specified below, or the plot ratio of the existing building, whichever is the greater:

Sub-area	Maximum Plot Ratio
I	9.5
I(1)	5
I(2)	3
I(3)	2.5

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

(c) 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.

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

(e) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio/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.

(f) Under exceptional circumstances, for developments and/or redevelopments, minor relaxation of the non-building area restrictions as shown on the Plan 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 Pier Place of Recreation, Sports or Culture Public Clinic Public Convenience Public Transport Terminus or Station Public Utility Installation Public Vehicle Park (excluding container vehicle) Recyclable Collection Centre Religious Institution Research, Design and Development Centre Rural Committee/Village Office School Service Reservoir Social Welfare Facility Training Centre Wholesale Trade	Animal Boarding Establishment Animal Quarantine Centre (not elsewhere specified) Columbarium Correctional Institution Crematorium Driving School Eating Place (not elsewhere specified) Firing Range Flat Funeral Facility Helicopter Fuelling Station Helicopter Landing Pad Holiday Camp Hotel House Marine Fuelling Station 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) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building height in terms of number of storey(s) or mPD as stipulated on the Plan, or the height of the existing building, whichever is the greater.

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

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

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

OPEN SPACE

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

Planning Intention

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

RECREATION

(new Notes based on the Master Schedule of Notes with revisions highlighted in **bold,** *italic* and ~~crossed out~~)

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	Animal Boarding Establishment
Barbecue Spot	Broadcasting, Television and/or Film Studio
~~Field Study/Education/Visitor Centre~~	~~Cable Car Route and Terminal Building*~~
Government Use (Police Reporting Centre only)	Eating Place
~~Holiday camp~~	***Field Study/Education/Visitor Centre***
On-Farm Domestic Structure	Flat
Picnic Area	Golf Course
~~Place of Recreation, Sports or Culture~~	Government Refuse Collection Point
Public Convenience	Government Use (not elsewhere specified)
~~Rural Committee/Village Office*~~	***Holiday Camp***
Tent Camping Ground	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 +)~~
	~~Marina*~~
	~~Pier*~~
	Place of Entertainment
	Place of Recreation, Sports or Culture
	Private Club
	Public Utility Installation
	Public Vehicle Park (excluding container vehicle)
	Religious Institution
	Residential Institution
	Shop and Services
	Theme Park
	Utility Installation for Private Project
	Zoo

~~* Add where appropriate~~
~~+ The remarks in brackets to be added in rural OZPs only~~

Planning Intention

This zone is intended primarily for recreational developments for the use of the general public. It encourages the development of active and/or passive recreation and tourism/eco-tourism. Uses in support of the recreational developments may be permitted subject to planning permission.

RECREATION (cont'd)

Remarks

(a) No development (except elsewhere specified), or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 0.4, a maximum site coverage of 20% and the maximum building height in terms of number of storey(s) as stipulated on the Plan, or the plot ratio, site coverage and height of the existing building, whichever is the greater.

(b) No residential development ~~(except 'New Territories Exempted House')~~ shall result in a total development in excess of a maximum plot ratio of 0.2 and a maximum building height of 2 storeys ~~(6m)~~.

(~~d~~***c***) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio***/site coverage***/building height restrictions stated in paragraph***s*** (a) ***and (b)*** above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

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
For "LRT Comprehensive Development Area" Only	
Ambulance Depot Flat Government Use (not elsewhere specified) Library LRT Depot Market Place of Recreation, Sports or Culture Public Clinic Public Transport Terminus or Station (excluding open-air terminus or station) Residential Institution School (in free-standing purpose-designed building only) Social Welfare Facility Utility Installation for Private Project	Commercial Bathhouse/Massage Establishment Eating Place Educational Institution Exhibition or Convention Hall Government Refuse Collection Point Hotel Institutional Use (not elsewhere specified) Office Petrol Filling Station Place of Entertainment Private Club Public Convenience Public Transport Terminus or Station (not elsewhere specified) Public Utility Installation Public Vehicle Park (excluding container vehicle) Religious Institution School (not elsewhere specified) Shop and Services Training Centre
In addition, the following uses are always permitted (a) on the lowest three floors of a building taken to include basements; or (b) in the purpose-designed non-residential portion of an existing building, both excluding floors containing wholly or mainly car parking, loading/unloading bays and/or plant room :	
Eating Place Educational Institution Institutional Use (not elsewhere specified) Off-course Betting Centre Office Place of Entertainment Private Club Public Convenience Recyclable Collection Centre School Shop and Services Training Centre	

(please see next page)

OTHER SPECIFIED USES (cont'd)

For "LRT Comprehensive Development Area" Only (cont'd)

Planning Intention

This zone is intended primarily for comprehensive development/redevelopment of the area for residential and/or commercial uses, LRT terminus or depot and other supporting public transport and community facilities.

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 GFA specified below, or the GFA of the existing building, whichever is the greater:

Sub-area	Maximum GFA
"Other Specified Uses" ("OU") annotated "LRT Comprehensive Development Area"	200,000m^2 for domestic, 8,000m^2 for non-domestic, and 139,675m^2 for public transport interchange
"OU" annotated "LRT Comprehensive Development Area(1)"	88,000m^2 for domestic, 3,200m^2 for non-domestic and 15,934m^2 for public transport interchange

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

(c) In determining the maximum GFA 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, or caretaker's quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.

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

(please see next page)

OTHER SPECIFIED USES (cont'd)

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

For "River Trade Terminal" Only

Cargo Handling and Forwarding Facility
Government use (Government Berth, Government Office only)
Pier
River Trade Terminal
Warehouse

Eating Place (Canteen only)
Government Use (not elsewhere specified)
Office
Public Vehicle Park
Shop and Services (Fast Food Shop, Service Trades only)
Utility Installation not Ancillary to the Specified Use

Planning Intention

This zone is intended to provide facilities mainly for river trade vessels from the Pearl River Delta region.

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 2.5 and the maximum building height in terms of mPD as stipulated on the Plan, or the plot ratio and height of the existing building, 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/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.

(please see next page)

OTHER SPECIFIED USES (cont'd)

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

For "Special Industries Area" Only

Acetal Plant
Bulk Cement Storage and Distribution
Cargo Handling and Forwarding Facility (excluding container freight station)
Centralized Incineration Facility
Chemical Waste Bulking/Treatment Plant
Paper Processing Plant
Pier
Polyester Plant
Polystyrene and Other Resins Plant
Public Utility Installation (Electricity Substation, Salt Water Pumping Station, Sewage Pumping Station only)
Steel Mill
Styrene Monomer Storage/Delivery
Textiles Manufacturing Plant
Eating Place (Canteen only)
Electro-Plating
Government Refuse Collection Point
Government Use (not elsewhere specified)
Marine Fuelling Station
Office
Oil Depot, Oil Refinery and Petrol-chemical Plant
Printed Circuit Board Manufacturing
Public Vehicle Park
Shop and Services (Bank, Fast Food Shop, Service Trades only)
Utility Installation not Ancillary to the Specified Use

Planning Intention

This zone is intended primarily for the provision of land for land-extensive and capital-intensive industry as well as for other special industries.

Remarks

(a) On land designated for "OU" annotated "Special Industries Area" at TMTL 372 and Extension Thereto, 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 GFA of 222,948m^2 and the maximum building height in terms of mPD as stipulated on the Plan, or the GFA and height of the existing building, whichever is the greater.

(b) On land designated for "OU" annotated "Special Industries Area" other than at TMTL 372 and Extension Thereto, no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 2.5 and the maximum building height in terms of mPD as stipulated on the Plan, or the plot ratio and height of the existing building, whichever is the greater.

(please see next page)

OTHER SPECIFIED USES (cont'd)

For "Special Industries Area" Only (cont'd)

Remarks (cont'd)

(c) In determining the maximum plot ratio/GFA 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 and caretaker's office, 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/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.

(please see next page)

OTHER SPECIFIED USES (cont'd)

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

For "Business" only

Schedule I: for open-air development or for building other than industrial or industrial-office building[@]

Ambulance Depot
Commercial Bathhouse/Massage Establishment
Eating Place
Educational Institution
Exhibition or Convention Hall
Government Use (Police Reporting Centre, Post Office only)
Information Technology and Telecommunications Industries
Institutional Use (not elsewhere specified)
Library
Non-polluting Industrial Use (excluding industrial undertakings involving the use/storage of Dangerous Goods[Δ])
Off-course Betting Centre
Office
Place of Entertainment
Place of Recreation, Sports or Culture
Private Club
Public Clinic
Public Convenience
Public Transport Terminus or Station
Public Utility Installation
Public Vehicle Park (excluding container vehicle)
Radar, Telecommunications Electronic Microwave Repeater, Television and/or Radio Transmitter Installation
Recyclable Collection Centre
Religious Institution
Research, Design and Development Centre
School (excluding free-standing purpose-designed building and kindergarten)
Shop and Services
Training Centre
Utility Installation for Private Project
Broadcasting, Television and/or Film Studio
Cargo Handling and Forwarding Facility
Government Refuse Collection Point
Government Use (not elsewhere specified)
Hotel
Non-polluting Industrial Use (not elsewhere specified)
Petrol Filling Station
School (not elsewhere specified)
Social Welfare Facility (excluding those involving residential care)
Warehouse (excluding Dangerous Goods Godown)
Wholesale Trade

(please see next page)

OTHER SPECIFIED USES (cont'd)

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

For "Business" only (cont'd)

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

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

In addition, for building without industrial undertakings involving offensive trades or the use/storage of Dangerous Goods[Δ], the following use is always permitted:

Office

Broadcasting, Television and/or Film Studio
Cargo Handling and Forwarding Facility (Container Freight Station, free-standing purpose-designed Logistics Centre only)
Industrial Use (not elsewhere specified)
Off-course Betting Centre
Office (not elsewhere specified)
Petrol Filling Station
Place of Recreation, Sports or Culture
Private Club
Shop and Services (not elsewhere specified) (ground floor only except Ancillary Showroom[#] which may be permitted on any floor)
Vehicle Repair Workshop
Wholesale Trade

(please see next page)

OTHER SPECIFIED USES (cont'd)

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

For "Business" only (cont'd)

Schedule II: for industrial or industrial-office building[@] (cont'd)

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

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

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

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

(please see next page)

OTHER SPECIFIED USES (cont'd)

For "Business" only (cont'd)

Planning Intention

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

Remarks

(a) On land designated "Other Specified Uses" annotated "Business", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 9.5 (including not more than a plot ratio of 1.0 for 'Shop and Services' and 'Eating Place'), or the plot ratio of the existing building, 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) Where the permitted plot ratio as defined in Building (Planning) Regulations is permitted to be exceeded in circumstances as set out in Regulation 22(1) or (2) of the said Regulations, the plot ratio for the building on land to which paragraph (a) applies may be increased by the additional plot ratio by which the permitted plot ratio is permitted to be exceeded under and in accordance with the said Regulation 22(1) or (2), notwithstanding that the relevant maximum plot ratio specified in paragraph (a) above may thereby be exceeded.

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

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

(please see next page)

OTHER SPECIFIED USES (cont'd)

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

Planning Intention

This zone is intended primarily for the provision of pier where commercial uses serving the patrons may be permitted on application to the Town Planning Board.

Remarks

(a) Kiosks not greater than $10m^2$ each in area and not more than 10 in number for uses as shop and services are considered as ancillary to "pier" use.

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

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

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

(please see next page)

OTHER SPECIFIED USES (cont'd)

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

For "Public Recreation and Sports Centre" Only

Golf Course Place of Recreation, Sports or Culture	Eating Place Government Use Private Club Shop and Services (Pro-shop only) Utility Installation not Ancillary to the Specified Use

Planning Intention

This zone is intended primarily for the provision of sports and recreation facilities.

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 building height in terms of number of storey(s) as stipulated on the Plan, or the height of the existing building, whichever is the greater.

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

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

(please see next page)

OTHER SPECIFIED USES (cont'd)

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

Planning Intention

This zone is primarily intended for the provision of cargo working area.

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 building height in terms of number of storey(s) as stipulated on the Plan, or the height of the existing building, whichever is the greater.

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

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

(please see next page)

OTHER SPECIFIED USES (cont'd)

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

Planning Intention

This zone is primarily intended for the provision of electricity substation.

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 building height in terms of number of storey(s) as stipulated on the Plan, or the height of the existing building, whichever is the greater.

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

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

(please see next page)

OTHER SPECIFIED USES (cont'd)

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

Planning Intention

This zone is primarily intended for the provision of telephone exchange.

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 building height in terms of number of storey(s) as stipulated on the Plan, or the height of the existing building, whichever is the greater.

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

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

(please see next page)

OTHER SPECIFIED USES (cont'd)

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

Planning Intention

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

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 building height in terms of number of storey(s) as stipulated on the Plan, or the height of the existing building, whichever is the greater.

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

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

(please see next page)

OTHER SPECIFIED USES (cont'd)

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

Planning Intention

This zone is primarily intended for the provision of breakwater.

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
For "Container Storage and Repair Depot" Only	
Container Storage/Repair Yard	Cargo Handling and Forwarding Facility (Container Freight Station, free-standing purpose-designed Logistics Centre only) Government Use Utility Installation not Ancillary to the Specified Use

Planning Intention

This zone is primarily intended for the provision of container storage and repair depot.

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 2.5 and the maximum building height in terms of mPD as stipulated on the Plan, or the plot ratio and height of the existing building, 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.

(please see next page)

OTHER SPECIFIED USES (cont'd)

For "Container Storage and Repair Depot" Only (cont'd)

Remarks (cont'd)

(c) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio/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.

(please see next page)

OTHER SPECIFIED USES (cont'd)

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

For "Crematorium, Columbarium, Funeral Services Centre and Open Space" Only

Columbarium	Government Use
Crematorium	Utility Installation not Ancillary to the Specified Use
Open Space	

Planning Intention

This zone is primarily intended for the provision of columbarium, crematorium, funeral services centre and open space.

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 building height in terms of mPD as stipulated on the Plan, or the height of the existing building, whichever is the greater.

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

(please see next page)

OTHER SPECIFIED USES (cont'd)

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

Planning Intention

This zone is primarily intended for the provision of sewage treatment plant.

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 building height in terms of mPD as stipulated on the Plan, or the height of the existing building, whichever is the greater.

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

(please see next page)

OTHER SPECIFIED USES (cont'd)

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

Planning Intention

This zone is primarily intended for the provision of power station.

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

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

(c) 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.

(d) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio/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.

(please see next page)

OTHER SPECIFIED USES (cont'd)

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

Planning Intention

This zone is primarily intended for the provision of cement plant.

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 GFA of 382,138m^2 and the maximum building height in terms of mPD as stipulated on the Plan, or the GFA and height of the existing building, whichever is the greater.

(b) In determining the maximum GFA 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 GFA/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.

(please see next page)

OTHER SPECIFIED USES (cont'd)

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

Planning Intention

This zone is primarily intended for the provision of gas off-take station.

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 building height in terms of number of storey(s) as stipulated on the Plan, or the height of the existing building, whichever is the greater.

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

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

(please see next page)

OTHER SPECIFIED USES (cont'd)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
For "Yacht Club, Boat Repairing and Commercial Facilities Associated with Marina Development" Only	
As Specified on the Plan	Government Use Place of Entertainment Place of Recreation, Sports or Culture Private Club (not elsewhere specified) School Utility Installation not Ancillary to the Specified Use

Planning Intention

This zone is primarily intended for the provision of yacht club, boat repairing and commercial facilities associated with marina development.

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 GFA of 4,800m^2 for commercial development, 4,800m^2 for boat repairing compound, and 4,400m^2 for yacht club, or the GFA of the existing building, whichever is the greater.

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

(c) In determining the maximum GFA 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.

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

(please see next page)

OTHER SPECIFIED USES (cont'd)

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

Planning Intention

This zone is primarily intended for the provision of resource recovery park with co-location of businesses (including the provision of goods and services) in reuse, recycling and composting, and related processing and manufacturing, with shared use of facilities. Resource recovery park includes businesses involving the use of recyclable materials from waste, clean technologies or renewable energy and provision of related products or services.

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 2.5 and a maximum building height of 35m, or the plot ratio and height of the existing building, 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/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.

(please see next page)

OTHER SPECIFIED USES (cont'd)

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

For "Container and Cargo Handling and Storage Area" Only

Cargo Handling and Forwarding Facility	Government Use
Container Storage/Repair Yard	Utility Installation not Ancillary to the Specified Use

Planning Intention

This zone is primarily intended to provide facilities for container and cargo handling and storage.

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 GFA of 8,000m^2 and the maximum building height in terms of mPD as stipulated on the Plan, or the GFA and height of the existing building, whichever is the greater.

(b) In determining the maximum GFA 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 GFA/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.

(please see next page)

OTHER SPECIFIED USES (cont'd)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
For All Other Sites (Not Listed Above)	
As Specified on the Plan	Government Use Private Club Utility Installation not Ancillary to the Specified Use

Planning Intention

This zone is intended primarily for the provision of various specific uses including Multi-storey Lorry/Car Park to include Commercial Use; Comprehensive Industrial Development with Ancillary Commercial and Community Facilities; Restaurant/Commercial Complex; ***and*** Light Rail Transit Terminus & Ferry Concourse with Commercial/Residential Development~~; and Supermarket, Restaurant and Other Commercial & Recreational Facilities~~.

Remarks

(a) On land designated "OU" annotated "Multi-storey Lorry/Car Park to include Commercial Use", "OU" annotated "Comprehensive Industrial Development with Ancillary Commercial and Community Facilities", ***and*** "OU" annotated "Restaurant/Commercial Complex", ~~and "OU" annotated "Supermarket, Restaurant and Other Commercial & Recreational Facilities",~~ 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 GFA specified below, or the GFA of the existing building, whichever is the greater:

Sub-area	Maximum GFA
"Multi-storey Lorry/Car Park to include Commercial Use"	47,414m^2
"Comprehensive Industrial Development with Ancillary Commercial and Community Facilities"	150,000m^2
"Restaurant/Commercial Complex"	2,308m^2
~~"Supermarket, Restaurant and Other Commercial & Recreational Facilities"~~	~~4,643m^2~~

(please see next page)

OTHER SPECIFIED USES (cont'd)

For All Other Sites (Not Listed Above) (cont'd)

Remarks (cont'd)

(b) On land designated "OU" annotated "Multi-storey Lorry/Car Park to include Commercial Use", "OU" annotated "Comprehensive Industrial Development with Ancillary Commercial and Community Facilities", ***and*** "OU" annotated "Restaurant/Commercial Complex", ~~and "OU" annotated "Supermarket, Restaurant and Other Commercial & Recreational Facilities",~~ in determining the maximum GFA 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) On land designated "OU" annotated "Multi-storey Lorry/Car Park to include Commercial Use", a total of not less than 325 public vehicle parking spaces shall be provided. In determining the maximum GFA for the purposes of paragraph (a) above, any floor space that is constructed or intended for use solely as public vehicle parking spaces should be included for calculation.

(d) On land designated "OU" annotated "Light Rail Transit Terminus & Ferry Concourse with Commercial/Residential Development", no new development for a domestic or non-domestic building shall exceed a maximum domestic plot ratio of 5 or a maximum non-domestic plot ratio of 9.5, as the case may be. For new development of a building that is partly domestic and partly non-domestic, the plot ratio for the domestic part of the building shall not exceed the product of the difference between the maximum non-domestic plot ratio of 9.5 and the actual non-domestic plot ratio proposed for the building and the maximum domestic plot ratio of 5 divided by the maximum non-domestic plot ratio of 9.5.

(e) On land designated "OU" annotated "Light Rail Transit Terminus & Ferry Concourse with Commercial/Residential Development", no addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the relevant maximum domestic and/or non-domestic plot ratio(s) stated in paragraph (d) above, or the domestic and/or non-domestic plot ratio(s) of the existing building, whichever is the greater, subject to, as applicable -

(i) the plot ratio(s) of the existing building shall apply only if any addition, alteration and/or modification to or redevelopment of an existing building is for the same type of building as the existing building, i.e. domestic, non-domestic, or partly domestic and partly non-domestic building; or

(ii) the maximum domestic and/or non-domestic plot ratio(s) stated in paragraph (d) above shall apply if any addition, alteration and/or modification to or redevelopment of an existing building is not for the same type of building as the existing building, i.e. domestic, non-domestic, or partly domestic and partly non-domestic building.

(please see next page)

OTHER SPECIFIED USES (cont'd)

For All Other Sites (Not Listed Above) (cont'd)

Remarks (cont'd)

(f) On land designated "OU" annotated "Light Rail Transit Terminus & Ferry Concourse with Commercial/Residential Development", in determining the maximum plot ratio for the purposes of paragraphs (d) and (e) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, or caretaker's quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded. In determining the maximum plot ratio for the purposes of paragraphs (d) and (e) above, any floor space that is constructed or intended for use solely as public transport interchange with an area of not more than 17,340m^2 as required by the Government, may also be disregarded.

(g) On land designated "OU" annotated "Multi-storey Lorry/Car Park to include Commercial Use", "OU" annotated "Comprehensive Industrial Development with Ancillary Commercial and Community Facilities" and "OU" annotated "Light Rail Transit Terminus & Ferry Concourse with Commercial/Residential Development", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building height in terms of mPD as stipulated on the Plan, or the height of the existing building, whichever is the greater.

(h) On land designated "OU" annotated "Restaurant/Commercial Complex" ~~and "OU" annotated "Supermarket, Restaurant and Other Commercial & Recreational Facilities"~~, no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building height in terms of number of storey(s) as stipulated on the Plan, or the height of the existing building, whichever is the greater.

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

(j) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the restrictions on plot ratio/GFA/building height and provision of public vehicle parking spaces as stated in paragraphs (a), (c), (d), (e), (g) and (h) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

GREEN BELT

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Agricultural Use Barbecue Spot 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 Cable Car Route and Terminal Building 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 Marina Marine Fuelling Station Petrol Filling Station Pier 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.

SITE OF SPECIAL SCIENTIFIC INTEREST

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Wild Animals Protection Area	Agricultural Use Field Study/Education/Visitor Centre Government Use Nature Reserve Nature Trail On Farm Domestic Structure Picnic Area Public Convenience Public Utility Installation Tent Camping Ground Utility Installation for Private Project

Planning Intention

The planning intention of this zone is to conserve and protect the features of special scientific interest such as rare or particular species of fauna and flora and their habitats, woodlands, or areas of ecological or botanical/biological interest which are designated as Site of Special Scientific Interest (SSSI). It intends to deter human activities or developments within the SSSI.

There is a general presumption against development in this zone. No developments are permitted unless they are needed to support the conservation of the features of special scientific interest in the SSSI, to maintain and protect the existing character of the SSSI, or for educational and research purposes.

Remarks

Any filling or excavation of land necessary 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 maintenance and repair works) shall not be undertaken or continued on or after the date of the publication in the Gazette of the notice of the draft Tuen Mun Outline Zoning Plan No. S/TM/25 without the permission from the Town Planning Board under section 16 of the Town Planning Ordinance.

~~APPROVED~~ ***DRAFT*** TUEN MUN OUTLINE ZONING PLAN NO. S/TM/31***A***

EXPLANATORY STATEMENT

EXPLANATORY STATEMENT

~~APPROVED~~ *DRAFT* TUEN MUN OUTLINE ZONING PLAN NO. S/TM/31*A*

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~~**APPROVED** *DRAFT*~~ **TUEN MUN OUTLINE ZONING PLAN NO. S/TM/31*A***

(Being a~~n 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*** Tuen Mun Outline Zoning Plan (OZP) No. S/TM/31***A***. It reflects the planning intention and objectives of the Town Planning Board (the Board) for the various land use zonings of the Plan.

2. AUTHORITY FOR THE PLAN AND PROCEDURE

2.1 On 21 August 1973, the Board was directed by the then Governor under section 3 of the Town Planning Ordinance (the Ordinance) to prepare a draft statutory plan for Tuen Mun New Town. Since the exhibition of the draft Tuen Mun OZP No. LTM/2 on 29 July 1983, the OZP had been amended several times and exhibited for public inspection under section 7 of the Ordinance.

2.2 On 16 August 1988, the then Governor in Council (G in C) approved the draft Tuen Mun OZP No. S/TM/6 under section 9(1)(a) of the Ordinance. On 24 October 1989, the then G in C referred the approved OZP No. S/TM/6 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. The OZP was subsequently amended and exhibited for public inspection under section 5 of the Ordinance.

2.3 On 21 January 1994, 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 extend the coverage of the Tuen Mun OZP. The OZP was subsequently amended and exhibited for public inspection under section 5 of the Ordinance.

2.4 On 27 May 1997, the then G in C, under section 9(1)(a) of the Ordinance, approved the draft Tuen Mun OZP, which was subsequently renumbered as Plan No. S/TM/9. On 7 October 1997, the Chief Executive in Council (CE in C) referred the approved OZP No. S/TM/9 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. The OZP was subsequently amended and exhibited for public inspection under section 5 of the Ordinance.

2.5 On 19 January 1999, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Tuen Mun OZP, which was subsequently renumbered as Plan No. S/TM/11. On 30 November 1999, the CE in C referred the approved OZP

No. S/TM/11 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. Since then, the OZP had been amended six times and exhibited for public inspection under section 5 or 7 of the Ordinance to reflect the changing circumstances.

2.6 On 30 September 2003, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Tuen Mun OZP, which was subsequently renumbered as S/TM/18. On 9 December 2003, the CE in C referred the approved Tuen Mun OZP No. S/TM/18 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. Since then, the OZP had been amended once under section 5 of the Ordinance to reflect the changing circumstances.

2.7 On 4 January 2005, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Tuen Mun OZP, which was subsequently renumbered as S/TM/20. ~~On 21 January 2005, the approved Tuen Mun OZP No. S/TM/20 was exhibited under section 9(5) of the Ordinance.~~

~~2.8~~ On 8 November 2005, the CE in C referred the approved Tuen Mun OZP No. S/TM/20 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. Since then, the OZP had been amended ***seven times*** and exhibited for public inspection ~~seven times~~ under section 5 or 7 of the Ordinance.

2.~~9~~***8*** On 3 May 2011, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Tuen Mun OZP, which was subsequently renumbered as S/TM/28. ~~On 20 May 2011, the approved Tuen Mun OZP No. S/TM/28 was exhibited for public inspection under section 9(5) of the Ordinance.~~

~~2.10~~ On 5 July 2011, the CE in C referred the approved Tuen Mun OZP No. S/TM/28 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 23 September 2011 under section 12(2) of the Ordinance.~~

2.~~11~~***9*** On 23 March 2012, the draft Tuen Mun OZP No. S/TM/29, incorporating amendments mainly on the rezoning of sites in Area 9 to the west of the West Rail Tuen Mun Station from "Industrial" ("I") to various "Comprehensive Development Area" zones for residential and commercial uses, "Commercial (1)", and "Other Specified Uses" ("OU") annotated "Business" zones taking reference to the Area Assessment 2009 of Industrial Land in the Territory (Area Assessment 2009); rezoning of sites in Areas 44 and 56 from "Government, Institution or Community" ("G/IC") to "Residential (Group A)" ("R(A)") and "Residential (Group B)" respectively; rezoning of a site in Area 41 from "Green Belt" to "G/IC"; incorporation of a proposed road in Area 54; and amendments to the Notes of the OZP, was exhibited for public inspection under section 5 of the Ordinance. During the two-month exhibition period, 19 representations were received. On 1 June 2012, the representations were published for public comments for three weeks, five comments were received. After giving consideration to the representations and comments on 17 August 2012, the Board decided not to propose any amendments to the draft OZP to meet the representations under section 6B(8) of the Ordinance.

2.~~12~~*10* On 6 August 2012, the Secretary for Development, under the delegated authority of the Chief Executive, directed the Board under section 3(1)(a) of the Ordinance to extend the planning scheme boundary of the Tuen Mun OZP to cover the Northern Landfall Reclamation Area of the Tuen Mun-Chek Lap Kok Link (TM-CLKL).

2.~~13~~*11* On 7 September 2012, the draft Tuen Mun OZP No. S/TM/30, incorporating amendments in relation to the designation of a site at the seafront of Area 40 as "OU" annotated "Container and Cargo Handling and Storage Area", and amendments in relation to the rezoning of two sites, which are embraced by the toll plaza of TM-CLKL in Area 46, to be shown as 'Road' was exhibited for public inspection under section 7 of the Ordinance. The Northern Landfall Reclamation Area and toll plaza in Areas 40 and 46 in relation to the TM-CLKL and its ancillary and related uses authorized by the CE in C under the Roads (Works, Use and Compensation) Ordinance (Chapter 370) on 18 October 2011 were shown on the Plan for information only. During the plan exhibition period, no representation was received.

2.~~14~~*12* On 12 March 2013, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Tuen Mun OZP, which was subsequently renumbered as S/TM/31. On 22 March 2013, the approved Tuen Mun OZP No. S/TM/31 ~~(the Plan)~~ was exhibited for public inspection under section 9(5) of the Ordinance.

2.13 On 29 October 2013, the CE in C referred the approved Tuen Mun OZP No. S/TM/31 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 8 November 2013 under section 12(2) of the Ordinance.

2.14 On _____2014, the draft Tuen Mun OZP No. S/TM/32 (the Plan), incorporating amendments mainly related to the rezoning of 14 sites for residential use, including four public housing developments in Tuen Mun North, two housing sites in the central Tuen Mun, and eight housing sites in Tuen Mun East, was exhibited for public inspection under section 5 of the Ordinance.

3. OBJECT OF THE PLAN

3.1 The object of the Plan is to indicate the broad land use zonings and major transport networks so that the development and redevelopment within the area can be put under statutory planning control.

3.2 The Plan is to illustrate only the broad principles of development. It is a small-scale plan and the transport alignments and boundaries between the land use zones may be subject to minor adjustments as detailed planning proceeds.

3.3 Since the Plan is to show broad land use zonings, there would be cases that small strips of land not intended for building development purposes and carry no development right under the lease, such as the areas restricted for garden, slope maintenance and access road purposes, are included in the residential zones.

The general principle is that such areas should not be taken into account in plot ratio and site coverage calculations. Development within residential zones should be restricted to building lots carrying development right in order to maintain the character and amenity of the Tuen Mun area and not to overload the road network in this area.

4. NOTES OF THE PLAN

4.1 Attached to the Plan is a set of Notes which shows the types of uses or developments which are always permitted within the 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), covering an area of about 2,260 ha, is located at the head of Castle Peak Bay in the North West New Territories (NWNT). It is bounded by the ridges of Castle Peak to the west, Lam Tei Interchange of Castle Peak Road to the north, and Tai Lam Country Park to the east. To the southeast, the Area extends to Siu Lam Interchange of Tuen Mun Road, while to the southwest, it extends to the power station at Tap Shek Kok. The boundary of the Area is shown in a heavy broken line on the Plan. For planning and reference purposes, the Area is sub-divided into a number of smaller planning areas as shown on the Plan.

5.2 The basic design concept of Tuen Mun New Town envisages a corridor of developments running north-south flanked by the foothills of Tai Lam to the east and the ridges of Castle Peak to the west. The urban core of the New Town, accommodating relatively high-density residential, industrial and commercial developments, is on flat land of the Tuen Mun valley floor and reclaimed land in Castle Peak Bay. On the lower slopes of the valley are relatively lower density developments forming a transition zone between the urban core and the rural hinterland.

5.3 To the southwest, land is reserved for the development of special industries. Existing developments include a river trade terminal, a power station, a cement plant, a steel mill and a resource recovery park. The Northern Landfall Reclamation Area of the TM-CLKL is adjoining the Tuen Mun River Trade Terminal. To the southeast is an area intended for low to medium density residential developments, marina and a number of beaches. Some of these developments have already been implemented whilst others are either under

planning or under construction.

6. POPULATION

According to the ~~2006~~***2011*** Population ~~By-~~Census, the population of the Area was about ~~477,000~~ ***454,050*** persons. The planned population of the Area would be about ~~567,000~~ ***543,500*** persons.

7. BUILDING HEIGHT RESTRICTIONS IN THE AREA

7.1 In order to provide better planning control on the development intensity and building height upon development/redevelopment, to address public demand for greater certainty and transparency in the statutory planning system, and to meet the growing community aspirations for a better living environment, a review of the Tuen Mun OZP has been taken ***in 2009*** with a view to incorporating appropriate building height restrictions for various development zones to guide future development/redevelopment. In the absence of building height control, tall buildings may proliferate at random locations and the scale may be out-of-context in the locality, resulting in negative impacts on the visual quality of the Area and may sometimes obstruct air ventilation. In order to prevent excessively tall or out-of-context buildings, to preserve some key urban design attributes (e.g. stepped building height from the waterfront and preservation of public view to the ridgelines) and to provide better control on the building heights of developments in the Area, building height restrictions are imposed for the development zones on the Plan.

7.2 There are in general three main building height bands – 85 metres above Principal Datum (mPD), 100mPD and 120mPD in the Area for the "Commercial" ("C"), "R(A)", and "I" – increasing progressively from the waterfront to the inland. According to Chapter 11 of the Hong Kong Planning Standards and Guidelines (HKPSG) on Urban Design Guidelines, developments should be highest in the central part of a new town and gradually descending down to medium to low-rise developments at the edges; and where appropriate, landmarks at the civic/commercial centres or focal points should be introduced. The West Rail Tuen Mun Station (the Station) site is centrally located in the Tuen Mun New Town and is the focal point. To reflect the character of the "R(A)4" site adjoining the Station, the highest height band of 156mPD is proposed for the site. Gradually descending height bands from the highest height band towards the fringe of Tuen Mun New Town are proposed. In general, the proposed building height bands help preserve views to the ridgelines, achieve a stepped height profile, and maintain visual permeability and wind penetration and circulation. To avoid monotonous townscape and to reflect the existing building height profile, height variations are proposed where appropriate.

7.3 ~~For the~~ ***The*** Tuen Mun East Area ***is a*** ~~where the~~ residential ***area with*** developments ***that*** are in general low to medium density in nature. ~~, building height restrictions are recommended so as to maintain the existing characters of~~

~~the area~~. The overall planning concept for the Tuen Mun East Area is to maintain a stepped building height profile which generally increases from low to high-density from So Kwun Wat in the east to the urban core in the west and to integrate the natural topography with the stepped profile from the sea towards the mountain. ***The building height restrictions are recommended so as to maintain the overall character of the area.***

7.4 Moreover, specific building height restrictions for the "G/IC" zones in terms of mPD or number of storey(s), which mainly reflect the existing and planned building heights of developments, have been incorporated into the Plan mainly to provide visual and spatial relief to the Area. The building height restrictions are specified in terms of mPD to provide certainty and clarity of the planning intention. On the other hand, building height control for low-rise developments, normally with a height of not more than 13 storeys, will be subject to restrictions in terms of number of storey(s) (excluding basement floor(s)) so as to allow more design flexibility, in particular for Government, institution or community (GIC) facilities with specific functional requirements, unless such developments fall within visually prominent locations and major breathing spaces.

7.5 Taking into account the nature of the existing/planned facilities/uses of the sites, the existing development intensity and their respective as-built conditions, and to cater for the wide variety of their operational needs and uses, building height restrictions in terms of mPD or number of storey(s) have been specified in the Notes or stipulated on the Plan for the respective "OU" zones.

7.6 ***In 2009,*** ~~A~~***a***n Expert Evaluation ~~(EE)~~ on air ventilation assessment ~~(AVA)~~ ***(AVA EE 2009)*** ~~has been~~***was*** undertaken to assess the ~~existing~~ wind environment ***of the Area*** and the likely impact of the proposed building heights of the development sites within the Area on the pedestrian wind environment. The building height restrictions ~~shown~~ ***stipulated*** on the Plan have taken the findings of the AVA ***EE 2009*** into consideration. ***For the purpose of assessing the air ventilation impact of zoning amendments for 14 sites for residential purpose with specific building height restrictions as well as other development parameters, another AVA EE was undertaken in 2014 (AVA EE 2014).***

7.7 In general, a minor relaxation clause in respect of building height restrictions is incorporated into the Notes of the Plan in order to provide ~~incentive~~ ***flexibility*** for developments/redevelopments with planning and design merits. Each planning application for minor relaxation of building height restriction will be considered on its own merits and the relevant criteria for consideration of such application are as follows:

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

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

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

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

(e) other factors, such as site constraints, need for tree preservation, innovative building design and planning merits that would bring about improvements to townscape and amenity of the locality, provided that no adverse landscape and visual impacts would be resulted from the innovative building design.

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

8. NON-BUILDING AREAS

8.1 ~~According to the findings of the AVA,~~ ***According to the findings of the AVA EEs,*** the prevailing annual wind ***in the Area mainly comes from the north-east, east and south-east, and summer wind mainly from southerly quarters including south-west, south and south-east. The annual prevailing wind*** ~~direction is north north-east which~~ blows ~~down~~ along major ***air*** ~~flow~~ paths ~~along~~ ***i.e.*** the Tuen Mun River Channel, Tuen Mun Road***, Hing Kwai Street,*** ~~and~~ Ming Kum Road***, Tsing Wun Road, Castle Peak Road (Lingnan, San Hui and Castle Peak Bay sections), Tsing Lun Road, Tsun Wen Road, Tsing Chung Koon Road, Tuen Mun Tang Siu Kin Sports Ground, Tuen Mun Heung Sze Wui Road and Wu King Road.*** ~~/Tsing Wun Road. Castle Peak Road and Tuen Mun Heung Sze Wui Road are also~~***These*** north-south ~~flow~~ ***air*** paths *also* serv~~e~~***e*** ~~ing~~ ***as corridors for*** the summer winds blowing north. Besides the north-south ~~flow~~ ***air*** paths, there are several east-west paths along ***Tsing Tin Road,*** Shek Pai Tau Road, Pui To Road***,*** ~~and~~ Wong Chu Road ***and Hoi Wing Road***. ***Air paths for downhill air movements including areas between Leung King Estate and Po Tin Estate have also been identified.*** These paths form the linkage between the north-south ~~flow~~ ***air*** paths and allow cross flow to bring winds to areas to the interior of the major ~~flow~~***air*** paths. The available winds for the Tuen Mun East and Tuen Mun West Areas should be adequate. ***Both the AVA EE 2009 and*** ~~T~~***t***he AVA ***EE 2014*** recommend~~s~~ ~~a few~~ strips of non-building areas (NBAs) for better penetration of the prevailing winds~~. and to enhance visual permeability within the dense built-up environment, as well as for enhancement of the visual quality of Tuen Mun New Town and pedestrian linkage.~~ ***In addition to*** NBAs***, the AVA EEs also recommend other effective measures, such as incorporation of breezeways, air paths, open space, lower podium height, minimization of podia, greater building separations and permeability, lower building height for buildings with wide façade facing prevailing wind directions, varied building heights stepping towards the north and avoidance of blockage of breezeway through suitable positioning of building towers and podiums to be applied in addressing potential air ventilation impact. These*** NBAs ***and measures would also enhance visual***

permeability within the dense built-up environment, as well as for enhancement of the visual quality of Tuen Mun New Town and pedestrian linkage.

8.2 Taking into account the findings of the AVA ***EEs*** and other relevant factors, such as site constraints and impacts on development/redevelopment potential, ~~non-building areas (~~NBA***s***~~)~~ are proposed on the Plan as follows:

(a) two 15m-wide strips of land along the two sides of Tuen Mun Heung Sze Wui Road section between Hoi Wing Road and Tuen Hing Road. The NBAs together with Tuen Mun Heung Sze Wui Road and the existing open spaces form an about 800m breezeway from the waterfront area to the Town Park through the high-density/high-rise urban environment. They allow preservation of the existing visual corridor and creation of a landscape avenue along this important central spine of the new town;

(b) a 10m-wide strip of land along the promenade at the western edge of Yau Oi Estate to enhance the linkage between future points of interest (for examples west bank of Tuen Mun River at Area 33, a proposed sports ground at Area 16 to the south, and the Town Park in the north);

(c) two 16m-wide strips of land, one along the eastern boundary of Tuen Mun Industrial Centre abutting Pui To Road and another along the eastern boundary of Vitasoy Distribution Centre abutting Ho Tin Street. They facilitate a north-south running air path along Hung Cheung Road and Kin On Street within the industrial area at Areas 9 and 12 for better air penetration to downstream areas;

(d) a 26m-wide strip of land along the southern end of Goodview Industrial Building located at the western junction of Ho Tin Street / Kin Fat Street and a 14m-wide corner splay of Koon Wah Mirror Factory (6th) Industrial Building at the eastern junction of Ho Ting Street and Kin Fat Street. They form integral parts of the east-west ~~flow~~ ***air*** path linking Tuen Mun River Channel and Ming Kum Road that help to distribute the flow to interior areas;~~ and~~

(e) a 10m-wide strip of land from the southern boundary of three industrial sites (i.e. Tin's Centre Block 9, Yee Wah Industrial Building and Yau Tak Industrial Building) facing the Tin Hau Temple to introduce a suitable setting for the low-rise Tin Hau Temple and the proposed Tin Hau Square, and avoid a tall solid wall in front of the square***;***~~.~~

(f) ***a 20m-wide strip of land along the existing estate road of Leung King Estate at the south-western boundary of the proposed public housing development at Area 29 to serve as an air path for the downhill air movements;***

(g) ***a 15m-wide strip of land to align with Hang Kwai Street air path and coincide with the existing footpath within the site at the junction of Hoi Wong Road and Hoi Wing Road at Area 16 to facilitate wind penetration***

to areas east and west of the site;

(h) ***a 20m-wide strip of land at the northern boundary of the site north of Pok Oi Hospital Mrs. Cheng Yam On Millennium School at Area 56 to facilitate the penetration of winds to the downstream areas;***

(i) ***a 20m-wide strip of land within the site to the south-west of Kwun Chui Road and Avignon at Area 56 to facilitate the penetration of winds; and***

(j) ***a 20m-wide strip of land within the site on Kwun Chui Road opposite Avignon at Area 56 to facilitate the penetration of winds to the north.***

8.3 The above NBAs should be taken into account upon future ***development/***redevelopment of the sites. The NBA requirements will not apply to underground developments and existing buildings. Moreover, a minor relaxation clause has been incorporated in the Notes of the relevant zones to allow minor relaxation of the stated non-building area restrictions as shown on the Plan under exceptional circumstances.

8.4 Also, air paths should be preserved within large sites and potential development sites at critical air path, for example the "R(A)" sites in Area 54, ***and*** the development sites in Tuen Mun East Area ~~and Area 29~~. For Area 54, sufficient gaps between building towers should be provided to facilitate wind flow at a north to south direction. ***In the AVA EE 2014, the air ventilation impact of the housing sites to the west of Kei Lun Wai and north of Hing Fu Street has already been assessed. It is concluded that subject to the minimisation of podium and building separation requirements in accordance with the Sustainable Building Design (SBD) Guidelines (APP-152) be adopted, future developments at these sites will not impose significant air ventilation on the surrounding areas and designation of air paths are not required.*** ~~T~~***For the other sites in Area 54, t***he exact alignment, disposition and width of the gaps should be considered under the detailed AVA prepared for the future developments on these sites. Similarly, to minimi~~z~~***s***e the impact of the future developments on the air environment in the Tuen Mun East Area, as suggested in the AVA EE***s*** ~~report~~, buildings should be built with adequate spacing gaps and the development complexes should be spaced apart and avoid forming long and continuous building groups. ~~For a strip of land at Area 29 between Leung King Estate and Po Tin Estate which serves as a breezeway bringing down the wind from the slope eastwards, future developments should not inter-connect with each other or with existing developments to avoid forming long and continuous rows of buildings blocking the katabatic winds blowing down the slopes.~~

8.5 In addition to NBAs on the Plan, the AVA EE 2014 recommends NBAs for four housing sites at the junction of Hin Fat Lane and Castle Peak Road – Castle Peak Bay in Area 39 (zoned "R(A)22"), the Ex-Perwone Barracks near Kwun Tsing Road (zoned "R(B)14" and "R(B)15") and the Ex-Gordon Hard Camp site in Area 48 (zoned "R(B)"). Recommendations are made on the general directions and widths of the NBAs but no fixed designation is proposed in order to allow for design flexibility. The requirement of the NBA

for the site at Hin Fat Lane will be incorporated in the lease/planning brief. Having regard to the location, size and development intensity of the other three sites, future developers are required to undertake quantitative AVAs at the detailed design stage to identify the NBAs and other enhancement measures and to ascertain their effectiveness. Such requirements will also be incorporated in the lease.

8.6 The AVA EE 2014 also recommends that in future developments including those proposed with NBAs, minimization of podium and fulfilment of building separation requirements in accordance with the Sustainable Building Design (SBD) Guidelines (APP-152) would also be required.

~~8.5 In addition to NBA, according to the AVA EE Study, future developers are encouraged to adopt design measures that could minimize negative air ventilation impact. These include, inter alia, lower podium height, greater permeability of podium, wider gap between buildings, lower building height for buildings with wide façade facing prevailing wind directions, varied building heights stepping towards the north and avoidance of blockage of breezeway through suitable positioning of building towers and podiums.~~

9. LAND USE ZONINGS

9.1 Commercial ("C") Total Area: ~~1.02~~ ***1.10*** 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 serving the immediate neighbourhood. A site located at the junction of Tuen Mun Road and Tuen Hing Road has been developed into a retail/office complex with a public car park known as Tuen Mun Parklane Square.

9.1.2 Development in this zone is subject to a maximum gross floor area (GFA) of 40,000m^2 as stipulated in the Notes of the Plan or the GFA of the existing building, whichever is the greater. A total of not less than 300 public car parking spaces shall be provided and any floor space that is constructed or intended for use solely as public car parking spaces shall be included for GFA calculation.

9.1.3 Development within the "C" zone is subject to building height restrictions of 30mPD and 85mPD for the northern and southern portions respectively as stipulated on the Plan, or the height of the existing building, whichever is the greater. The variation in building profile is specified for the sake of compatibility with the existing building height of surrounding developments with low-rise GIC developments to its north and relatively high-rise residential developments to its south on the other side of Tuen Hing Road.

9.1.4 The ***two*** ~~sub-area~~"C(1)" ***zones*** ~~is~~***are*** at Kin Fung Circuit adjacent to the current industrial area in Area 9 and the West Rail Tuen Mun Station ***and***

San On Street in Area 12. Development***s*** in ~~this~~***these two*** sub-zone***s*** ~~is~~***are*** subject to a maximum plot ratio of 9.5 and maximum building height of 100mPD ***and 85mPD respectively***, or the plot ratio and building height of the existing building, whichever is the greater. 'Flat' use has been included in the Column 2 of the Notes of the "C(1)" zone only to provide flexibility if the future development could suitably address the industrial/residential interface problem. Non-domestic development will be subject to the maximum plot ratio of 9.5 as stipulated in the Notes but the development intensity of any mixed development involving residential element will be subject to the maximum permissible level of 5/9.5 for domestic/non-domestic uses generally applicable to the New Town.

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

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

9.1.7 However, for any existing building with GFA/plot ratio already exceeding the GFA/plot ratio restrictions as shown on the Notes of the Plan, there is a general presumption against such application for minor relaxation except under exceptional circumstances.

9.1.8 Minor relaxation of the building height restrictions may be considered by the Board on application under section 16 of the Ordinance. The criteria given in paragraph 7.7 above would be relevant for assessment for minor relaxation of building height restrictions. Each application for minor relaxation of building height restrictions will be considered on its individual merits.

9.1.9 Minor relaxation of the restriction on provision of public car parking spaces may be considered by the Board on application. Each application will be considered on its own merits.

9.2 Comprehensive Development Area ("CDA") Total Area: ~~27.23~~ ***25.44*** 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, to serve the residential neighbourhood. 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. Pursuant to sections 4A(1) and 4A(2) of the Ordinance, any development/redevelopment within the "CDA" zone would require the approval of the Board through planning application under section 16 of the

Ordinance. Except as otherwise expressly provided that it is not required by the Board, the applicant should prepare a Master Layout Plan (MLP) together with information specified in the Notes of the Plan for approval by the Board. The intention is to ensure that the development/ redevelopment within the zone would be designed in a comprehensive manner taking into account various planning considerations such as environmental quality, land use compatibility, infrastructure provision as well as traffic and phasing requirements. Pursuant to section 4A(3) of the Ordinance, a copy of the approved MLP shall be made available for public inspection.

9.2.2 ~~Seven~~ ***Six*** "CDA" zones have been earmarked on the Plan. They are located in Areas 9, ~~52,~~ 55, 56 and 59. These "CDA" zones are identified for comprehensive development in view of environmental and infrastructure considerations.

9.2.3 The "CDA(1)" zone in Area 9 is at the fringe of an industrial area and has good accessibility as it is adjacent to West Rail Tuen Mun Station to the east. The zone is now mainly occupied by a bus depot which has ceased operation, an industrial building and a public toilet. It is intended that the zone would be redeveloped mainly for residential use with some retail and GIC facilities. Development or redevelopment is subject to a maximum domestic plot ratio of 5 or a maximum non-domestic plot ratio of 9.5, and a maximum building height of 100mPD. Development in the subject "CDA(1)" zone, would require the submission of a master layout plan together with assessments on various aspects including, among others, traffic, environment, infrastructure as well as a development programme for the consideration and approval of the Board under section 16 of the Ordinance. As the site is separated by public road and is adjacent to the river bank and the West Rail Tuen Mun Station, the design concept of the "CDA" development should include integration within the zone, the adjacent developments and across the river, and environmental mitigation measure where appropriate. Opportunity for provisions of public vehicle park and shopping arcade in the development could be explored. The proposed "CDA(1)" zone includes an existing public toilet and ancillary facilities which provides services to the visitors to the adjacent Ho Tin LRT Station and West Rail Tuen Mun Station, sitting out area and riverside cycle track and amenity area. It is considered appropriate to include in-situ reprovisioning of the facilities upon redevelopment. To cater for the need of the residents of the subject proposed residential development, provisions of a kindergarten in the development may be required. A planning brief will be prepared to provide further details on the design concept as well as requirements for various facilities.

9.2.4 The "CDA(2)" zones in Area 9 near Kin Tai Street and Kin On Street are intended for comprehensive redevelopment for commercial use. The sites are currently occupied by the KMB bus depot and Overhaul Centre. It is intended that the sites would be redeveloped for commercial use. Development or redevelopment in these zones is subject to a maximum plot ratio of 9.5 and a maximum building height of 100mPD. The master

layout plan together with relevant technical assessments and information including development programme should be submitted to the Board for consideration under section 16 of the Ordinance. Control on the design of these two sites is considered important to create a more functional, interesting and aesthetically pleasing town core. Planning briefs will be prepared to guide the development. While it is the planning intention to relocate the bus depots to redevelop the sites primarily for commercial use in the long term, 'bus depot' and 'flat' uses are included as Column 2 use under the "CDA(2)" zones in order to cater for alterations of the existing bus depot prior to its relocation and to provide flexibility if the future development could suitably address the industrial/residential interface problems. Non-domestic development will be subject to the maximum plot ratio of 9.5 as stipulated in the Notes but the development intensity of any mixed development involving residential element will be subject to the maximum permissible level of 5/9.5 for domestic/non-domestic uses generally applicable to the New Town.

~~9.2.5 The "CDA" in Area 52 north of Lingnan University is intended to be developed for a medium-density residential development. The maximum plot ratio and site coverage for the proposed development in this "CDA" have been specified in the Notes. The site is subject to a building height restriction of 106mPD as stipulated on the Plan. Buildings within this "CDA" zone should adopt a stepped height design concept (with height variations from 70mPD to 106mPD) to effect a visual gradation from the high-rise public rental housing (PRH) development (Fu Tai Estate) to the north to the low-rise Lingnan University main campus to the south.~~

~~9.2.6~~ ***9.2.5*** The "CDA" in Area 55 which is to the north of Peridot Court in Area 58 is at present occupied by container storage yards. The "CDA" in Area 56 near to So Kwun Wat Village ~~is~~ ***has been*** partly ***completed.*** ~~occupied by a container storage yard and partly under construction.~~ The "CDA" zoning is intended to provide incentive for comprehensive redevelopment of the sites to residential use to improve the general environment. The maximum plot ratio, site coverage and building height for individual sites have been specified in the Notes.

~~9.2.7~~ ***9.2.6*** The "CDA" in Area 59, which is the disused desalination plant site, is Government land and is mainly occupied by temporary uses. It is intended for comprehensive redevelopment for residential use when the site is available for development. Development within this "CDA" site is subject to a maximum building height of 41mPD as stipulated on the Plan and a plot ratio of 1.3 as specified in the Notes. Notwithstanding the building height restriction, a "stepped height" building height profile is encouraged for urban design and air ventilation purposes, with building heights descending from the highest of 41mPD to 26mPD towards the waterfront. A planning brief will be prepared to set out the requirement in further detail. Consideration should be given to air ventilation and visual impacts in the formulation of development proposals at this site. Moreover, provision of commercial facilities to serve the local community is encouraged.

~~9.2.8~~ ***9.2.7*** Developments and redevelopments within this zone are subject to building height restrictions as shown in the Notes of the Plan and/or stipulated on the Plan. Minor relaxation of the building height restrictions may be considered by the Board on application under section 16 of the Ordinance. The criteria given in paragraph 7.7 above would be relevant for assessment for minor relaxation of building height restrictions. Each application for minor relaxation of building height restrictions will be considered on its individual merits.

~~9.2.9~~ ***9.2.8*** To provide flexibility for innovative design adapted to the characteristics of particular sites, minor relaxation of the plot ratio/site coverage restrictions may be considered by the Board through the planning permission system. Each proposal will be considered on its individual merits.

9.3 Residential (Group A) ("R(A)") Total Area: ~~261.07~~***265.82*** ha

9.3.1 Land zoned "R(A)" is intended primarily for high-density residential developments. Commercial uses are always permitted on the lowest three floors of a building or in the purpose-designed non-residential portion of an existing building. Commercial uses on any floors above the lowest three floors or outside the purpose-designed non-residential portion will require planning permission from the Board.

9.3.2 Sites zoned "R(A)" are mainly found in the urban core on the valley floor and reclaimed land to the west of Castle Peak Bay, and are intended for public and private residential use. ***The "R(A)21" zone to the northeast of Leung King Estate in Area 29, "R(A)23" zone to the north-east of Shan King Estate in Area 2, "R(A)24" zone to the west of Kei Lun Wai and "R(A)25" zone to the north of Hing Fu Street in Area 54 are intended for public housing developments.***

9.3.3 The major existing PRH estates include Leung King Estate, Tin King Estate, Kin Sang Estate, Tai Hing Estate, Shan King Estate, On Ting Estate, Sam Shing Estate, Wu King Estate, Yau Oi Estate, Butterfly Estate, Fu Tai Estate***,*** ~~and~~ Po Tin Estate ***and Lung Yat Estate***. Also included in this zone are several completed Home Ownership Scheme (HOS) and Private Sector Participation Scheme (PSPS) estates. They are Yuet Wu Villa, Siu Kwai Court, Siu Lun Court, Siu Hin Court, Siu On Court, San Wai Court, Siu Shan Court, Siu Hei Court, Siu Pong Court, Siu Lung Court, Siu Hong Court, Prime View Garden, Affluence Garden, Tsui Ning Garden, Melody Garden, Chi Lok Fa Yuen, Kingston Terrace, Glorious Garden and Lung Mun Oasis. The planned PRHs are located in Areas~~18~~ 2, ***29,*** and 54. A wide range of facilities such as primary and secondary schools, community halls, children and youth centres, elderly centres and local open space are also provided within these estates to serve the residents.

9.3.4 Other existing/proposed private residential developments are located in

Areas 2, 4, 5, 9, 10, 11, 16, 28, 37, ***39,*** 44, and 54.

9.3.5 Developments or redevelopments in areas zoned "R(A)"**,** ~~and~~ "R(A)1", ***and "R(A)24"***are subject to a maximum domestic plot ratio of 5 or a maximum non-domestic plot ratio of 9.5, or the plot ratio of the existing building, whichever is the greater as stipulated in the Notes of the Plan. ***Developments or redevelopments in area zoned "R(A)21" is subject to a maximum domestic plot ratio of 6 and a maximum non-domestic plot ratio of 2 for provision of GIC facilities as required by the Government, including community health centre, social welfare and community facilities or the plot ratio of the existing building, whichever is the greater. Developments or redevelopments in areas zoned "R(A)22" and "R(A)23" are subject to a maximum domestic plot ratio of 6 or a maximum non-domestic plot ratio of 9.5, or the plot ratio of the existing building, whichever is the greater. Developments or redevelopments in area zoned "R(A)25" is subject to a maximum domestic plot ratio of 5 and a maximum non-domestic plot ratio of 0.4 for provision of GIC facilities as required by the Government, including a neighbourhood elderly centre and an integrated children and youth services centre, or the plot ratio of the existing building, whichever is the greater.*** The stipulated ~~maximum~~ plot ratio ***restriction*** is the maximum only. All public housing estates are also governed by planning briefs. Any plot ratio must be supported by relevant assessment on the infrastructural implications, e.g. traffic impact assessment, drainage impact assessment and sewage impact assessment.

9.3.6 Two sites occupied by Chelsea Heights and the ~~proposed~~ student hostel of Lingnan University are zoned "R(A)2" and "R(A)3" respectively. The "R(A)2" site is subject to the maximum domestic GFA of 101,400m^2 and non-domestic GFA of 10,800m^2, and the "R(A)3" site is subject to a maximum GFA of 18,160m^2. They are subject to the aforesaid maximum GFA restrictions or the GFA of the existing building, whichever is the greater.

9.3.7 The eight sites in the Town Centre including the ~~proposed~~ Tuen Mun West Rail Station development, Tuen Mun Town Plaza Blocks 3 to 7, Tuen Mun Town Plaza Block 8, Tuen Mun Town Plaza Blocks 1 to 2, Kam Wah Garden, The Trend Plaza, New Town Mansion, and Waldorf Garden are zoned "R(A)4"~~, "R(A)5", "R(A)6", "R(A)7", "R(A)8", "R(A)9", "R(A)10", and~~ ***to*** "R(A)11" respectively. They are subject to maximum GFA restrictions as stipulated in the Notes of the Plan or the GFA of the existing building, whichever is the greater. In order to ensure that essential commercial floorspace would be provided to serve the function of the town centre, non-domestic GFA restriction is specified. Their GFA restrictions are as follows:

Zoning	Maximum Domestic GFA (m^2)	Maximum Non-domestic GFA (m^2)
"R(A)4"	119,512	25,000
"R(A)5"	58,800	96,500

"R(A)6"	14,650	8,030
"R(A)7"	17,125	11,933
"R(A)8"	19,892	7,163
"R(A)9"	52,711	20,695
"R(A)10"	17,560	7,006
"R(A)11"	53,400	13,030

9.3.8 On land designated "R(A)4", the GFA of ~~a proposed~~ ***the*** public transport interchange as required by the Government, i.e. an area of not more than 10,648m^2, is also stipulated in the Notes.

9.3.9 The nine sites occupied by ***existing*** HOS/PSPS developments, i.e. Prime View Garden, Siu On Court, Siu Lun Court, Glorious Garden, Melody Garden, Siu Shan Court, Siu Hei Court, Chi Lok Fa Yuen and Siu Hong Court are zoned "R(A)12"~~, "R(A)13", "R(A)14", "R(A)15", "R(A)16", "R(A)17", "R(A)18", "R(A)19" and~~ ***to*** "R(A)20" respectively. They are subject to the maximum GFA restrictions as stipulated in the Notes of the Plan or the GFA of the existing building, whichever is the greater.

Zoning	Maximum Domestic GFA (m^2)	Maximum Non-domestic GFA (m^2)
"R(A)12"	70,380	2,750
"R(A)13"	73,842	1,718
"R(A)14"	245,700	2,250
"R(A)15"	178,930	3,886
"R(A)16"	155,908	7,770
"R(A)17"	116,064	-
"R(A)18"	129,540	4,467
"R(A)19"	54,395	5,750
"R(A)20"	235,815	7,365

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

9.3.11 To provide flexibility for innovative design adapted to the characteristics of particular sites, minor relaxation of the plot ratio/GFA restriction may be considered by the Board through the planning permission system. Each proposal will be considered on its individual merits.

9.3.12 However, for any existing building with plot ratio/GFA already exceeding the plot ratio/GFA restrictions as shown on the Notes of the Plan, there is a general presumption against such application for minor relaxation except under exceptional circumstances.

9.3.13 Developments and redevelopments within the "R(A)" and its sub-areas are restricted to maximum building height ***ranging from*** ~~of~~ 85mPD~~,~~ ***to***

~~100mPD, 120mPD and~~ 156mPD as shown on the Plan according to the overall building height concept of the Area as specified in paragraph 7.2.

9.3.14 For the proposed residential developments in the "R(A)" zone in Area 54 immediately to the north of the Government Farm, a variation in building height profile in the range of 90mPD to 120mPD is encouraged to avoid a monotonous built-form on this large site. Consideration should also be given to air ventilation and visual impacts in the formulation of development proposals at this location. To facilitate better air penetration to the downstream area, the AVA ***EE 2009*** has recommended that sufficient gaps between building towers should be provided to facilitate wind paths at a north to south direction. For any developments on the "R(A)" sites in Area 54, ***except for the public housing sites zoned "R(A)24" to the west of Kei Lun Wai and "R(A)25" to the north of Hing Fu Street of which the air ventilation impact has already been assessed under the AVA EE 2014,*** detailed AVA should be prepared to consider the exact alignment, width, and elevation of the non-building areas across the subject sites for the future development of the sites. ***For "R(A)22" site at Hin Fat Lane, according to the AVA EE 2014, one 20m wide NBA is recommended to facilitate the penetration of prevailing wind and downhill air movement from the east serving the areas to the west of the site. Such NBA should run perpendicular to Castle Peak Road – Castle Peak Bay. Nevertheless, no fixed alignment is necessary at this planning stage as the site is relatively open to downhill wind along its northeast boundary. The location of the NBA could be determined during the detailed design stage for allowing design flexibility of the future development. To take forward the recommendation of the AVA EE 2014, the requirement for a 20m wide NBA will be incorporated into the lease or planning brief. Besides, to mitigate the potential air impact arising from Castle Peak Road – Castle Peak Bay Section, an environmental buffer of 10m from Castle Peak Road is required.***

9.3.15 For sites zoned "R(A)1", a "two-tier building height system" of 85mPD and 100mPD is imposed for the "R(A)1" sites at Area 10 to the west of Tuen Mun Road to reflect the descending height profile. As the lots are small in size, a higher height band of 100mPD is allowed for sites with an area of not less than 400m^2 to encourage amalgamation of sites and avoid pencil-like buildings.

9.3.16 Developments and redevelopments within the "R(A)" and its sub-areas are subject to building height restrictions as stipulated on the Plan or the height of the existing building, whichever is the greater. Minor relaxation of the building height restrictions may be considered by the Board on application under section 16 of the Ordinance. The criteria given in paragraph 7.7 above would be relevant for assessment for minor relaxation of building height restrictions. Each application for minor relaxation of building height restriction will be considered on its individual merits.

9.3.17 Application for minor relaxation of the building height restriction of 100mPD under "R(A)1" zone is not allowed.

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

9.4 Residential (Group B) ("R(B)") Total Area: ~~*126.99*~~***139.20*** ha

9.4.1 Sites under this zoning are mainly located at the periphery of the New Town and are intended primarily for medium-density residential developments where commercial uses serving the residential neighbourhood may be permitted on application to the Board. ***To cater for the shopping needs arising from the population increase in Tuen Mun East, some commercial uses are permitted on land designated "R(B)14" and "R(B)19".***

9.4.2 Pearl Island Villas, Beaulieu Peninsula, Monte Carlo Villas, Spring Seaview Terrace, Surfside, and the Blessing Villa in Area 57, the Aegean, Villa Sapphire, Aqua Blue, Tuen Mun Town Lot (TMTL) 449, the Hillgrove and Peridot Court in Area 58 and various sites within Areas 48, 55, 56 and 59 are zoned "R(B)". The maximum plot ratio of 1.3 is specified in the Notes and the respective building height restrictions in terms of number of storey(s) (excluding basement floor(s)) are stipulated on the Plan.

9.4.3 ~~A "R(B)" site in Area 56 is subject to a building height restriction of 10 storeys excluding basement floor(s). Consideration should be given to air ventilation and visual impacts in the formulation of development proposals at this site. Commercial uses serving the local community is encouraged and may be permitted on application to the Board.~~***The "R(B)" site adjacent to the Cafeteria Old Beach in Area 48 is subject to a maximum building height restriction of 6 storeys (excluding basement floor(s)). A landscape buffer along the beach frontage should be incorporated into the design of this site. According to the AVA EE 2014, a NBA of at least 15m-wide is recommended within this site to align with the proposed building gap for Chu Hai College of Higher Education to its north. Due to its waterfront location and long lot frontage, NBA(s) within this site are important to facilitate sea and land breezes penetration. Future developer of this site is required to undertake a quantitative AVA at the detailed design stage to identify the NBA(s) and other enhancement measures and to ascertain their effectiveness. The NBA(s) will also serve as visual corridors, allowing visual penetration towards the mountains of Tai Lam Country Park. To take forward the recommendation of the AVA EE 2014, the requirements for NBA and a quantitative AVA will be incorporated into the lease.***

~~9.4.4 Two "R(B)" sites are planned at a higher level at So Kwun Wat Road and~~

~~subject to a maximum building height restrictions of 6 storeys (excluding basement floor(s)).~~

9.4.~~5~~*4* For a "R(B)" site located near Siu Lam Interchange in Area 59, according to the archaeological investigations conducted for this site, archaeological deposits were identified in the northern part of the site. In order to preserve the archaeological deposits in-situ, no excavation should be carried out on the northern part of the site unless with agreement of Antiquities and Monuments Office (AMO) ***of Leisure and Cultural Services Department (LCSD)***.

9.4.~~6~~*5* Two former military sites in Areas 48 and 58 are zoned "R(B)1" and "R(B)3" respectively for residential development. The maximum plot ratio/GFA/site coverage/building height for individual sites have been specified in the Notes and/or stipulated on the Plan. To create a "stepped height" profile and to improve local air ventilation, the western part of the "R(B)1" site is restricted to a maximum of 85mPD and its eastern part is restricted to 70mPD. The latter is also to safeguard vista from MacLehose Trail located to its north. Consideration should be given to air ventilation and visual impacts in the formulation of development proposals at this site.

9.4.~~7~~*6* ***A site in Area 20 and two sites at Area 56 are zoned "R(B)2". These developments are subject to a maximum plot ratio of 3.6 and the building height restrictions of 80mPD and 90mPD as stipulated on the Plan. The "R(B)2" site at So Kwun Wat Road to the west of Pok Oi Hospital Mrs. Cheng Yam On Millennium School is subject to a maximum building height of 90mPD which is close to the Airport Height Restriction (AHR) of around 97mPD. All structures, including roof-top structures of the development, should not exceed AHR.***

9.4.7 The Dragon Inn Court in Area 20 which was redeveloped into residential and restaurant uses is zoned as "R(B)4". The maximum GFA and building height for respective lots of the site, reflecting the existing and permitted development intensity, have been specified in the Notes.

9.4.8 Aegean Coast in Area 55 at So Kwun Wat Road which has been developed into a comprehensive commercial and residential development with kindergarten use is zoned as "R(B)5". The maximum GFA, site coverage and building height for the lot, reflecting the existing and permitted development intensity, have been specified in the Notes.

9.4.9 Five sites including Tuen Mun Court, Elegant Villa, Faraday House, Tsing Yung Terrace and Seaview Garden in Area 20 are zoned "R(B)6". A site south of Tsing Yung Terrace and northwest of Seaview Garden is zoned "R(B)7". ***Most***~~The~~ sites in Area 20 to the north of Castle Peak Road-Castle Peak Bay are zoned "R(B)8". The sites to the south of Castle Peak Road-Castle Peak Bay at the waterfront location are zoned "R(B)9". The maximum plot ratio and building height restrictions for development within the four sub-areas are stipulated under the Notes of

the Plan.

9.4.10 Sites at the northern and eastern fringes of the Tuen Mun New Town occupied by Grandeur Garden, Noble Place and Elegance Garden in Area 4, Parkland Villas and Napa Valley in Area 52, Villa Tiara and various sites in Area 23, and Hoi Tak Gardens, Kam Fai Garden, Harvest Garden, Alpine Garden and Handsome Court in Area 39 are zoned "R(B)10". A maximum plot ratio of 3.3 is specified in the Notes and the respective building height restrictions are stipulated on the Plan.

9.4.11 The South Hillcrest in Area 52 and Marina Garden and Miami Beach Towers in Area 44, zoned as "R(B)11", are subject to a maximum plot ratio of 3 as specified in the Notes and the respective building height restrictions as stipulated on the Plan.

9.4.12 The hotel and residential development in Hong Kong Gold Coast in Area 57, zoned "R(B)12", is subject to a maximum GFA restriction of 230,522m^2 as specified in the Notes and building height restrictions as stipulated on the Plan.

9.4.13 Low-rise residential developments at the waterfront area to the south of Castle Peak Road – So Kwun Wat in Area 59 are zoned "R(B)13" and are subject to a maximum plot ratio of 1 as specified in the Notes and building height restriction of 3 storeys (excluding basement floor(s)) as stipulated on the Plan.

9.4.14 ***The two sites at the Ex-Perwone Barracks near Kwun Tsing Road in Area 48 are zoned "R(B)14" and "R(B)15" for residential developments with a proposed public road between them. The "R(B)14" site is subject to a maximum domestic GFA of 87,000m^2 and a maximum non-domestic of 2,000m^2 for commercial uses. To create a stepped height profile, the northern part of the "R(B)14" site is restricted to a maximum of 85mPD and its southern part is restricted to 70mPD as stipulated on the Plan. The "R(B)15" site is subject to a maximum GFA of 69,780m^2 and building height restriction of 70mPD as stipulated on the Plan. Further, there are valuable mature trees found in the "R(B)14" and "R(B)15" sites. These mature trees should be preserved and protected throughout the development process as far as possible. Considering the large size of the two adjoining sites and the potential air ventilation impacts on the neighbouring areas, careful design of the building layout and air corridors within the sites is essential. Future developments on these two sites are required to provide sufficient building separations and open space at grade to break up the long frontages of the site for facilitating prevailing wind penetration. It is recommended in the AVA EE 2014 that NBA(s) of at least 15m wide, in more or less north-south direction, should be provided for each site, and NBA(s) of at least 15m wide along the west-southwest and east-northeast direction should also be provided across both sites, which should be connected with each other to facilitate prevailing wind penetration through the whole area to serve***

the village type development to the east and other areas to the west further downstream. Developers of these sites are required to carry out quantitative AVAs at the detailed design stage to identify NBAs and other enhancement measures and to ascertain their effectiveness. These NBAs will also serve as visual corridors through the large sites towards important visual resources of Tai Lam Country Park and the sea. Their alignments should be coordinated with the location of valuable trees and visual corridors, where possible. To take forward the recommendations of the AVA EE 2014, the requirements for NBA and a quantitative AVA will be incorporated in the lease. The Kesarbahadur Hall within the "R(B)14" site is of heritage value and would be preserved and and revitalised as part of the development. AMO of LCSD should be consulted on development/redevelopment of the sites. The So Kwun Wat Perwone Barracks Site of Archaeological Interest is situated within the two sites. Prior consultation with the AMO should be made if any development would affect the site of archaeological interest. If disturbance of the archaeological interest or other areas of archaeological potential is unavoidable, a detailed Archaeological Impact Assessment (AIA) conducted by a qualified archaeologist is required. The archaeologist shall apply for a licence to conduct the AIA under the Antiquities and Monuments Ordinance (Cap. 53).

9.4.15 The existing Beneville with an adjoining site at Tuen Kwai Road in Area 52 is zoned "R(B)16". The development is subject to a maximum plot ratio of 3, a maximum site coverage of 30% and a maximum building height of 106mPD.

9.4.16 A site at to the south-east of Kwun Chui Road in Area 56 is zoned "R(B)17". The development is subject to a maximum GFA of 72,960m^2 and a building height restriction of 80mPD.

9.4.17 A proposed residential development to the north of Pok Oi Hospital Mrs. Cheng Yam On Millennium School at So Kwun Wat Road in Area 56 is zoned "R(B)18". The development is subject to a maximum total GFA of 78,200m^2, of which not less than 890m^2 for a kindergarten as required by the Government, and a building height restriction of 90mPD. As the building height restriction is close to the AHR of around 97mPD, all structures, including roof-top structures of the development, should not exceed AHR.

9.4.18 A site to the east of Fiona Garden in Area 59 is zoned "R(B)19". The development is subject to a maximum domestic GFA of 1,900m^2 and a maximum non-domestic GFA of 100m^2 for local shops and services and a building height restriction of 3 storeys (excluding basement floor(s)).

~~9.4.14~~ ***9.4.19*** Development and redevelopment within the "R(B)" zone and its sub-areas are subject to building height restrictions as shown in the Notes of the Plan and/or stipulated on the Plan or the height of the existing

building, whichever is the greater. Minor relaxation of the building height restrictions may be considered by the Board on application under section 16 of the Ordinance. The criteria given in paragraph 7.7 above would be relevant for assessment for minor relaxation of building height restrictions. Each application for minor relaxation of building height restrictions will be considered on its individual merits.

~~9.4.15~~ ***9.4.20*** Development and redevelopment within the "R(B)" zone and its sub-areas are subject to plot ratio/GFA/site coverage restrictions as shown in the Notes of the Plan or the plot ratio/GFA/site coverage of the existing building, whichever is the greater. To provide flexibility for innovative design adapted to the characteristics of particular sites, minor relaxation of the plot ratio/GFA/site coverage restrictions may be considered by the Board through the planning permission system. Each proposal will be considered on its individual merits.

~~9.4.16~~ ***9.4.21*** However, for any existing building with plot ratio/GFA/site coverage already exceeding the plot ratio/GFA/site coverage restrictions as shown on the Notes of the Plan, there is a general presumption against such application for minor relaxation except under exceptional circumstances.

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

9.5 Residential (Group C) ("R(C)") Total Area: 1.40 ha

9.5.1 This zoning 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.

9.5.2 Two sites located in the southeast of Lam Tei Interchange at Area 52 are zoned for this use. Development and redevelopment within this zone are subject to a maximum plot ratio of 0.4 and building height restriction of 3 storeys (excluding basement floor(s)) or the plot ratio and height of the existing building, whichever is the greater. Minor relaxation of the building height restrictions may be considered by the Board on application under section 16 of the Ordinance. The criteria given in paragraph 7.7 above would be relevant for assessment for minor relaxation of building height restriction. Each application for minor relaxation of building height restriction will be considered on its individual merits.

9.5.3 To provide flexibility for innovative design adapted to the characteristics of particular sites, minor relaxation of the plot ratio restriction may be considered by the Board through the planning permission system. Each proposal will be considered on its individual merits.

9.5.4 However, for any existing building with plot ratio already exceeding the plot ratio restrictions as shown on the Notes of the Plan, there is a general presumption against such application for minor relaxation except under exceptional circumstances.

9.6 Residential (Group E) ("R(E)") Total Area: 2.42 ha

9.6.1 The "R(E)" zone is intended for Government quarters development with the provision of environmental mitigation measures. The zoning is to facilitate appropriate planning control over the scale, design and layout of development, taking account of various environmental constraints. The sub-area "R(E)1" zone is intended primarily for phasing out of existing industrial uses through redevelopment (or conversion) for residential use on application to the Board. Whilst existing industrial uses will be tolerated, new industrial developments are not permitted in order to avoid perpetuation of industrial/residential interface problem.

9.6.2 A site abutting Castle Peak Road – Lingnan and located to the south of Ching Leung Nunnery at Area 52 is zoned "R(E)". The former~~ly~~ Government quarters on site was demolished. The site is intended for Government quarters redevelopment. With concerns on the vehicular noise and emission as it abuts major road junction, the "R(E)" zoning of the site is to allow section 16 planning application for the quarters use with environmental mitigation measures to be submitted to the Board for consideration. New development/redevelopment within the "R(E)" zone is restricted to a maximum GFA of 9,875m^2, and building height restriction of 70mPD as stipulated on the Plan, or the GFA and height of the existing building, whichever is the greater.

9.6.3 A strip of land to the north of Tsz Tin Tsuen and Siu Hong Court in Area 51 is zoned "R(E)1". The area is at present intermixed with structures for residential, vehicle park, storage and workshop uses. 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 industrial/residential 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 industrial/residential 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. New development within the "R(E)1" zone is restricted to a maximum plot ratio of 1, a maximum site coverage of 40% and a building height restriction of 5 storeys including a one-storey car park.

9.6.4 Minor relaxation of the building height restrictions may be considered by the Board on application under section 16 of the Ordinance. The criteria given in paragraph 7.7 above would be relevant for assessment

for minor relaxation of building height restrictions. Each proposal will be considered on its individual merits.

9.6.5 To provide flexibility for innovative design adapted to the characteristics of particular sites, minor relaxation of the GFA/plot ratio/site coverage restrictions may be considered by the Board through the planning permission system. Each proposal will be considered on its individual merits.

9.6.6 However, for any existing building with GFA/plot ratio/site coverage already exceeding the GFA/plot ratio/site coverage restrictions as shown on the Notes of the Plan, there is a general presumption against such application for minor relaxation except under exceptional circumstances.

9.7 Village Type Development ("V") Total Area: 89.65 ha

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. The "V" zones are situated in Areas 4, 26, 36, 43, 54, 55 and 56. The maximum building height is stipulated in the Notes.

9.8 Industrial ("I") Total Area: ~~42.18~~***42.11*** ha

9.8.1 The planning intention of the "I" zone is primarily for general industrial uses to ensure an adequate supply of industrial floor space to meet demand from production-oriented industries. Information technology and telecommunications industries and office related to industrial use are also always permitted in this zone. However, shop and services (ground floor only, except in wholesale conversion of an existing building), such as banks, fast food shops and retail shops, and offices, other than those permitted under Column 1 and in the purpose-designed non-industrial portion on the lower floors of an existing building, will require planning permission from the Board. It should also be noted that the purpose-designed non-industrial portion of an existing building does not include basement floors and floors containing wholly or mainly car parking, loading/unloading bays and/or plant room. Some industrial uses such as asphalt/concrete batching plant, and container freight station, etc. will also require planning permission from the Board.

9.8.2 Land reserved for general industrial purposes to meet anticipated needs is in Areas 9, 12, 16, 17, 40 and 44. Most of these areas have already

been developed.

9.8.3 Developments or redevelopments within the "I" zone and its sub-areas "I(1)", "I(2)" and "I(3)" are subject to specific control on plot ratio of 9.5, 5, 3 and 2.5 respectively or the plot ratio of the existing building whichever is the greater.

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

9.8.5 Development and redevelopment within "I" zone and its sub-areas are subject to building height restrictions as stipulated on the Plan or the height of the existing building, whichever is the greater. Minor relaxation of the building height restrictions may be considered by the Board on application under section 16 of the Ordinance. The criteria given in paragraph 7.7 above would be relevant for assessment for minor relaxation of building height restrictions. Each application for minor relaxation of building height restriction will be considered on its individual merits.

9.8.6 To provide flexibility for innovative design adapted to the characteristics of particular sites, minor relaxation of the plot ratio restriction may be considered by the Board through the planning permission system. Each proposal will be considered on its individual merits.

9.8.7 However, for any existing building with plot ratio already exceeding the plot ratio restrictions as shown on the Notes of the Plan, there is a general presumption against such application for minor relaxation except under exceptional circumstances.

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

9.9 Government, Institution or Community ("G/IC") Total Area: ~~246.90~~***235.08*** ha

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

9.9.2 Major existing facilities include ~~a~~***the*** swimming pool complex***es*** in Area 16 ***and 29***, indoor recreation centres in Areas 1, 5, 10, 16 and 28, Lingnan University in Area 52, ***Harrow International School in Area 48,*** Ching Chung Koon, Castle Peak Hospital and Tuen Mun Hospital in Area 3, Tuen Mun Public Library in Area 11, Hong Kong Institute of Vocational Education (Tuen Mun) in Area 32, monasteries in Area 31, a skill centre for the disabled in Area 16, a training school and other facilities of the Immigration Department in Area 48, a joint-user complex and wholesale fish market in Area 44 and primary and secondary schools. Local community facilities are also provided within the residential zones. ***The Gurkha Temple at Former Perwone Barracks in Area 48 is of heritage value and is proposed to be preserved and revitalized for community uses.***

9.9.3 Major proposed facilities include ~~a second swimming pool complex in Area 29,~~ a sports ground in Area 16, ~~water-related recreational facilities/ holiday camps in Area 48,~~ schools and a sewage pumping station in Area 54, a fresh water pumping station in Area 38, the ~~proposed international school and~~ post-secondary school in Area 48, a seawater pumping station in Area 59, and indoor recreation centres in Areas 3, 14 and 54. Additional sites such as in Areas 41, ~~48,~~ 55 and 56 are reserved for the provision of GIC facilities to serve the planned population in the areas.

9.9.4 Developments and redevelopments in the "G/IC" sites are subject to building heights in terms of mPD or number of storey(s) (excluding basement floor(s)) as stipulated on the Plan or the height of the existing building, whichever is the greater. Building height restrictions for most of the "G/IC" sites are stipulated in terms of number of storey(s) except the relatively high-rise GIC uses, including Tuen Mun Police Station in Area 9, Tsing Chung Koon Road Government Quarters, Tuen Mun Hospital Rehabilitation Block and the Tuen Mun Hospital Staff Quarter and School of General Nursing in Area 3, so ***as*** to reflect the existing building height and/or to provide a more clear control over building height profile.

9.9.5 The "G/IC" site to the immediate east of the "R(B)1" site in Area 48 ~~would be~~ ***is*** subject to a building height restriction of 70mPD, as stipulated on the Plan, to avoid ~~future development~~ blocking the views from MacLehose Trail to its north.

9.9.6 Minor relaxation of the building height restrictions may be considered by the Board on application under section 16 of the Ordinance. The criteria given in paragraph 7.7 above would be relevant for assessment for minor relaxation of building height restrictions. Each application for minor relaxation of building height restriction will be considered on its individual merits.

9.10 Open Space ("O") Total Area: ~~114.31~~***111.62*** ha

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

9.10.2 The existing and planned open space provisions are in compliance with the HKPSG requirements. Of particular importance are the existing sports ground in Area 5, Tuen Mun Town Park in Area 34, Wu Shan Recreation Playground in Area 28, Butterfly Beach Park in Area 45, a river-side open space along the river channel in Area 35, and beaches along the coastal area in Tuen Mun East Area and Golden Beach in Area 57. Major proposed projects include an open space areas in Area 27, promenade parks in Areas 18 and 33 and a coastal district open space to the west of Siu Lam Interchange. Local open spaces are provided within developments in other zones.

9.11 Recreation ("REC"): Total Area: 0.37 ha

9.11.1 The planning intention of this zone is primarily for recreational developments for the use of the general public. It encourages the development of active and/or passive recreation and tourism/eco-tourism. Uses in support of the recreational developments may be permitted subject to planning permission.

9.11.2 The "REC" zone is located in Area 45. Development and redevelopment at "REC" zone (except elsewhere specified) is subject to a maximum plot ratio of 0.4, a maximum site coverage of 20% and a maximum building height of 2 storeys.

9.11.3 Residential development in this zone requires planning permission from the Board and is subject to a maximum plot ratio of 0.2 and a maximum building height of 2 storeys.

9.11.4 To ensure adequate greenery provision to the site and no significant disturbance to existing landscape resources and character, tree felling should be minimized and a minimum greenery coverage of 30% is required. The AMO of LCSD should be informed in case of discovery of antiquities or possible antiquities in the course of construction work.

9.11.5 Minor relaxation of the building height restrictions may be considered by the Board on application under section 16 of the Ordinance. The criteria given in paragraph 7.7 above would be relevant for assessment for minor relaxation of building height restrictions. Each proposal will be considered on its individual merits.

9.11.6 To provide flexibility for innovative design adapted to the characteristics of particular sites, minor relaxation of the plot ratio/site coverage restrictions may be considered by the Board through the planning permission system. Each proposal will be

considered on its individual merits.

9.11.7 However, for any existing building with plot ratio/site coverage already exceeding the plot ratio/site coverage restrictions as shown on the Notes of the Plan, there is a general presumption against such application for minor relaxation except under exceptional circumstances.

9.11***2*** Other Specified Uses ("OU") Total Area: ~~335.30~~***319.07*** ha

9.11***2***.1 This zone is intended to provide/reserve land for developments of specific uses serving the needs of local residents as well as the general public. The "OU" zones cover land allocated for the following specific uses:

(a) LRT Comprehensive Development Area

This zone is intended primarily for comprehensive development/ redevelopment of the area for residential and/or commercial uses, LRT terminus or depot and other supporting public transport and community facilities, including the follows:

(i) the "OU" annotated "LRT Comprehensive Development Area" zone covers a residential development with associated commercial and community facilities above the LRT depot at Sun Tuen Mun Centre in Area 18. This site is subject to building height restrictions of 20mPD and 100mPD as stipulated on the Plan, and GFA restrictions of 200,000m^2 for domestic use, 8,000m^2 for non-domestic use and 139,675m^2 for public transport interchange as specified in the Notes, or the GFA and height of the existing building, whichever is the greater; and

(ii) the "OU" annotated "LRT Comprehensive Development Area(1)" is currently occupied by the LRT terminus and public transport interchange facilities with commercial and private residential uses above at Hanford Garden in Area 27. This site is subject to a building height restriction of 85mPD as stipulated on the Plan, and GFA restrictions of 88,000m^2 for domestic use, 3,200m^2 for non-domestic use and 15,934m^2 for public transport interchange as specified in the Notes, or the GFA and height of the existing building, whichever is the greater.

(b) River Trade Terminal

This zone intends to provide facilities mainly for river trade vessels from the Pearl River Delta region. It is located in Areas 38 and 47 and has been built on reclaimed land located immediately to the east of the Special Industries Area ~~(SIA)~~ in Area 38. The essential features of the terminal comprise a berthing area providing 3,000m frontage with a sheltered base and additional berthing frontage on the outer face of a

western breakwater. The river trade terminal is now in operation. This site is subject to a maximum plot ratio of 2.5 as specified in the Notes and a building height restriction of 30mPD as stipulated on the Plan, or the plot ratio and height of the existing building, whichever is the greater.

(c) Special Industries Area ***(SIA)***

This zone is intended primarily for the provision of land for land-extensive and capital intensive industry as well as for other special industries. The area is located in Area 38.

The two "OU***(SIA)***" sites ~~annotated "Special Industries Area"~~ include:

(i) a site to the west of the Resource Recovery Park, which is occupied by a Permanent Aviation Fuel Facility, and a site to the east of the Resource Recovery Park are subject to a maximum plot ratio of 2.5 as specified in the Notes and a building height restriction of 30mPD as stipulated on the Plan, or the plot ratio and height of the existing building, whichever is the greater; and

(ii) a site to the west of the Permanent Aviation Fuel Facilities at TMTL 372 and Extension Thereto is currently occupied by a steel mill. This site is subject to a maximum GFA of 222,948m^2 as specified in the Notes and a building height restriction of 60mPD as stipulated on the Plan, or the GFA and height of the existing building, whichever is the greater. In determining the existing building height for buildings other than the chimney itself, the chimney height should be disregarded. Redevelopment and/or modification of the chimney should not result in a height exceeding the existing chimney height.

(d) Pier

This zone is intended primarily for the provision of pier for the berthing of vessels for the purposes of loading/unloading cargo and/or boarding/alighting of passengers, where commercial uses serving the patrons may be permitted on application to the Board. This zone provides land for Tuen Mun Ferry Pier in Area 44 and, three other existing piers and a proposed pier in Areas 38 and 49. Developments in this zone are subject to building height restrictions of 3 storeys and 1 storey (excluding basement floor(s)) respectively, as stipulated on the Plan, or the height of the existing building, whichever is the greater.

(e) Public Recreation and Sports Centre

This zone is intended primarily for the provision of sports and recreation facilities. Such facilities include Tuen Mun Golf Centre, Tuen Mun Public Riding School and other leisure/recreational and sports facilities in Areas 19 and 45. This site is subject to a building height restriction of

3 storeys (excluding basement floor(s)) as stipulated on the Plan, or the height of the existing building, whichever is the greater.

(f) Cargo Handling Area

This zone is primarily intended for the provision of cargo working area. The cargo working area is located in Area 16 within the typhoon shelter. This site is subject to a building height restriction of 3 storeys (excluding basement floor(s)) as stipulated on the Plan, or the height of the existing building, whichever is the greater.

(g) Electricity Substation

This zone is primarily intended for the provision of electricity substation. Seven electricity substations zoned "OU" annotated "Electricity Substation" are located in Areas 2, 6, 9, 16, 23, 51 and 59 and the ~~proposed~~ one ~~is~~ located in Area 52 ***is under construction***. Developments in this zone are subject to building height restriction**s** of 1 to 2 storeys (excluding basement floor(s)) as stipulated on the Plan, or the height of the existing building, whichever is the greater.

(h) Telephone Exchange

This zone is primarily intended for the provision of telephone exchange. The telephone exchange zoned "OU" annotated "Telephone Exchange" is located in Area 6. This site is subject to a building height restriction of 4 storeys (excluding basement floor(s)), as stipulated on the Plan, or the height of the existing building, whichever is the greater.

(i) Petrol Filling Station

This zone is primarily intended for the provision of petrol filling station. The three petrol filling stations are located in Areas 30, 33 and 37. Developments in this zone are subject to a building height restriction of 1 storey (excluding basement floor(s)) as stipulated on the Plan, or the height of the existing building, whichever is the greater.

(j) Breakwater

This zone is primarily intended for the provision of breakwater. The breakwaters are located in Area 38 near the River Trade Terminal and facing Castle Peak Bay.

(k) Container Storage and Repair Depot

This zone is primarily intended for the provision of a container storage and repair depot. The area is located to the north of Lung Mun Road in Area 38. This site is subject to a maximum plot ratio of 2.5 and building height restriction of 30mPD, as stipulated on the Plan, or the height of the existing building, whichever is the greater.

~~(l) Crematorium, Columbarium, Funeral Services Centre and Open Space~~

~~This zone is primarily intended for the provision of columbarium, crematorium, funeral services centre and open space. The area is located in Area 46. This site is subject to building height restrictions of 95mPD and 60mPD for the northern and southern portions of the site respectively, as stipulated on the Plan, or the height of the existing building, whichever is the greater. In view of the prominent location of the site, due consideration should be given to the disposition and design of the building(s) at the site as well as provision of green screening at the site periphery.~~

(~~m~~*l*) Sewage Treatment Plant

This zone is primarily intended for the provision of a sewage treatment plant in Area 47. This site is subject to a building height restriction of 30mPD, as stipulated on the Plan, or the height of the existing building, whichever is the greater.

(~~n~~*m*) Power Station

This zone is primarily intended for the provision of a power station at Tap Shek Kok in Area 49. This site is subject to a maximum plot ratio of 1.9 as specified in the Notes and building height restriction of 85mPD as stipulated on the Plan, or the plot ratio and height of the existing building, whichever is the greater. In determining the existing building height for buildings other than the chimneys themselves, the chimney height should be disregarded. Redevelopment and/or modification of the chimneys should not result in a height exceeding the existing chimney height and shall be restrained by the airport height restrictions as specified pursuant to the Hong Kong Airport (Control of Obstructions) Ordinance (Cap. 301).

(~~o~~*n*) Cement Plant

This zone is primarily intended for the provision of a cement plant at Tap Shek Kok in Area 49. This site is subject to a maximum GFA of 382,138m^2 as specified in the Notes and building height restriction of 26mPD as stipulated on the Plan, or the GFA and height of the existing building, whichever is the greater. In determining the existing building height for buildings other than the heated tower and cement silo themselves, the height of the heated tower and cement silo should be disregarded. Redevelopment and/or modification of the heated tower and cement silo should not result in a height exceeding the existing height of heated tower and cement silo.

(~~p~~*o*) Gas Off-take Station

This zone is primarily intended for the provision of a gas off-take station

in Area 52. This site is subject to a building height restriction of 1 storey (excluding basement floor(s)), as stipulated on the Plan, or the height of the existing building, whichever is the greater.

(~~o~~*p*) Yacht Club, Boat Repairing and Commercial Facilities Associated with Marina Development

This zone is primarily intended for the provision of yacht club, boat repairing and commercial facilities associated with marina development. The site under this zone is located in Area 57. This site is subject to a maximum GFA of 4,800m^2 for commercial development, 4,800m^2 for boat repairing compound, and 4,400m^2 for yacht club or the GFA of the existing building, whichever is the greater. This site is subject to a building height restriction of 23mPD as shown on the Plan, or the height of the existing building, whichever is the greater.

(~~p~~*q*) Resource Recovery Park

This zone is primarily intended for the provision of resource recovery park occupying an area of about 20 ha in Area 38. The resource recovery park is a co-location of businesses (including the provision of goods and services) in reuse, recycling and composting, and related processing and manufacturing, with shared use of facilities. Resource recovery park includes businesses involving the use of recyclable materials from waste, clean technologies or renewable energy and provision of related products or services. The maximum plot ratio of the resource recovery park would not be more than 2.5. The maximum building height would be 35m. In case a chimney is built, the maximum chimney height would be limited to 30m above ground. Phase I of the resource recovery park was made available for leasing in end 2006, and Phase II will be commissioned at a later date. This site is subject to the plot ratio and building height restrictions as specified in the Notes, or the plot ratio and height of the existing building, whichever is the greater.

(~~q~~*r*) Business

This zone is in Tuen Mun Area 9, about 3.64 ha to the north and south of the bus depot and KMB Overhaul Centre. According to the Area Assessment 2009, the area in this zone would be for business use. This zone is intended primarily for general business uses. A mix of information technology and telecommunications industries, non-polluting industrial, office and other commercial uses are always permitted in new "business" buildings. Less fire hazard-prone office use that would not involve direct provision of customer services or goods to the general public is always permitted in existing industrial or industrial-office buildings. Development/redevelopment in this zone is subject to a maximum plot ratio of 9.5 (including not more than a plot ratio of 1.0 for 'Shop and Services' and 'Eating Place') and a maximum building height of 100mPD.

(~~ts~~) Container and Cargo Handling and Storage Area

This zone, with an area of about 2.38 ha, is on the Northern Landfall Reclamation Area of the TM-CLKL at the seafront in Area 40. The zone is primarily intended for the provision of facilities for container and cargo handling and storage. The facilities will comprise an open yard for the stacking of containers unloaded from/to be loaded to vessels, a container freight station with a maximum GFA of 8,000m^2 and a maximum building height of 20mPD, and an uncovered area for ancillary facilities including vehicular access, loading/unloading area, vehicular waiting area and emergency vehicular access. The maximum building height restriction of 20mPD does not apply to container stacks and crane structures.

(~~ut~~) All Other Sites (Not Listed Above)

(i) Multi-storey Lorry/Car Park to include Commercial Use in Area 16. The development is subject to a maximum GFA of 47,414m^2 or the GFA of the existing building, whichever is the greater. A total of not less than 325 public vehicle parking spaces shall be provided and any floor space that is constructed or intended for use solely as public vehicle parking spaces shall be included for GFA calculation. The site is subject to a building height restriction of 100mPD, as stipulated on the Plan, or the height of the existing building, whichever is the greater. Minor relaxation of the restrictions on GFA/building height and provision of public vehicle parking spaces may be considered by the Board on application. Each application will be considered on its own merits.

(ii) Comprehensive Industrial Development with Ancillary Commercial and Community Facilities in Area 17 which includes within the main industrial development a central services building to provide for communal parking facilities and a range of ancillary community and commercial facilities for the workers. The development is subject to a maximum GFA of 150,000m^2 or the GFA of the existing building, whichever is the greater. This site is subject to a building height restriction of 85mPD, as stipulated on the Plan, or the height of the existing building, whichever is the greater.

(iii) Restaurant/Commercial Complex in Area 27. The development is subject to a maximum GFA of 2,308m^2 or the GFA of the existing building, whichever is the greater. This site is subject to a building height restriction of 3 storeys (excluding basement floor(s)), as stipulated on the Plan, or the height of the existing building, whichever is the greater.

(iv) Light Rail Transit Terminus & Ferry Concourse with Commercial/Residential Development (Pierhead Garden) to the south of Area 44. The development or redevelopment is subject

to a domestic plot ratio of 5 or a maximum non-domestic plot ratio of 9.5, or the plot ratio of the existing building, whichever is the greater as stipulated in the Notes of the Plan. The GFA of a public transport interchange as required by the Government (i.e. an area of not more than 17,340m^2) may be disregarded in determining the development or redevelopment at the site. This site is subject to a building height restriction of 85mPD, as stipulated on the Plan, or the height of the existing building, whichever is the greater.

~~(v) Supermarket, Restaurant and Other Commercial & Recreational Facilities in Area 59. The development is subject to a maximum GFA of 4,643m^2 or the GFA of the existing building, whichever is the greater. This site is subject to a building height restriction of 3 storeys (excluding basement floor(s)), as stipulated on the Plan, or the height of the existing building, whichever is the greater.~~

9.1~~1~~***2***.2 Developments and redevelopments within "OU" zone are subject to building height restrictions ***as stipulated in the Notes of the Plan and as shown on the Plan,*** or the height of the existing building, whichever is the greater ~~as stipulated in the Notes of the Plan and as shown on the Plan~~.

9.1~~1~~***2***.3 Minor relaxation of the building height restrictions may be considered by the Board on application under section 16 of the Ordinance. The criteria given in paragraph 7.7 above would be relevant for assessment for minor relaxation of building height restrictions. Each application for minor relaxation of building height restriction will be considered on its individual merits.

9.1~~1~~***2***.4 To provide flexibility for innovative design adapted to the characteristics of particular sites, minor relaxation of the plot ratio/GFA restriction may be considered by the Board through the planning permission system. Each proposal will be considered on its individual merits.

9.1~~1~~***2***.5 However, for any existing building with plot ratio/GFA already exceeding the plot ratio/GFA restrictions as shown on the Notes of the Plan, there is a general presumption against such application for minor relaxation except under exceptional circumstances.

9.1~~2~~***3*** Green Belt ("GB") Total Area: ~~744.53~~***743.46*** ha

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. However, 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. In particular, an

existing woodland in the western part of Area 54 is of high ecological value. No development that may damage the ecological integrity of this woodland should be permitted.

9.13***4*** Site of Special Scientific Interest ("SSSI") Total Area: 42.69 ha

9.13***4***.1 The planning intention of this zone is to conserve and protect the features of special scientific interest such as rare or particular species of fauna and flora and their habitats, woodlands, or areas of ecological or botanical/biological interest which are designated as Site of Special Scientific Interest (SSSI). It intends to deter human activities or developments within the SSSI. There is a general presumption against development in this zone. No developments are permitted unless they are needed to support the conservation of the features of special scientific interest in the SSSI, to maintain and protect the existing character of the SSSI, or for educational and research purposes. There are two SSSIs in the Area, one at Castle Peak and another at Siu Lang Shui.

9.13***4***.2 The grassy summit of Castle Peak SSSI is one of the most important sites for *Platycodon grandiflorus* (Balloon Flower), a rare plant which is protected under the Forests and Countryside Ordinance. The ravines are also forested with interesting and rare plant species. Two other protected species have been recorded at the site, namely *Lilium brownii* (Chinese Lily) and *Enkianthus quinqueflorus* (Chinese New Year Flower).

9.13***4***.3 Siu Lang Shui SSSI is the largest known butterfly overwintering site in Hong Kong. Butterflies of the Family Danaidae have been recorded at the site in large numbers during winters since 1999. This SSSI also covers an exotic plantation of *Eucalyptus torelliana* (Cadaga) and *Acacia confusa* (Taiwan Acacia).

9.14***5*** Undetermined ("U") Total Area: ~~12.10~~***28.13*** ha

9.14***5***.1 This zoning denotes areas where detailed planning studies are required to identify the future uses of the land. The "U" zone comprises an existing breakwater and an adjoining proposed reclamation area at Sam Shing Wan which is a renowned scenic spot***, and an area in Tuen Mun Area 46 to the north and west of the proposed Tuen Mun Chek Lap Kok Link toll plaza area***. It is considered that detailed studies on the long term land use and supporting technical assessments on traffic, environmental***, air ventilation*** and visual ***impacts*** should be carried out. The site***s*** therefore ~~is~~***are*** zoned "U" at this interim stage.

9.14***5***.2 The application for permission for development on land designated "U", except those uses permitted under the covering Notes, should include various technical assessments such as an environmental impact assessment, ***an AVA,*** a visual impact assessment and a traffic impact assessment to examine any possible environmental, ***air ventilation***, visual and traffic impacts that may be caused to or by the proposed

development during and after construction and the proposed mitigation measures to tackle them, for approval of the Board.

10. COMMUNICATIONS

10.1 Roads

10.1.1 The New Town is linked to other major built-up areas in the New Territories by Tuen Mun Road and Castle Peak Road. For long-term planning purposes, a tentative bypass alignment running along the Tai Lam foothills, a possible extension of Ming Kum Road and a new proposed road to the south of Siu Hang Tsuen in Area 54 have been identified but are subject to further detailed planning and engineering feasibility studies. The improvement works for Castle Peak Road have been carried out. In order to provide a convenient link between the future port development area in the western part of the New Town and Tuen Mun Road, as well as to relieve the anticipated traffic congestion along Lung Mun Road, the Foothills Bypass known as Lung Fu Road was completed.

10.1.2 The CE in C on 18 October 2011 authorized the TM-CLKL under the Roads (Works, Use and Compensation) Ordinance (Chapter 370). Pursuant to section 13A of the Ordinance, the authorized TM-CLKL shall be deemed to be approved under the Ordinance. The TM-CLKL is a strategic road linking Tuen Mun and the proposed Tuen Mun Western Bypass in the north, the Hong Kong-Zhuhai-Macao Bridge, Hong Kong Boundary Crossing Facilities (HKBCF), the Hong Kong International Airport at Chek Lap Kok and North Lantau in the south. The full length of the TM-CLKL is about 9 km. It is a dual two-lane carriageway with sea tunnel about 5 km long across Urmston Road linking up Tuen Mun and HKBCF ***and North Lantau***. The Northern Landfall Reclamation Area of TM-CLKL is to the east of the River Trade Terminal and its toll plaza is in Area 46. The construction of the TM-CLKL is scheduled for ~~commencement in mid-2013 for~~ completion ***in 2018***~~by end 2017~~.

10.2 Railways

10.2.1 A Light Rail Transit (LRT) runs mainly alongside the district distributor roads and connects all the major residential, industrial and commercial locations in the New Town. The LRT system serves as the feeder of West Rail, at Yuen Long, Tin Shui Wai, Siu Hong and Tuen Mun Stations.

10.2.2 West Rail Line, when it was opened in December 2003, connected West Kowloon with Tuen Mun. It provides a domestic passenger line from Nam Cheong in West Kowloon to Tuen Mun via Mei Foo, Tsuen Wan West, Kam Sheung Road, Yuen Long, Long Ping, Tin Shui Wai and Siu Hong. In August 2009, West Rail Line extends to Hung Hom via two additional intermediate stations, namely Austin and East Tsim Sha Tsui.

Two stations, namely, Siu Hong Station and Tuen Mun Station, are located within the Area to serve the residents of Tuen Mun. West Rail Line also has interchanges with Light Rail at Yuen Long, Tin Shui Wai, Siu Hong and Tuen Mun.

10.3 Ferry Pier

To enhance the water-borne transport linkage of the New Town to other parts of Hong Kong, several sites have been designated for ferry facilities. The permanent ferry pier in the southern portion of Area 44 has been built. It provides ferry service to Tung Chung New Town. Cross-boundary ferry services to Macau and Pearl River Delta region may also be provided.

10.4 Pedestrian Circulation

Comprehensive networks of pedestrian ways and cycle paths have been provided in the New Town. The alignments are shown on detailed layout plans.

11. UTILITY SERVICES

11.1 Water Supply

Tuen Mun Water Treatment Works in Area 22 provides fresh water supply to the New Town and to other parts of North West New Territories. Sites have been zoned for salt water pumping stations in Area 28 and at seafront in Area 59, fresh water pumping stations in Areas 22 and 55 and major fresh and salt water service reservoirs in Areas 21, 23, 38, 49 and 53.

11.2 Sewerage and Sewage Treatment

Two sewage pumping stations are provided at Pak Kok in Area 45 and Siu Hong Court in Area 51 to pump sewage of the New Town to the major sewage treatment plant at Pillar Point in Area 47 for treatment prior to discharge into the sea via a deep-water outfall. Two additional sewage pumping stations have also been constructed in Areas 20 and 55 to serve the eastern part of the New Town. Other sites in Area 54 and Area 59 have also been reserved for pumping stations to serve the future residential developments in Area 54 and Area 59 respectively.

11.3 Electricity

The existing Castle Peak 'A' Power Station and the Castle Peak 'B' Power Station are located in Area 49 (Tap Shek Kok). The Castle Peak 'A' and 'B' Power Stations together have a combined capacity of over 4,000 MW and represent the largest power station complex in Southeast Asia. Electricity sub-stations are provided throughout the planning scheme area to serve the local areas.

11.4 Gas

The New Town is supplied with town gas from the gas production plant in Tai Po.

11.5 Telephone Exchange

Two major telephone exchanges are already in operation in Areas 6 and 16 respectively. Further exchanges will be incorporated within various zones when demand arises as a result of gradual population build-up.

12. CULTURAL HERITAGE

12.1 A declared monument, several sites of archaeological interest and graded and proposed graded historic buildings/structures fall within the Tuen Mun OZP boundary. The Morrison Building and its adjoining land within the Hoh Fuk Tong Centre in Area 25 was declared as monument in March 2004. The sites of archaeological interest include the Fu Tei Ha site of archaeological interest in Area 52, the Kei Lun Wai, Siu Hang Tsuen and San Hing Tsuen sites of archaeological interest in Area 54, the So Kwun Wat and So Kwun Wat Perowne Barracks sites of archaeological interest in Areas 48, 55, 56 and 57, the Shek Kok Tsui site of archaeological interest near Siu Shan Court in Area 28, the Siu Lam site of archaeological interest in Area 59 and Castle Peak Pottery Kiln in Area 39. On 19 March 2009, the Antiquities Advisory Board (AAB) released the list of 1,444 historical buildings, in which some buildings/structures within the Area have been also given proposed gradings. ~~Details of these historic buildings/structures have been uploaded onto the official website of the AMO of the Leisure and Cultural Services Department (LCSD) at http://www.amo.gov.hk. The proposed gradings of historical buildings/structures are now under the review of AAB for finalization. The proposed gradings, once endorsed by AAB, will be published on AMO's official website.~~ All of the above declared monument, sites of archaeological interest, graded and proposed graded historic buildings/structures are worthy of preservation. ~~Prior consultation with the AMO of LCSD should be made if any development, redevelopment or rezoning proposals might affect the above sites of archaeological interests and historic buildings/structures, and their immediate environs. If disturbance of the sites of archaeological interests or other areas of archaeological potential is unavoidable, a detailed Archaeological Impact Assessment (AIA) conducted by a qualified archaeologist is required. The archaeologist shall apply for a licence to conduct the AIA under the Antiquities and Monuments Ordinance (Cap. 53). A proposal of the AIA shall be submitted to the AMO for agreement prior to applying for a licence.~~

12.2 AAB also released a number of new items in addition to the list of 1,444 historic buildings. These items are subject to the grading assessment by AAB. Details of the list of 1,444 historic buildings and its new items have been uploaded onto the official website of AAB at http://www.aab.gov.hk.

12.3 Prior consultation with AMO of LCSD should be made if any development, redevelopment or rezoning proposals might affect the above sites of archaeological interests and graded/proposed graded historic buildings/structures, new items pending grading assessment and their immediate environs. If disturbance of the sites of archaeological interests or other areas of archaeological potential is unavoidable, a detailed Archaeological Impact Assessment (AIA) conducted by a qualified archaeologist is required. The archaeologist shall apply for a licence to conduct the AIA under the Antiquities and Monuments Ordinance (Cap. 53). A proposal of AIA shall be submitted to AMO for agreement prior to applying for a licence.

13. IMPLEMENTATION

13.1 Although existing uses non-conforming to the statutory zonings are tolerated, any material change of use and any other development/redevelopment must be always permitted in terms of the Plan or, if permission is required, in accordance with the permission granted by the Board. The Board has published a set of guidelines for the interpretation of existing use in the urban and new town areas. Any person who intends to claim an "existing use right" should refer to the guidelines and will need to provide sufficient evidence to support his claim. The enforcement of the zonings mainly rests with the Buildings Department, the Lands Department and the various licensing authorities.

13.2 The Plan provides a broad land use framework within which more detailed non-statutory plans for the Area have been and are being prepared by the Planning Department. These detailed plans are used as the basis for public works planning and site reservation within Government departments. Disposal of sites is undertaken by the Lands Department. Public works projects are coordinated by the Civil Engineering and Development Department in conjunction with the client departments and the works departments, such as the Highways Department and the Architectural Services Department. In the course of implementing the Plan, the Tuen Mun District Council would also be consulted as appropriate.

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

TOWN PLANNING BOARD
~~MARCH 2013~~*APRIL 2014*

8 CONCLUSION

8.1 General

8.1.1 The Final Review Report is prepared to conclude the findings and other salient issues of review on development layouts, road works, drainage/sewerage works, site formation, environmental mitigation measures, and operation and maintenance requirements.

8.1.2 During early stage of the project, working group meetings were held to discuss and agree on the preferable road layout. Various options of road layout had been reviewed and evaluated against road safety, accessibility, land economic and resumption, public transport planning, servicing and maintenance, pedestrian connectivity, environmental, drainage and sewerage concerns, and public acceptability.

8.1.3 Option 4 - Mainline Two-way Option of L54E and Eastern Section of L54B scheme is supported and recommended for implementation by Working Group members of relevant Government Departments.

8.2 Review of Traffic Impact Assessment

8.2.1 In the course of the study site visits, adequate liaison and discussion were undertaken with various government departments and local residents to look into their concerns and to study constraints and identify opportunities for further improvement based on the latest planning data, highway infrastructure configuration and implementation program.

8.2.2 A package of road enhancement, pedestrian and public transport improvement measures have been proposed to meet the study objectives and public expectation. It can be concluded that traffic and transport facilities planned for the Tuen Mun Area 54 are adequately provided to serve the future traffic demand

8.3 Review of Drainage Impact Assessment

8.3.1 New box culverts and drains would be constructed along Road L7, L54A and L54E for conveyance of runoff from the proposed development to the downstream Tuen Mun Nullah. Furthermore, ND54 would intercept runoff from the upland area west of Site 1 & 1A to improve flood susceptibility near Tong Hang Road. U-channel would be installed for proper conveyance of stormwater runoff to the adjacent downstream drainage system.

8.3.2 Drainage works are undergoing construction and/or planned within Tuen Mun Area 54. Based on the hydraulic assessment, there is no adverse drainage impact to the downstream drainage system arising from the proposed development upon commissioning of the proposed drainage works.

8.4 Review of Sewerage Impact Assessment

8.4.1 As Site 1 & 1A, Site 5 and Site 3/4 (West) in Tuen Mun Area 54 are located at high ground level, the sewage generated from these sites is feasible for discharge directly by gravity to the sewer network at Hing Kwai Street / Ming Kum Road. The proposed Tuen Mun Area 54 SPS would collect sewage from Site 2, Site 3/4(East) and Site 4A and villages in Tuen Mun Area 54.

8.4.2 The 600 mm diameter sewers upstream of the Tuen Mun Area 54 SPS would be upgraded to 750 mm diameter sewers due to surcharge under ultimate development scenario. In addition, local sewerage is designed to convey the flow from different portion of the development sites to their respective discharge point.

8.4.3 No downstream sewerage impact is anticipated arising from the proposed Tuen Mun Area 54 development. The proposed Tuen Mun Area 54 SPS and WIS SPS have sufficient capacity to handle the sewage generated from northern Tuen Mun catchment including the proposed development in Tuen Mun Area 54. Furthermore, the Pillar Point STW also has adequate capacity to cater for the sewage flow generated from Tuen Mun Area 54.

8.5 Review of Environmental Impact Assessment

8.5.1 Road traffic noise impact assessment was revised based on the updated traffic forecast in Year 2038 and the updated development layout. With the implementation of the revised noise mitigation measures, the predicted noise levels at all existing and planned NSRs comply with the traffic noise criteria of 70dB(A) and 65dB(A) for residential premises and educational institutions, respectively.

8.5.2 The operational air quality impacts arising from vehicular emissions and chimney emissions have been updated and assessed with the latest development layout, traffic flow patterns and recent emission data. Predicted results indicate that the air quality impacts at the existing and planned ASRs are below the respective AQOs and no adverse air quality impact is anticipated.

8.5.3 No adverse water quality, residual terrestrial ecological, and waste management impacts would be expected with the implementation of the mitigation measures recommended in the approved EIA Report.

8.5.4 The site planning solution proposed for Area 54 is considered to be able to satisfy planning, engineering and landscape. The design features which should be incorporated into the proposed works as part of the LMP would substantially mitigate the direct landscape impacts in Area 54.

8.5.5 While it is recognized that construction of the development will result in the removal of vegetation over a wide area, no significant plant species will be affected. In particular, the protection of the woodland on the knoll would enhance the protection of the existing landscape. It is recommended that a woodland management plan should be formulated for woodland areas during the detailed design stage. This management plan would be

based on detailed ecological, landscape and species analysis of the woodland. Both short-term and long-term management goals and objectives would be formulated and would be achieved by the implementation of detailed maintenance schedules.

8.5.6 During construction, the proposed developments would be seen from the sensitive viewpoints, particularly the high-rise buildings. The visual impact is predicted to be significant adverse but limited to the construction period. During operation, the impacts, when mitigated, will be acceptable.

8.5.7 The built heritage survey identified ten pre-1950 clan graves. Clan graves G2, G7, U1, U2 and U5 will be directly impacted. As they are not considered to have high architectural and historic significance, removal of these items is considered acceptable. Photographic and cartographic records have been recommended to mitigate the impact prior to removal of these items.

8.5.8 A preliminary archaeological survey has been recommended to be conducted in the areas with high and medium archaeological potential before construction and after land resumption to obtain comprehensive field data to refine the areas with high potential and to verify the archaeological potential of the areas with medium potential for further detailed assessment. Should significant archaeological remains be identified, appropriate follow-up actions would be considered with the consent of AMO and refinement of the development proposal may be required. A separate archaeological proposal following the Guidelines for Cultural Heritage Impact Assessment should be submitted and agreed with AMO before the commencement of the archaeological survey.

8.5.9 Land contamination assessment was reviewed based on the updated legislation framework and criteria, and changes of site land uses within the updated development plan. A total of 11 potential land contaminated sites (Sites A-K) were identified. Sites A, C and D were found no longer within the development plan. Site Investigation was conducted at Site E, F, G and H at various stage of the assessment that remediation works were recommended at Sites E and H to mitigate the land contamination impact identified. It is recommended that further site investigation to be conducted at Sites B, I, J and K after site resumption to identify any potential land contamination impact within these Sites.

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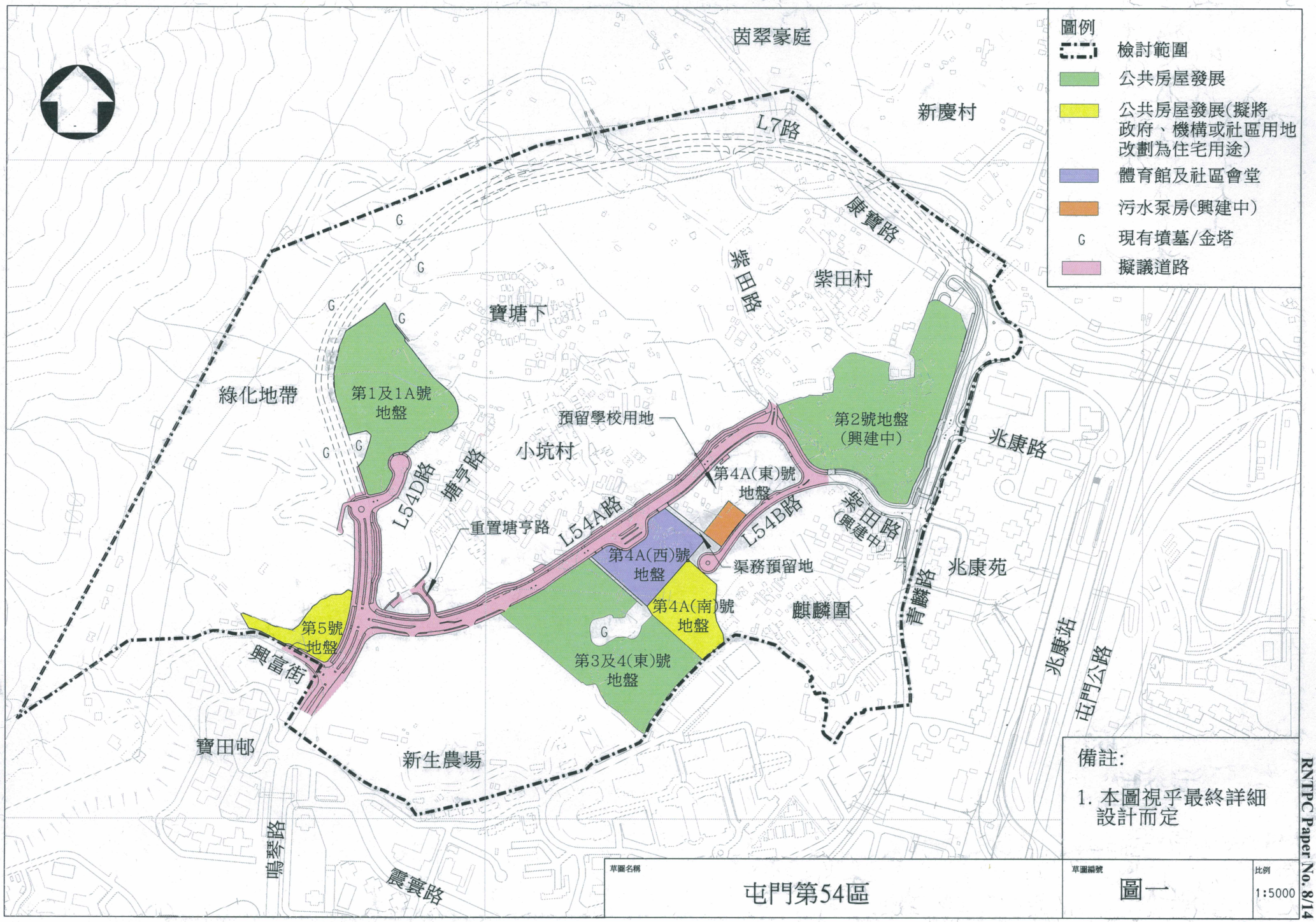

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Attachment Vb of
RNTPC Paper No. 8/14

CONSULTANCY STUDY FOR AIR VENTILATION ASSESSMENT SERVICES

Cat. A1– Term Consultancy for Expert Evaluation and Advisory Services on Air Ventilation Assessment (PLNQ 56/2012)

Draft Final Report

Tuen Mun New Town

April 2014

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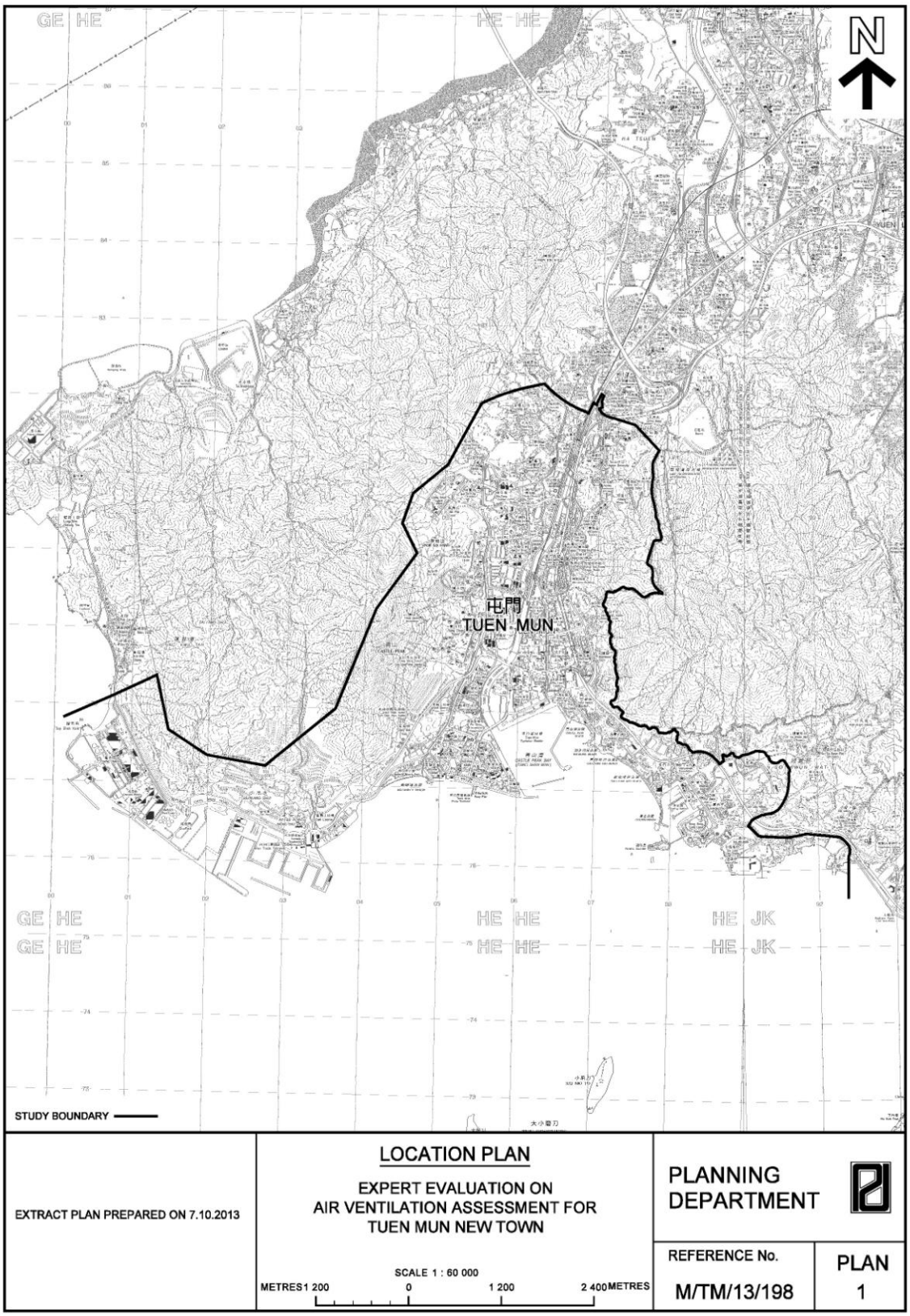
The Study Area



Expert Evaluation Report
of Tuen Mun New Town

Executive summary

0.1 Wind Availability

(a) Annual wind in the study area mainly comes from the northeast, east and southeast. The summer wind mainly comes from the east and southerly quarters including southwest, south and southeast.

0.2 Existing Conditions

(a) Most buildings in the study area are lower than 85m while those buildings higher than 85m are mainly detached buildings with some gaps between building blocks that do not form "walls" obstructing air ventilation. The central part of the study area (near MTR Tuen Mun Station) is relatively densely built. This region will have weak ventilation. On the whole, severe air ventilation problems are not anticipated.

0.3 Expert Evaluation of the Proposed Amendments

(a) Due to Hong Kong's high-density urban morphology, it is not advisable to only rely on building height restriction or minor changes in building heights to maintain and/or improve air ventilation. For most areas, air ventilation can achieve better performance if more effective measures, such as breezeways, air paths, open spaces, gaps between buildings and building permeability especially near ground level, are also applied. In general, further developments in Tuen Mun New Town should be carefully designed to respect the key urban climatic characteristics such as breezeway, downhill air movement and sea breeze. "G/IC", "O", and "GB" zones in the approved Tuen Mun OZP No. S/TM/31 are recommended to be maintained in benefitting air ventilation of the study area.

(b) General mitigation measures will be recommended for all the sites, i.e. (i) encouragement to minimise the podia for enhancing air ventilation at pedestrian level based on Chapter 11 of the HKPSG; and (ii) the need to fulfil the requirement of

building separation in accordance with the Sustainable Building Design (SBD) Guidelines (APP-152) for better wind penetration throughout the subject sites.

Site A1

(c) Under prevailing winds, the developments on Site A1 may create wake areas on the leeward sides to affect the adjoining "R(A)" and "G/IC" site. In view of the relatively open exposure of Site A1 and subject to the minimisation of podium and the requirement of building separation in SBD Guidelines being respected, the proposed rezoning of Site A1 from "G/IC" to "R(A)24" is unlikely to impose significant impacts on the surrounding sites in air ventilation perspective.

Sites A2 and A5

(d) Under prevailing winds, the developments on Site A2 may have localised air ventilation impact on the surrounding areas. Subject to the minimisation of podium and the requirement of building separation in SBD Guidelines being respected, the proposed rezoning of Site A2 from "G/IC", "GB", and an area shown as 'Road' to "R(A)25" is unlikely to impose significant impacts on the surrounding sites in air ventilation perspective.

(e) Site A5 is located north of Hing Fu Street in Area 54 and is proposed to be rezoned from "G/IC" to "GB" to reflect existing vegetated slopes at the site. The proposed rezoning will not impose any adverse air ventilation impact on the surroundings.

Site A3

(f) Site A3 is on the air path of downhill air movements. Under north-easterly prevailing wind, the developments on Site A3 are also likely to create wake areas on the leeward sides to affect the areas to the southwest (i.e. Leung King Estate). One 20m wide non-building area (NBA) is recommended along the southwestern edge of the site to facilitate the downhill air movements and serve as a "buffer zone" to alleviate the impact of wake areas to the southwest of the site. Subject to the incorporation of the NBA, together with the minimisation of podium and the requirement of building separation in SBD Guidelines being respected, the proposed

rezoning of Site A3 from "GIC" to "R(A)21" is unlikely to impose significant impacts on the surrounding sites in air ventilation perspective.

Site A4

(g) Site A4 covers a relatively small development site area creating relatively small wake areas. The open space to the south of the site and Shek Pai Tau Road to the north are also likely to serve as "buffer zones" reducing the impact of wake areas on the surrounding sites. Subject to the minimisation of podium and the requirement of building separation in SBD Guidelines being respected, the proposed rezoning of Site A4 from "G/IC" to "R(A)23" is unlikely to impose significant impacts on the surrounding sites in air ventilation perspective.

Site B1

(h) Under prevailing winds from the southwest, east and northeast, the developments on Site B1 may have localised air ventilation impact on the surrounding areas. One 15m wide NBA, which coincides with the existing footpath in the middle of the site and aligns with Hang Kwai Street, is recommended. Subject to the incorporation of the NBA, together with the minimisation of podium and the requirement of building separation in SBD Guidelines being respected, the proposed rezoning of Site B1 from "G/IC" to "R(A)22" is unlikely to impose significant impacts on the surrounding sites in air ventilation perspective.

Site B2

(i) When prevailing winds and downhill air movement come from the northeast and easterly quarters, the developments on Site B2 are likely to create wake areas on the leeward sides to affect the areas to the west and southwest. One 20m wide NBA perpendicular to Castle Peak Road – Castle Peak Bay is suggested for Site B2. In order to allow for design flexibility of the future development, the location of the 20m wide NBA could be determined during the detailed design stage. Subject to the incorporation of the NBA, together with the minimisation of podium and the requirement of building separation in SBD Guidelines being respected, the proposed rezoning of Site B2 from "G/IC" and "GB" to "R(A)22" is unlikely to impose significant impacts on the surrounding sites in air ventilation perspective.

Site C1

(j) When prevailing winds come from the northeast, east and southerly quarters, the developments on Site C1 are likely to create wake areas on the leeward sides of the site. Subject to the minimisation of podium and the requirement of building separation in SBD Guidelines being respected, the proposed rezoning of Site C1 from "R(B)8" to "R(B)2" is unlikely to impose significant impacts on the surrounding sites in air ventilation perspective.

Sites C2, C3, C11, C12 and C13

(k) Under prevailing winds from the northeast and southerly quadrant, Sites C2 and C3 are likely to create wake areas on the leeward side to affect the surrounding areas. Considering the large size of the sites in juxtaposition and the substantial building mass at a permissible plot ratio up to 4, future developments on Sites C2 and C3 are required to provide sufficient building separations and open space at grade to break up the long lot frontages for facilitating good wind penetration under the prevailing winds. It is recommended that NBA(s) of at least 15m wide, in a more or less north-south direction, should be provided for each site. NBA(s) of at least 15m wide along the west-southwest and east-northeast direction should also be provided across both Sites C2 and C3. In order to allow design flexibility of the future developments, it is recommended that quantitative AVAs should be conducted for each of Sites C2 and C3 at the detailed design stage to identify NBAs and other enhancement measures and to ascertain their effectiveness.

(l) Site C11 involves various small areas in Area 48 to be rezoned from "G/IC" to "GB". The proposed rezoning will not impose any adverse air ventilation impact on the surroundings.

(m) Site C12 is an area between Site C2 and Site C3 in Area 48 to be rezoned from "G/IC" to "Road". The proposed rezoning will not impose any adverse air ventilation impact on the surroundings.

(n) Site C13 is a "G/IC" zone in Area 48 and its maximum building height restriction is proposed to be changed from 8 storeys to 1 storey. The proposed change of building height restriction from 8 storeys to 1 storey will not impose any adverse air ventilation impact on the surroundings.

Sites C4, C5, C6, C7 and C8

(o) Sites C4, C5, C6, C7 and C8 lie in close proximity of each other in Tuen Mun Area 56. Under prevailing winds, the developments on these sites may create some air ventilation impact on the surrounding areas. In order to ameliorate the air ventilation issue with the consideration of breezeway connection through TMTL427, it is recommended that one 20m wide NBA each along the east-northeast and west-southwest direction for Site C7 and Site C4 be provided. For the remaining portion of Site C7 with lot frontage about 180m, it is also required to provide sufficient building separations in accordance with SBD Guidelines (APP-152) to facilitate better wind penetration from northeast quadrant to Site C8 and other downstream areas. In addition, one 20m wide NBA is proposed for Site C5 to allow for wind penetration to the north. Subject to the incorporation of NBAs together with the minimisation of podium and the requirement of building separation in SBD Guidelines being respected, the proposed rezoning of Sites C4, C5, C6, C7 and C8 is unlikely to impose significant impacts on the surrounding sites in air ventilation perspective.

Sites C9 and C10

(p) When prevailing winds come from southerly quarter, the proposed rezoning of Site C9 from “G/IC” and “O” to “R(B)” is likely to create wake areas on the leeward sides to affect the “G/IC” site (i.e. Chu Hai College of Higher Education) and the “R(B)” zone to the north. Considering that Site C9 occupies a significant waterfront location that is an important inlet of sea and land breezes and that its lot frontage exceeds 100m in length, an AVA should be conducted according to the HPLB and ETWB Joint Technical Circular No. 1/06. To avoid blockage of sea breezes, it is recommended that at least one 15m wide NBA be incorporated within Site C9 to align with the 32m wide building gap of Chu Hai College of Higher Education to facilitate wind penetration further inland. A quantitative AVA should be conducted at the detailed design stage to identify the NBAs and other enhancement measures and to ascertain their effectiveness.

(q) Site C10 is part of the public beach area in Area 48 and it is proposed to be rezoned from “G/IC” to “O” to reflect the existing use. The proposed rezoning will not impose any adverse air ventilation impact on the surroundings.

Site D1

(r) Site D1 is small in area. The proposed rezoning of Site D1 from "I" to "C(1)" is unlikely to have significant air ventilation impacts on the surrounding areas under the prevailing wind directions.

Site D2

(s) Site D2 is surrounded by "GB" zones. The proposed rezoning of Site D2 from "GB" to "REC" is unlikely to have significant air ventilation impacts on the surrounding areas.

Site E

(t) Site E is proposed to be rezoned from "Other Specified Uses" to "Undetermined" "(U"). As the use and development parameters of the site are yet to be confirmed, the air ventilation impact of the proposed amendment of Site E could not be determined at this stage.

Site F

(u) The rezoning of Site F is to reflect the completed housing project already on the site and it will have no impact on the current air ventilation conditions.

Site G

(v) The rezoning of Site G is to reflect an approval rezoning application for residential development. The redevelopment of this site in the future is also unlikely to have significant air ventilation impacts on the surrounding areas due to its low building height at maximum 3 storeys.

Other Potential Housing Site in Area 48 – Site 1

(w) When prevailing winds come from the east and southerly quarters, Site 1 is likely to create wake areas on the leeward side to affect the "G/IC" site to the north (mainly Chu Hai College of Higher Education). In order to address the potential air ventilation impact of future developments, more space at grade and permeability of

the building mass should be provided to allow for better wind penetration. In particular, development near the waterfront must but form a continuous barrier to sea breezes. Building must be arranged and positioned so that sufficient building gaps are left for air ventilation. Subject to the minimisation of podium and the requirements of building separation in SBD Guidelines being respected, the future development at Site 1 with a maximum building height at 70mPD is unlikely to impose significant impacts on the surrounding sites in air ventilation perspective.

Other Potential Housing Site in Area 55 – Site 2

(x) When prevailing winds come from the south and southwest, developments on Site 2 are likely to create wake areas on the leeward side to affect the areas in the southeast edge of Aegean Coast. More space at grade and permeability of the building mass should be provided to allow for better wind penetration. Subject to the minimisation of podium and the requirement of building separation in SBD Guidelines being respected, the future development at Site 2 at a maximum building height of 7 storeys is unlikely to impose significant impacts on the surrounding sites in air ventilation perspective.

Other Potential Housing Site in Area 16 – Site 3

(y) Under prevailing winds from the southwest, east and northeast, the developments on Site 3 may have localised air ventilation impact on the surrounding areas. One 15m wide NBA, in the middle of the site and aligns with Tuen Yee Street, is recommended to facilitate the penetration of easterly winds to the west of the site and westerly winds to Nerine Cove. Another 15m wide NBA is recommended along the southern site boundary of Site 3 to further facilitate the penetration of westerly winds into Nerine Cove. This NBA will also serve as a “buffer zone” to alleviate the impact caused by Site B1 under southerly winds. Subject to the incorporation of the NBAs, together with the minimisation of podium and the requirement of building separation in SBD Guidelines being respected, the future development at Site 3 is unlikely to impose significant impacts on the surrounding sites in air ventilation perspective. Otherwise, further AVA studies should be conducted to assess the air ventilation performance.

Other Potential Housing Site in Area 39 – Site 4

(z) When prevailing winds and downhill air movement come from the northeast and easterly quarters, the developments on Site 4 are likely to create wake areas on the leeward sides to affect the areas to the west and southwest. One 20m wide NBA perpendicular to Castle Peak Road – Castle Peak Bay is suggested for Site 4. In order to allow for design flexibility of the future development, the location of the 20m wide NBA could be determined during the detailed design stage. Subject to the incorporation of the NBA, together with the minimisation of podium and the requirement of building separation in SBD Guidelines being respected, the future development at Site 4 is unlikely to impose significant impacts on the surrounding sites in air ventilation perspective. Otherwise, further AVA studies should be conducted to assess the air ventilation performance.

0.4 Further Work

Given that both designated NBAs and requirement of building separation requirements would be fulfilled as recommended for individual sites, the study area would have no major air ventilation issues. If these requirements cannot be met, further quantitative AVA studies should be conducted to assess their air ventilation performance.

Sites C2 and C3 occupy a large area of about 5 hectares. Future developments on these sites would impose air ventilation impacts on the surrounding areas In order to allow for design flexibility for the future development, no NBAs are fixed for the sites although directional recommendations of these NBAs of at least 15m wide are included. It is therefore recommended that quantitative AVAs should be conducted in the detailed design stage to identify the NBAs and other enhancement measures and to ascertain their effectiveness.

Site C9 occupies a significant waterfront location that is an important inlet of sea breezes. It also has a long lot frontage exceeding 100m in length. In order to allow for design flexibility for the future development, no NBAs are fixed for this site although it is considered that an NBA of at least 15m wide should align with the proposed building gap in Chu Hai College of Higher Education. A quantitative AVA should be conducted for Site C9 in the detailed design stage to identify the NBAs and other enhancement measures and to ascertain their effectiveness.

Expert Evaluation Report
of Tuen Mun New Town

1.0 The Assignment

1.1 The land use of the approved Tuen Mun Outline Zoning Plan (OZP) No.S/TM/31 ("the Plan") has been reviewed. It is considered necessary to review the existing air ventilation assessment (AVA) for Tuen Mun Area (i.e. Term Consultancy for Expert Evaluation on Air Ventilation Assessment for Tuen Mun Area[1]) and conduct an updated Expert Evaluation to assess the preliminary air ventilation impacts of the new development proposals and the development restrictions to be imposed in guiding future developments/redevelopments.

1.2 This expert evaluation report is based on the materials given by Planning Department to the Consultant including:

Approved Tuen Mun Outline Zoning Plan (OZP) No.S/TM/31
Existing Building Height (in mPD, storey, and absolute height)
Proposed Building Height Restrictions (in mPD) for Approved Tuen Mun Outline Zoning Plan (OZP) No.S/TM/31
Proposed amendments to the approved Tuen Mun OZP No.S/TM/31
Term Consultancy for Expert Evaluation on Air Ventilation Assessment for Tuen Mun Area (March 2009)[1]
Experimental Site Wind Availability Study for Tuen Mun Area, Hong Kong (August 2009)[2]
Experimental Site Wind Availability Study for Tuen Mun East Area, Hong Kong (June 2008) [3]
Planning and Engineering Review of Potential Housing Sites in Tuen Mun East Area – Feasibility Study, Air Ventilation Assessment (2009)[4]

1.3 The consultant has studied the foregoing materials. During the preparation of the report, the consultant has visited the site and conducted working sessions with Planning Department.

2.0 Background

2.1 Planning Department's study: "Feasibility Study for Establishment of Air Ventilation Assessment System"[5] (Feasibility Study) has recommended that it is

important to allow adequate air ventilation through the built environment for pedestrian comfort.

2.2 Given Hong Kong's high density urban development, the study opines that: "more air ventilation, the better" is the useful design guideline.

2.3 The Feasibility Study summarises 10 qualitative guidelines for planners and designers. For the OZP level of consideration, breezeways/air paths, street grids and orientations, open spaces, non-building areas, waterfront sites, scales of podium, building heights, building dispositions, and greeneries are all important strategic considerations.

2.4 The Feasibility Study also suggests that Air Ventilation Assessment (AVA) be conducted in three stages: Expert Evaluation, Initial Studies, and Detailed Studies. The suggestion has been adopted and incorporated into Housing Planning and Lands Bureau (HPLB) and Environment, Transport and Works Bureau (ETWB) Technical Circular No. 1/06[6]. The key purposes of Expert Evaluation are to :

(a) Identify good design features.
(b) Identify obvious problem areas and propose some mitigation measures.
(c) Define "focuses" and methodologies of the Initial and/or Detailed studies.
(d) Determine if further study should be staged into Initial Study and Detailed Study, or Detailed Study alone.

2.5 To conduct the Expert Evaluation systematically and methodologically, it is necessary to undertake the following information analyses:

(a) Analyse relevant wind data as the input conditions to understand the wind environment of the Area.
(b) Analyse the topographical features of the study area, as well as the surrounding areas.
(c) Analyse the greenery/landscape characteristics of the study area, as well as the surrounding areas.
(d) Analyse the land use and built form of the study area, as well as the surrounding areas.

Based on the analyses:

(e) Estimate the characteristics of the input wind conditions of the study area.

(f) Identify the wind paths and wind flow characteristics of the study area through slopes, open spaces, streets, gaps and non-building areas between buildings, and low rise buildings; also identify stagnant/problem areas, if any.

(g) Estimate the need of wind for pedestrian comfort.

Based on the analyses of the EXISTING urban conditions:

(h) Evaluate the strategic role of the study area in air ventilation term.

(i) Identify problematic areas which warrant attention.

(j) Identify existing “good features” that needs to be kept or strengthened.

Based on an understanding of the EXISTING urban conditions:

(k) Evaluate and compare qualitatively the prima facie impact, merits or demerits of the different development restrictions as proposed by Planning Department on air ventilation aspect.

(l) Highlight problem areas, if any. Recommend improvements and mitigation measures if possible.

(m) Identify focus areas or issues that may need further studies. Recommend appropriate technical methodologies for the study if needed.

3.0 The Wind Environment

3.1 Hong Kong Observatory (HKO) stations provide useful and reliable data on the wind environment in Hong Kong (Figure 3.1). There are some 46 stations operated by HKO in Hong Kong. Together, these stations allow for a very good general understanding of the wind environment especially near ground level.

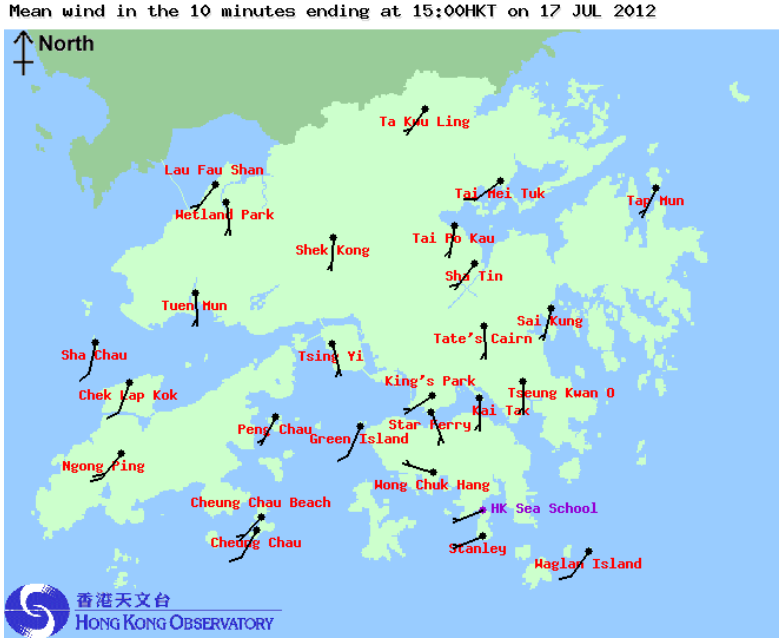


Figure 3.1 Some of the HKO stations in Hong Kong. This is a screen capture at 3pm on 17 July 2012 from the HKO website. The arrows show the wind directions and speeds at the given time.

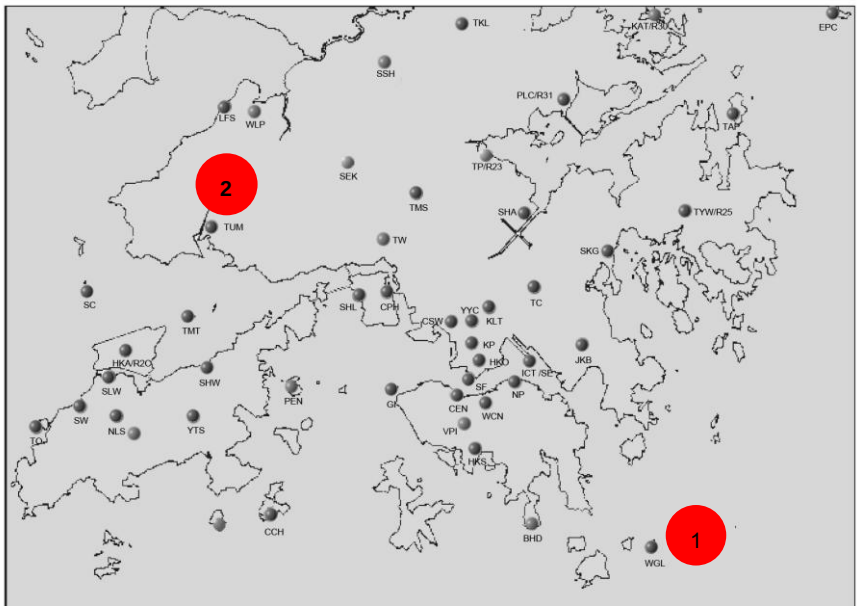


Figure 3.2 The HKO stations at 1: Waglan Island (WGL), 2: Tuen Mun (TUN)

3.2 The HKO station at Waglan Island (WGL) is normally regarded by wind engineers as the reference station for wind related studies (Location 1 in Figure 3.2). The station has a very long measurement record, and is unaffected by Hong Kong's complex topography. Unfortunately, it is known not to be able to capture the thermally induced local wind circulation like sea breezes too well. Based on WGL wind data, studies are typically employed to estimate the site wind availability taking into account the topographical features around the site.

3.3 Based on the annual wind rose of WGL (Figure 3.3), it is apparent that the annual prevailing wind in Hong Kong is from the east. A major component of wind also comes from the northeast; and there is a minor, but nonetheless observable component from the southwest. WGL has weak to moderate wind (0.1m/s to 8.2 m/s) approximately 70% of the time.

3.4 For the study, seasonally or monthly wind environment should be understood (Figures 3.4 and 3.5). During winter, the prevailing wind comes from the northeast, whereas during summer, it comes from the southwest. As far as AVA is concerned, in Hong Kong, the summer wind is very important and beneficial for thermal comfort. Hence, based on WGL data, it is very important to plan our city, on the one hand, to capture the annual wind characteristics, and on the other hand, to maximize the penetration of the summer winds (mainly from the southwest) into the urban fabric.

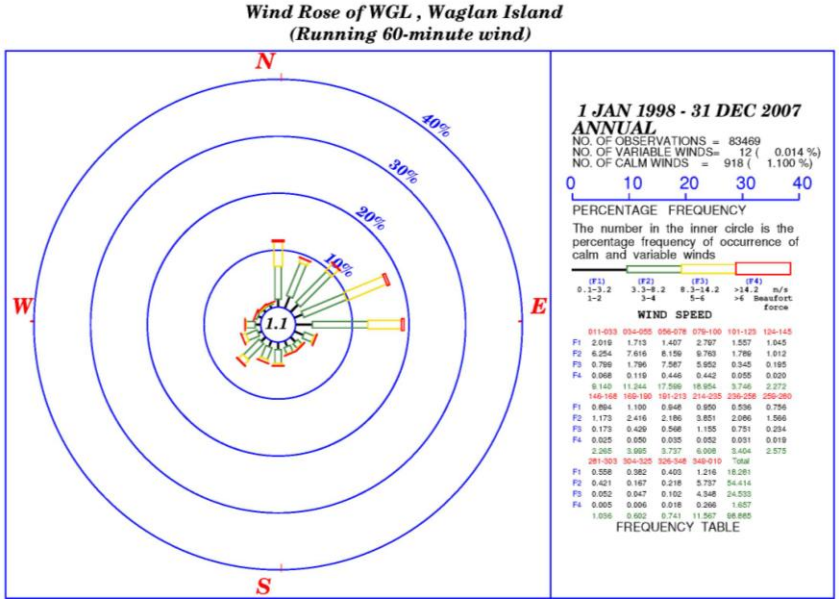


Figure 3.3 Wind rose of WGL from 1998 to 2007[1] (annual).

[1] Wind data from 1998 to 2007 are the latest available 10-year data from HKO to the consultant.

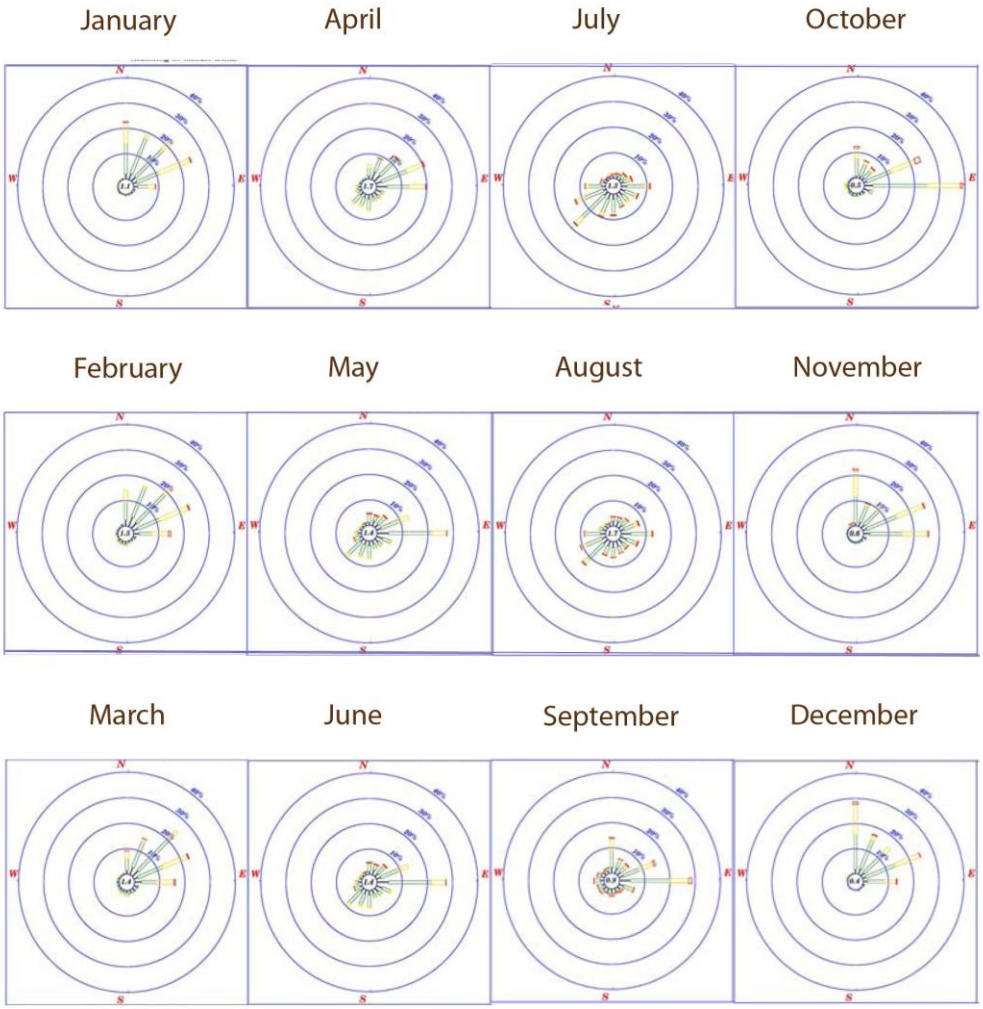


Figure 3.4 Monthly wind roses of WGL from 1998 to 2007.

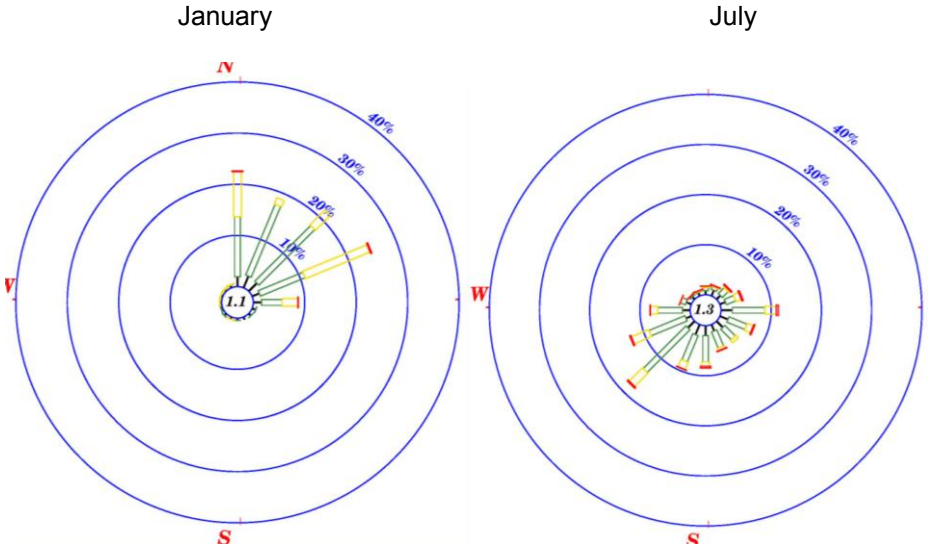


Figure 3.5 Wind roses of WGL from 1998 to 2007 (Jan and July).

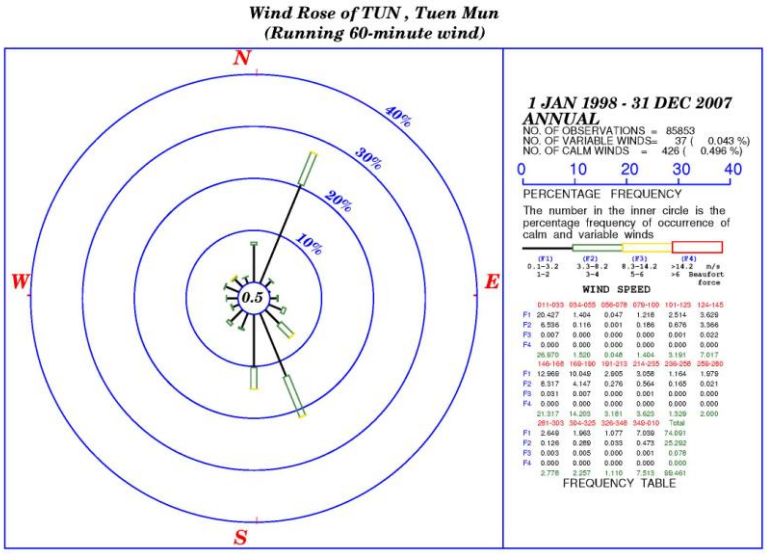


Figure 3.6 Wind rose of Tun, Tuen Mun from 1998 to 2007 (annual).

(Elevation of station: 63m above mean sea level)

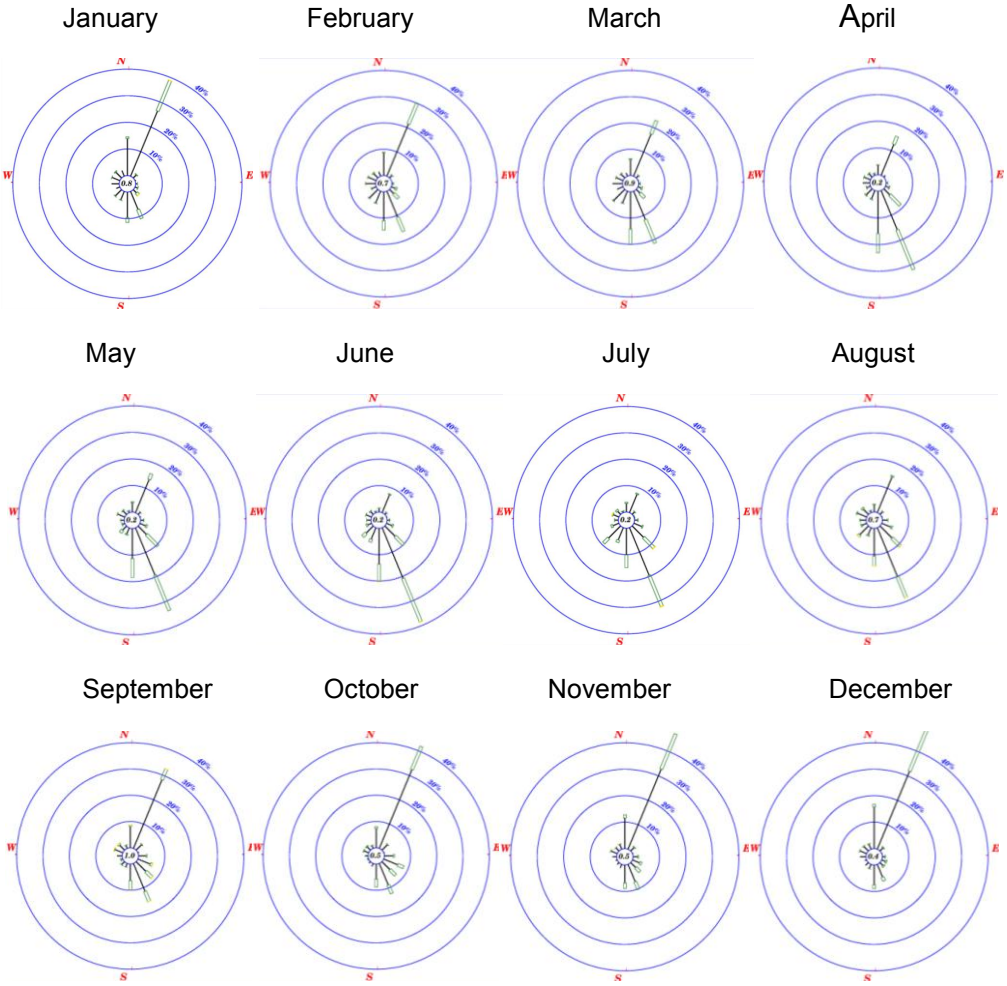


Figure 3.7 Monthly wind roses of Tun, Tuen Mun from 1998 to 2007.

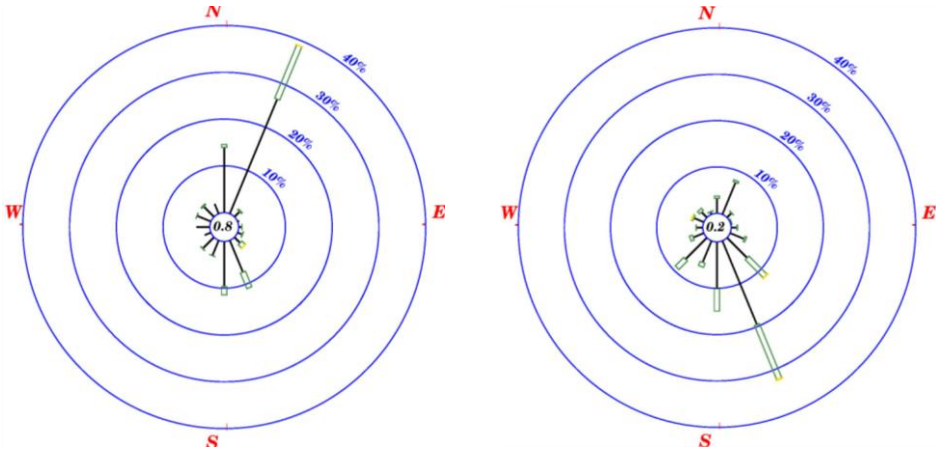


Figure 3.8 Wind roses of Tun, Tuen Mun from 1998 to 2007 (Jan and July).

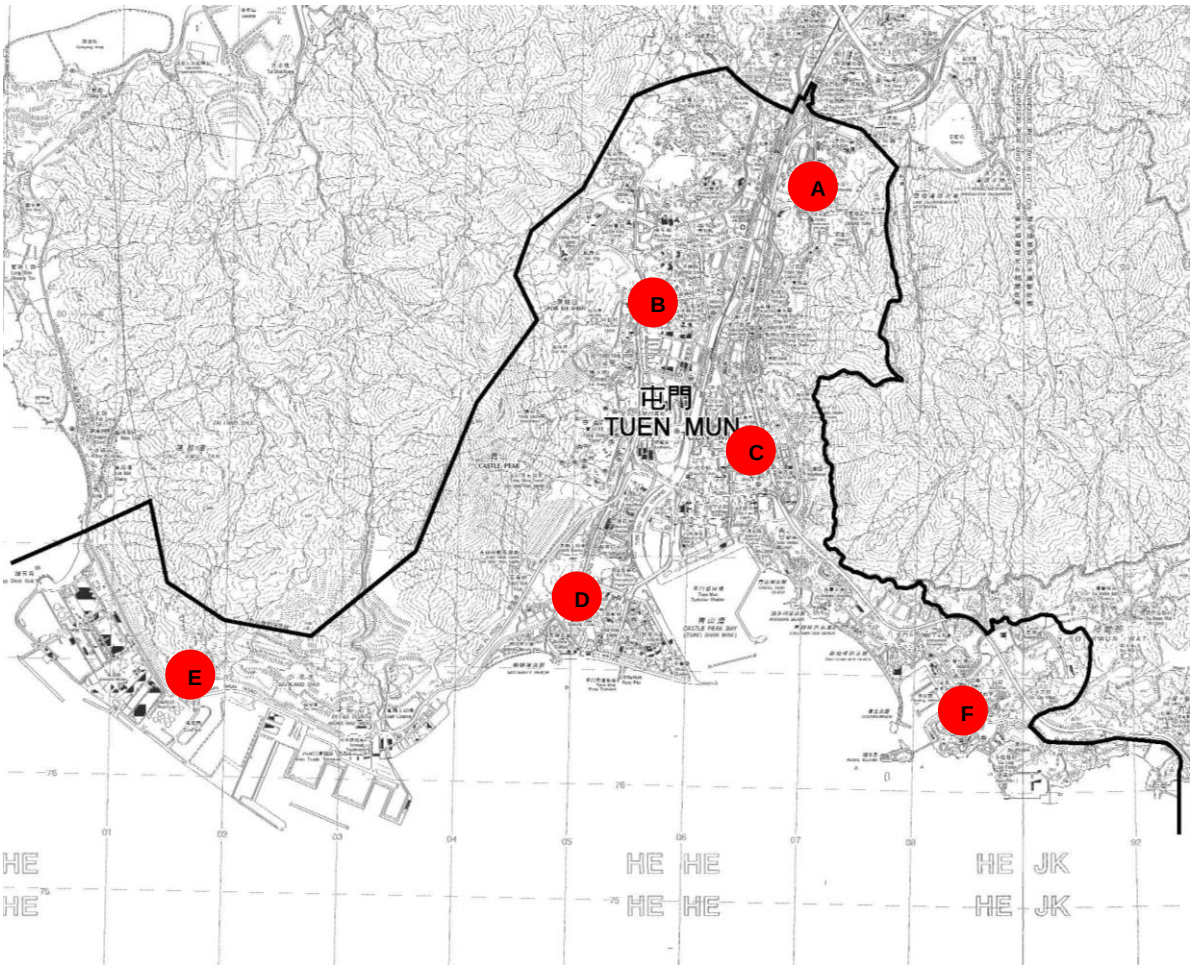


Figure 3.9 The six locations of MM5 extracted data (A, B, C, D, E and F).

3.5 Apart from WGL, the wind data of Tuen Mun were also extracted from HKO for reference (Figures 3.6 to 3.8) as the nearest station for measuring wind environment for Tuen Mun New Town. It can be observed that the annual prevailing winds in Tuen Mun Station are mainly from the northeast and southeast. Summer prevailing winds are mainly from the southeast.

3.6 Researchers at Hong Kong University of Science and Technology (HKUST), Prof Alexis Lau and Prof Jimmy Fung, have simulated a set of wind data using Fifth-Generation Penn State/NCAR Mesoscale Model (MM5) over Hong Kong with 100m grid resolution. The wind data covered two years from 2004 to 2006[1]. Data from six locations within the study area were extracted at 60m, 120m and 450m above the ground (Figures 3.9 to 3.33). These six locations, according to the theories of MM5, were selected to representatively reflect the general wind patterns within the study area induced by topography. Prevailing wind directions of each location and level are summarised in Table 1.1.

[1] Wind data from 2004 to 2006 simulated by MM5 are the latest available data from the Institute for the Environment (IENV), the Hong Kong University of Science and Technology (HKUST).

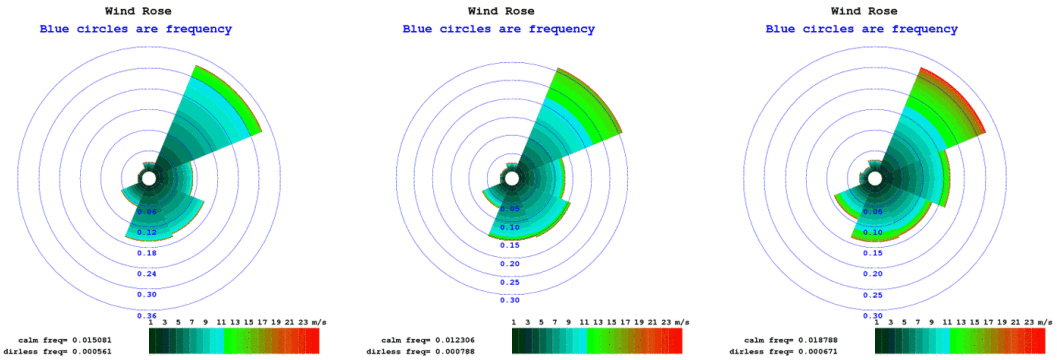


Figure 3.10 Annual Wind roses (2004 - 2006) at A (left: 60 m; middle: 120 m; right: 450 m).

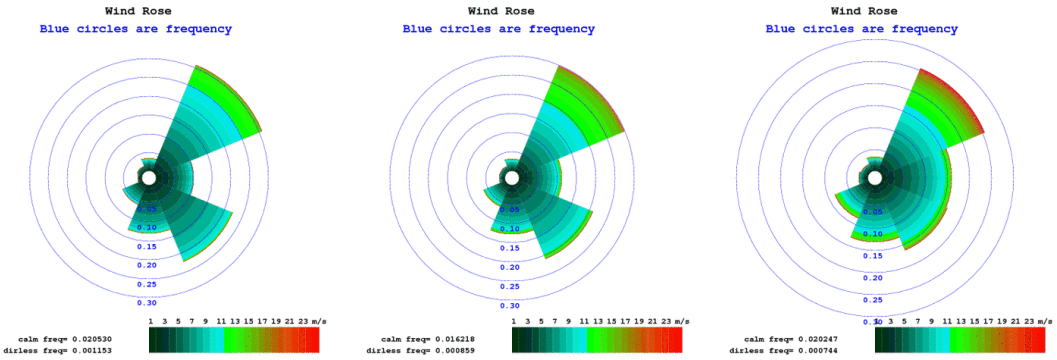


Figure 3.11 Annual Wind roses (2004 - 2006) at B (left: 60 m; middle: 120 m; right: 450 m).

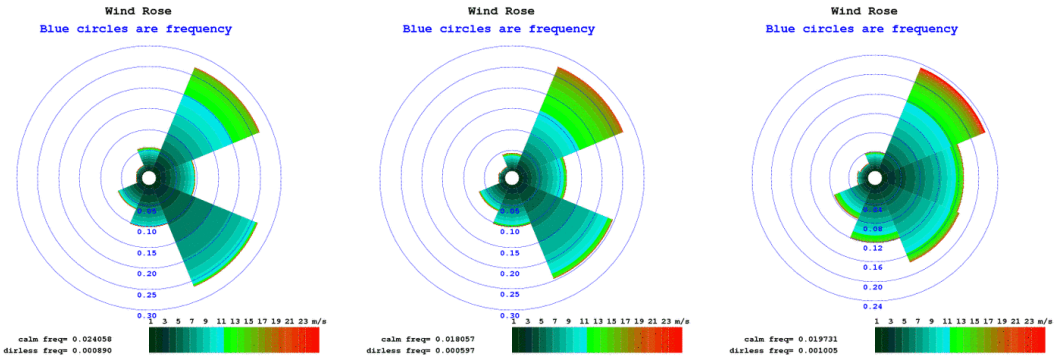


Figure 3.12 Annual Wind roses (2004 - 2006) at C (left: 60 m; middle: 120 m; right: 450 m).

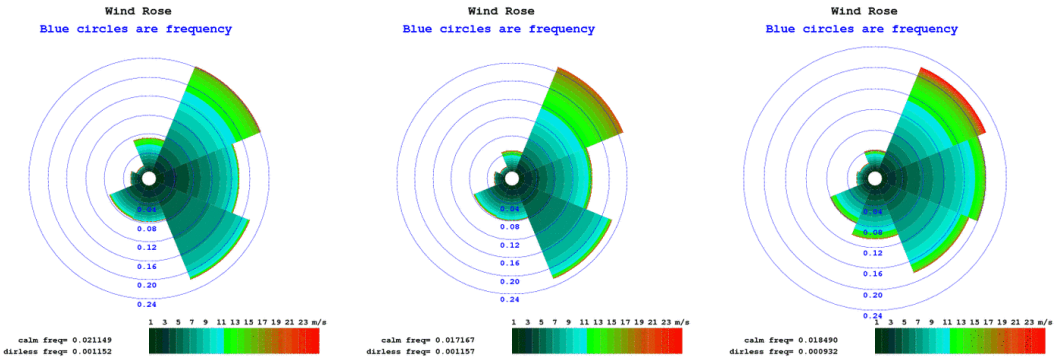


Figure 3.13 Annual Wind roses (2004 - 2006) at D (left: 60 m; middle: 120 m; right: 450 m).

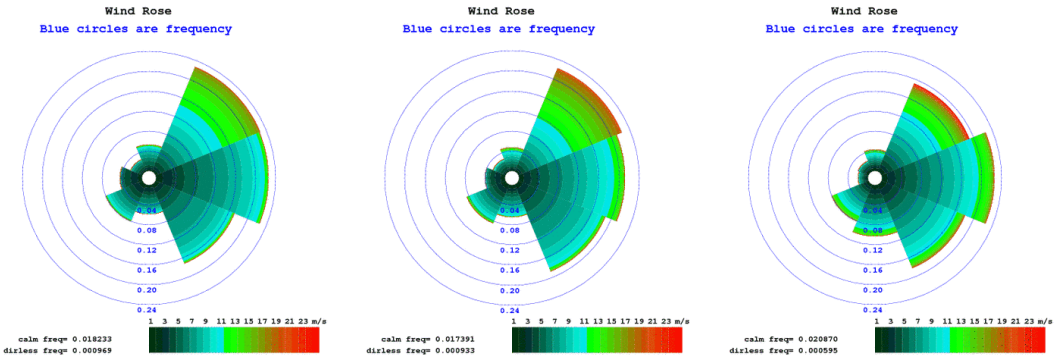


Figure 3.14 Annual Wind roses (2004 - 2006) at E (left: 60 m; middle: 120 m; right: 450 m).

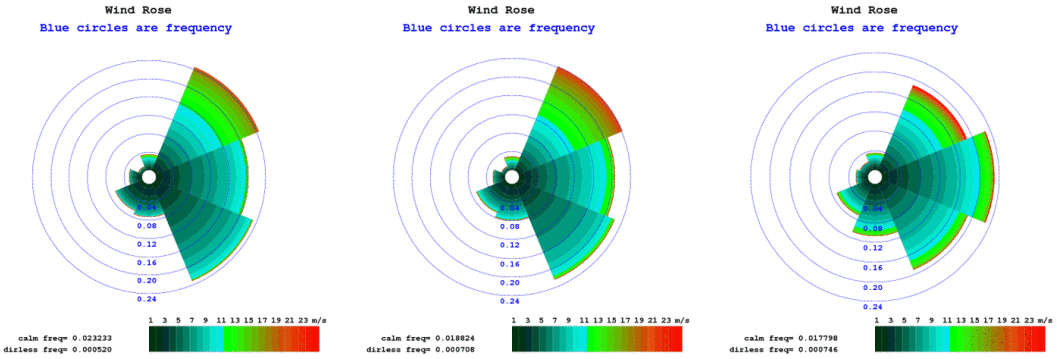


Figure 3.15 Annual Wind roses (2004 - 2006) at F (left: 60 m; middle: 120 m; right: 450 m).

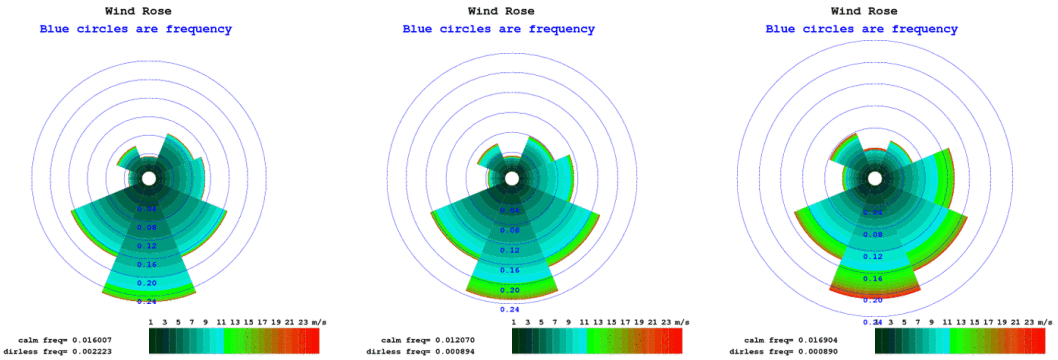


Figure 3.16 Summer Wind roses (2004) at A (left: 60 m; middle: 120 m; right: 450 m).

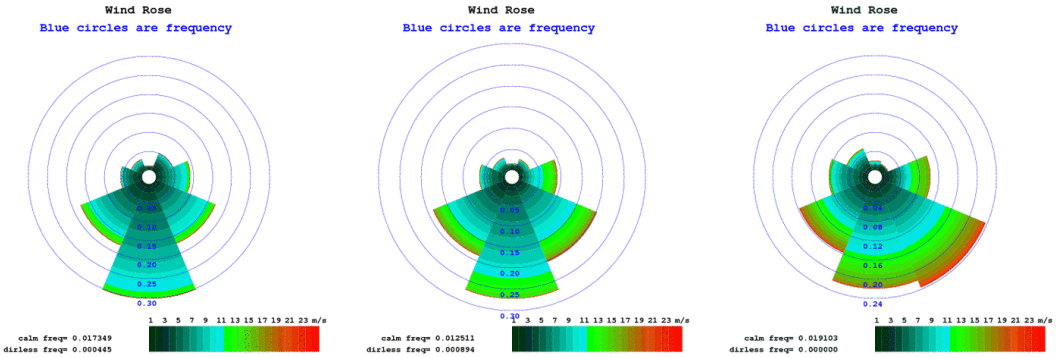


Figure 3.17 Summer Wind roses (2005) at A (left: 60 m; middle: 120 m; right: 450 m).

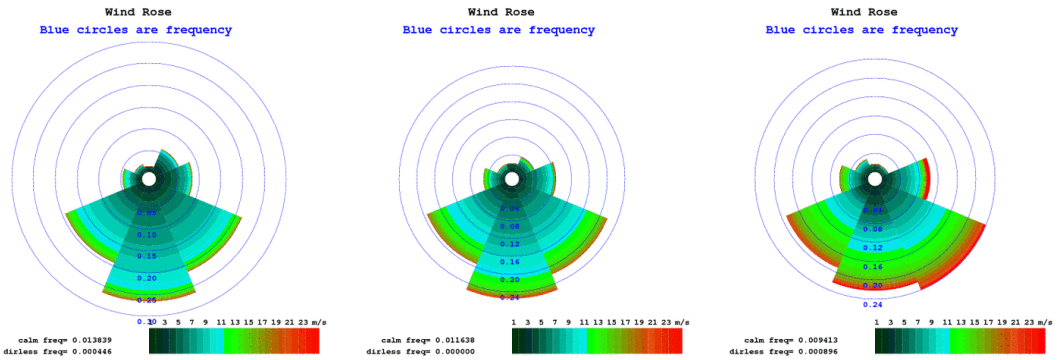


Figure 3.18 Summer Wind roses (2006) at A (left: 60 m; middle: 120 m; right: 450 m).

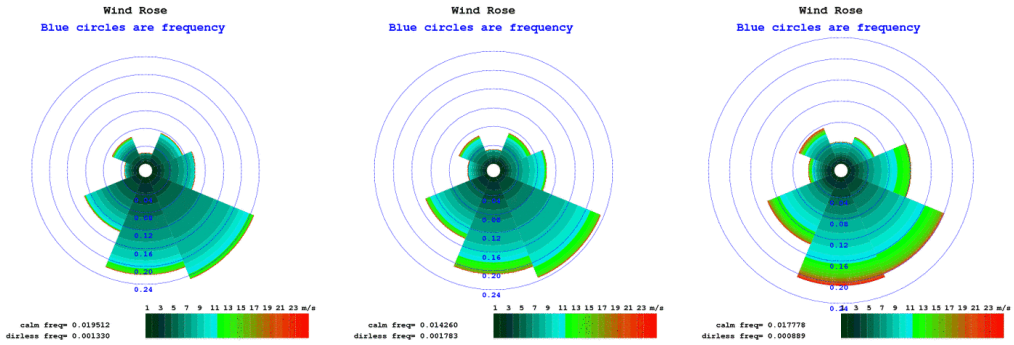


Figure 3.19 Summer Wind roses (2004) at B (left: 60 m; middle: 120 m; right: 450 m).

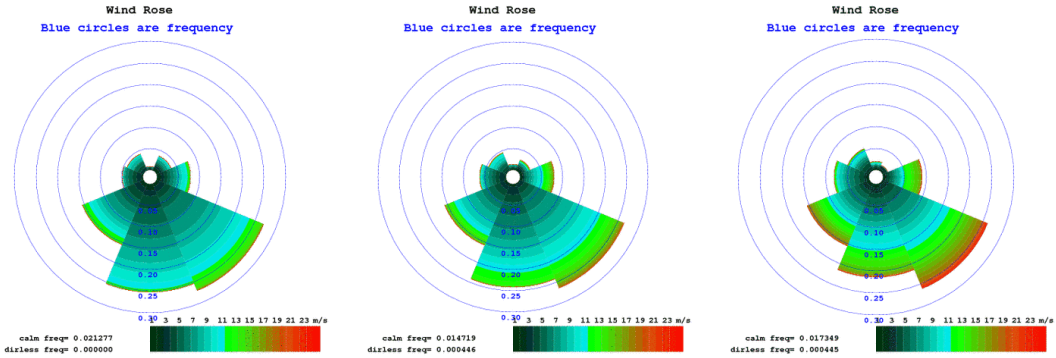


Figure 3.20 Summer Wind roses (2005) at B (left: 60 m; middle: 120 m; right: 450 m).

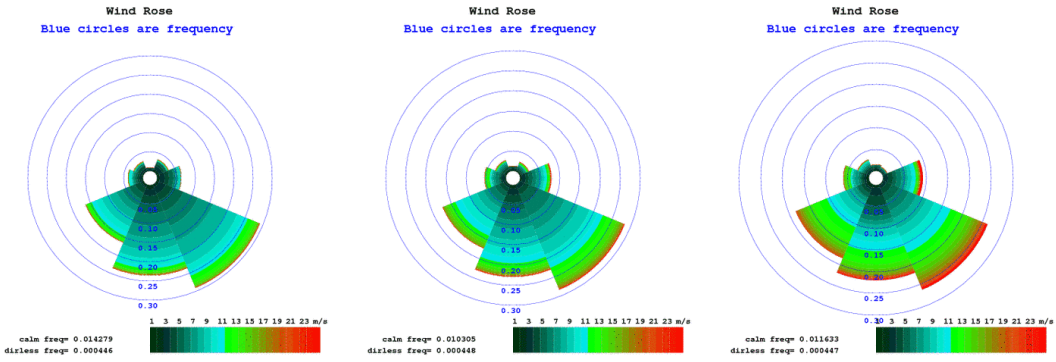


Figure 3.21 Summer Wind roses (2006) at B (left: 60 m; middle: 120 m; right: 450 m).

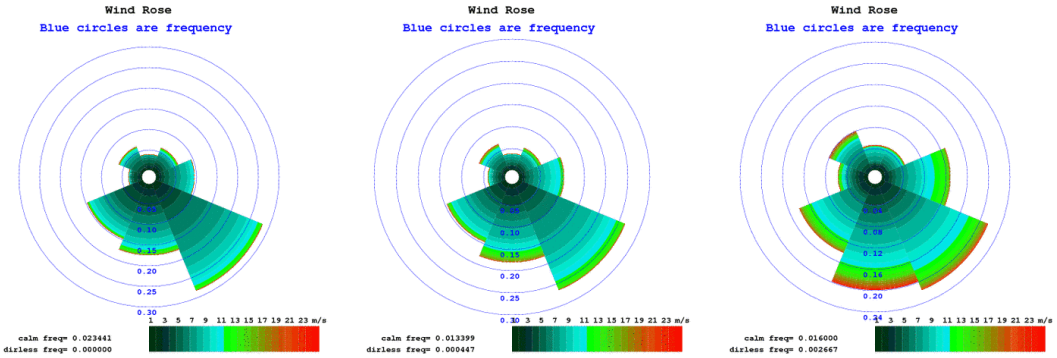


Figure 3.22 Summer Wind roses (2004) at C (left: 60 m; middle: 120 m; right: 450 m).

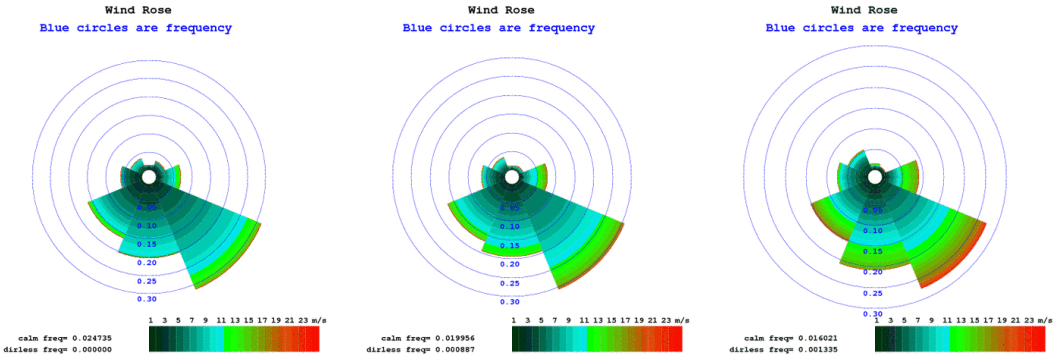


Figure 3.23 Summer Wind roses (2005) at C (left: 60 m; middle: 120 m; right: 450 m).

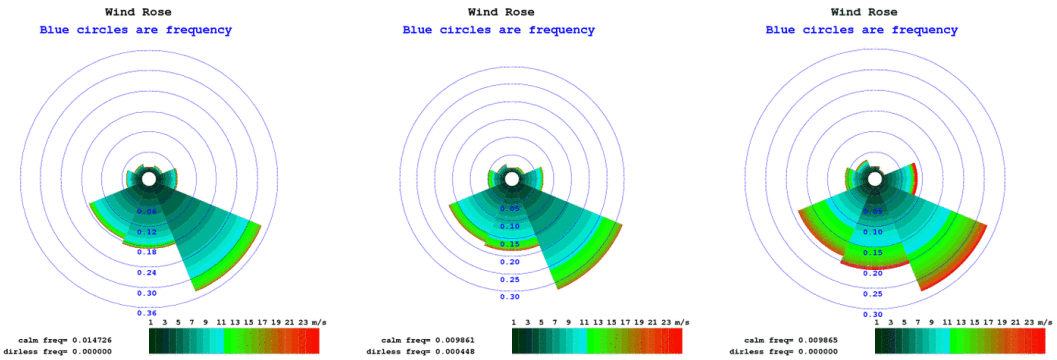


Figure 3.24 Summer Wind roses (2006) at C (left: 60 m; middle: 120 m; right: 450 m).

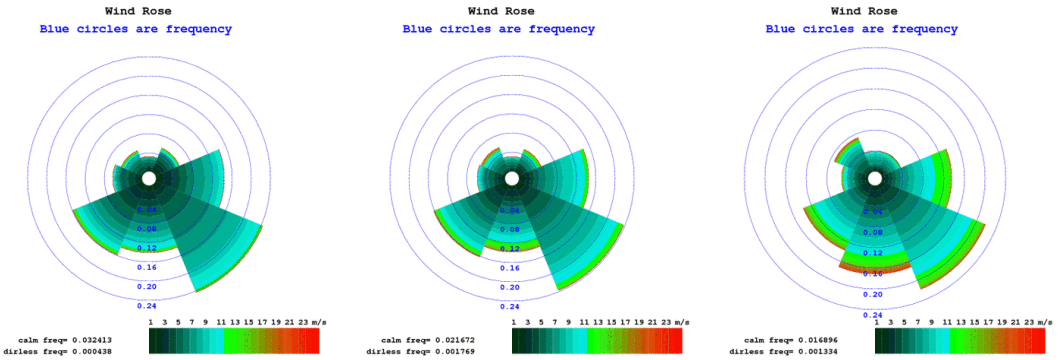


Figure 3.25 Summer Wind roses (2004) at D (left: 60 m; middle: 120 m; right: 450 m).

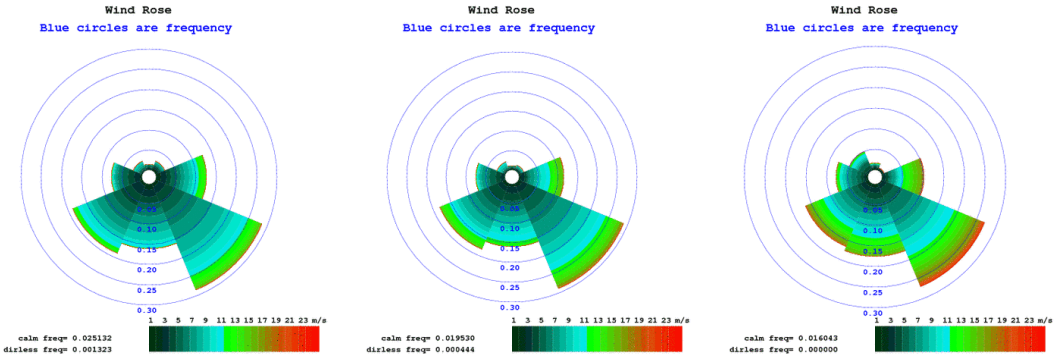


Figure 3.26 Summer Wind roses (2005) at D (left: 60 m; middle: 120 m; right: 450 m).

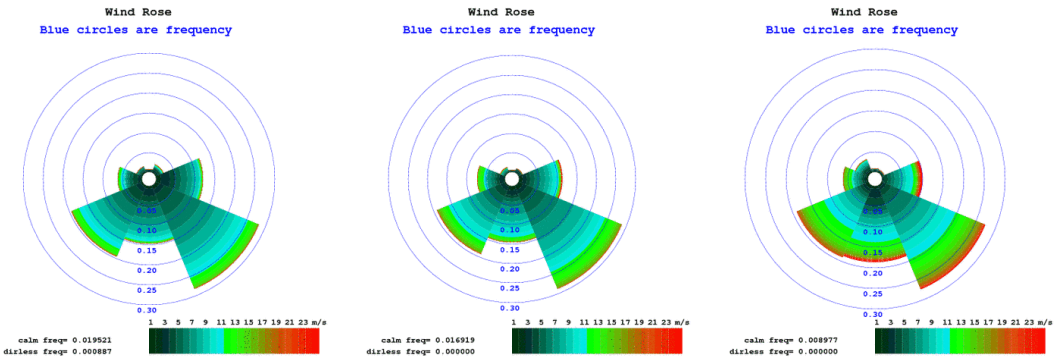


Figure 3.27 Summer Wind roses (2006) at D (left: 60 m; middle: 120 m; right: 450 m).

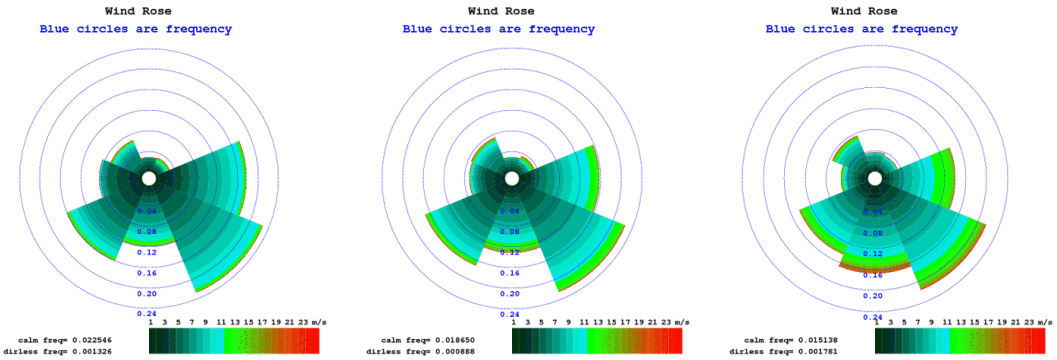


Figure 3.28 Summer Wind roses (2004) at E (left: 60 m; middle: 120 m; right: 450 m).

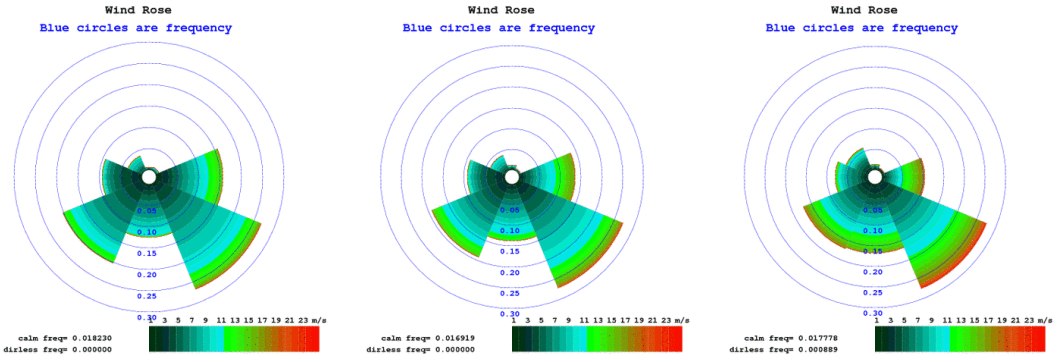


Figure 3.29 Summer Wind roses (2005) at E (left: 60 m; middle: 120 m; right: 450 m).

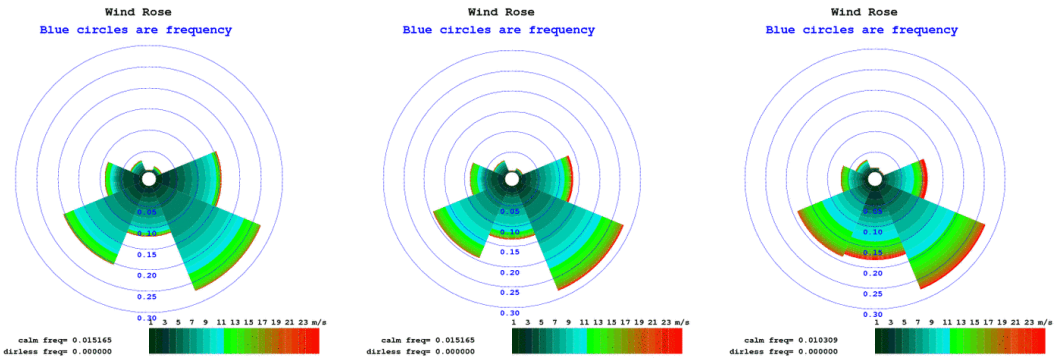


Figure 3.30 Summer Wind roses (2006) at E (left: 60 m; middle: 120 m; right: 450 m).

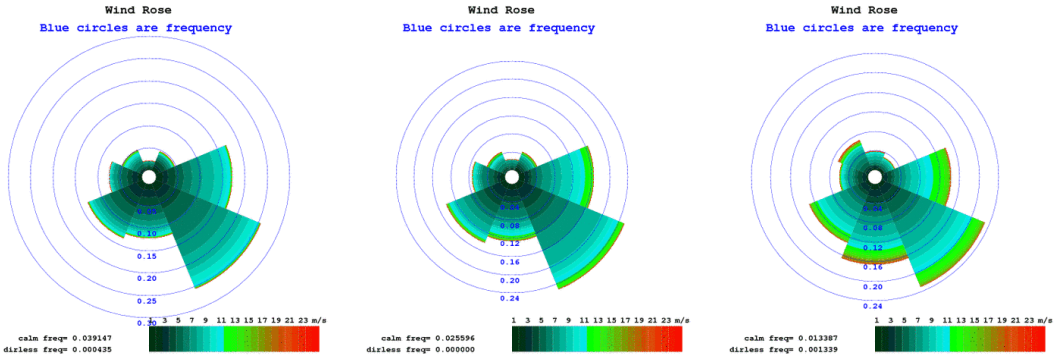


Figure 3.31 Summer Wind roses (2004) at F (left: 60 m; middle: 120 m; right: 450 m).

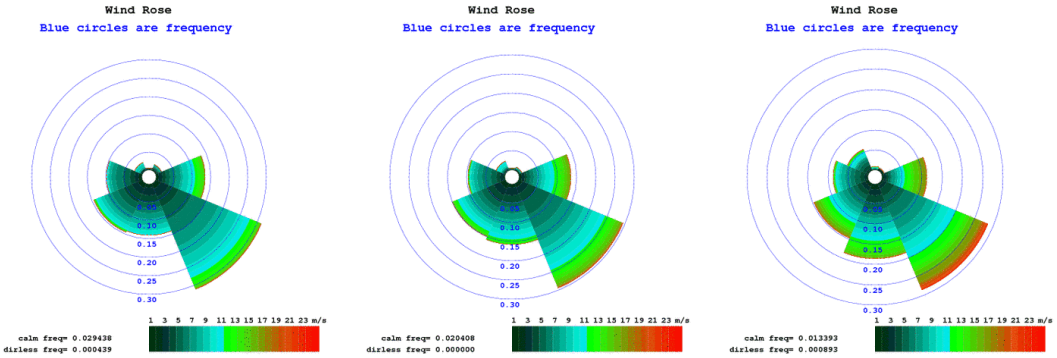


Figure 3.32 Summer Wind roses (2005) at F (left: 60 m; middle: 120 m; right: 450 m).

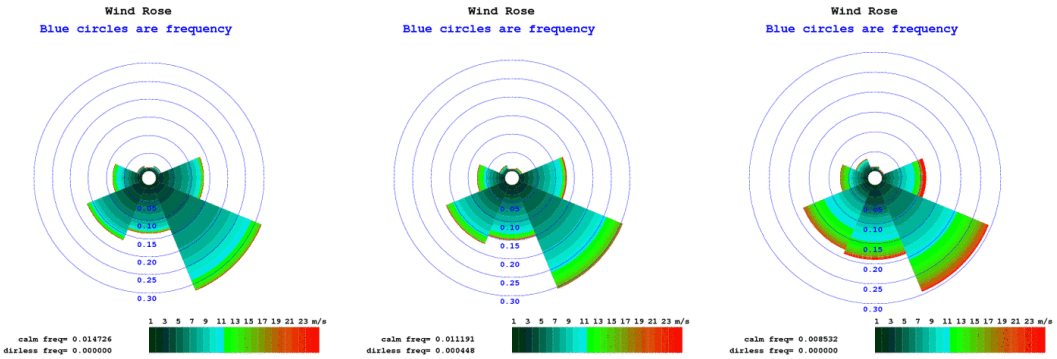


Figure 3.33 Summer Wind roses (2006) at F (left: 60 m; middle: 120 m; right: 450 m).

3.7 Referring to “Experimental Site Wind Availability Study for Tuen Mun Area, Hong Kong”[2] and “Experimental Site Wind Availability Study for Tuen Mun East Area, Hong Kong”[3], wind characteristics in Tuen Mun Area (Figure 3.34) and Tuen Mun East Area (Figure 3.43) have been analysed by wind tunnel experiments. The annual prevailing winds of the study location in Tuen Mun Area from the wind tunnel experiments are mainly from the east and northeast (Figures 3.35 to 3.38). The summer prevailing winds of the study location in Tuen Mun Area from the wind tunnel experiments are mainly from the east, southeast and southwest (Figures 3.39 to 3.42). The annual prevailing winds of Position 1 and 2 in Tuen Mun East Area from the wind tunnel experiments are mainly from the east (Figure 3.44 to Figure 3.47). No summer winds were provided in the wind tunnel experiments of Tuen Mun East Area[3].

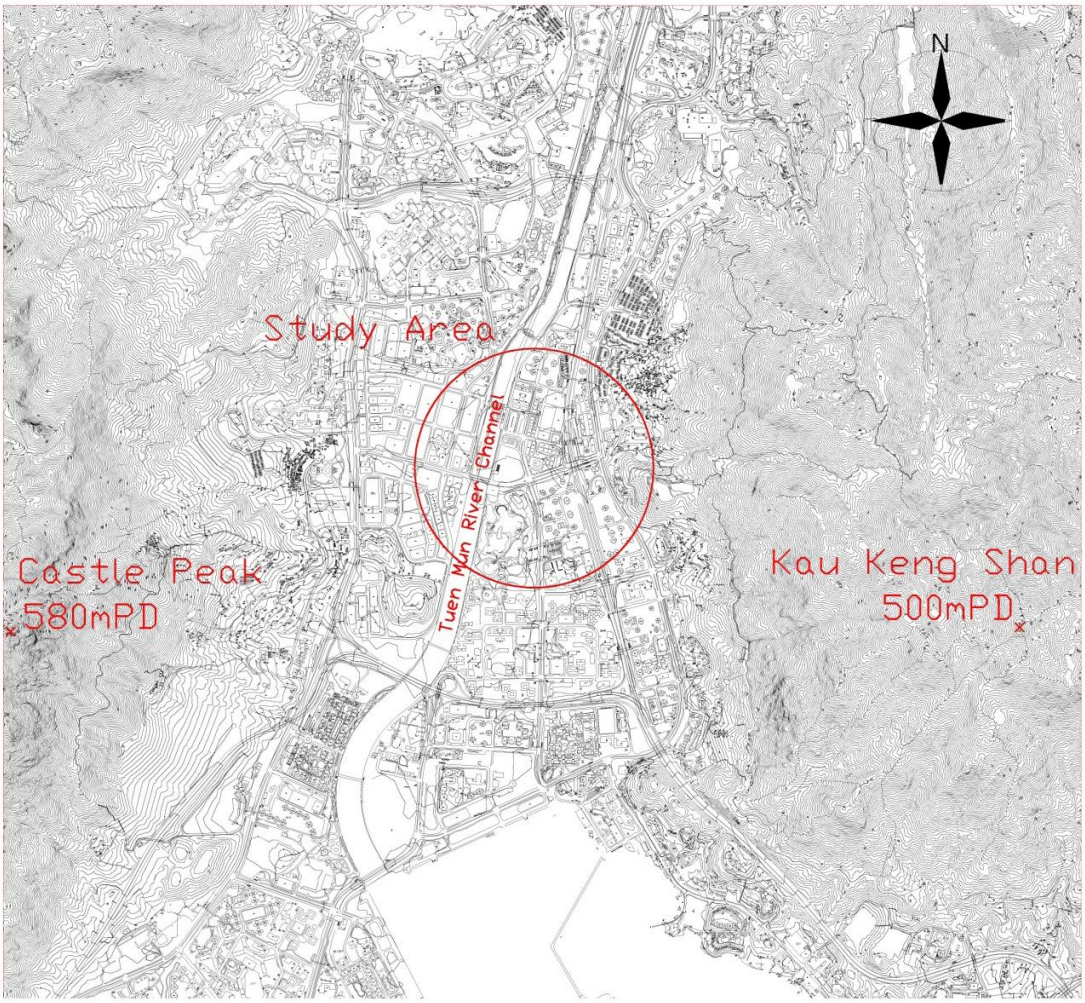


Figure 3.34 Location of the Tuen Mun Study Area for wind tunnel experiments.

(Source: Experimental Site Wind Availability Study for Tuen Mun Area, Hong Kong (August 2009) [2])

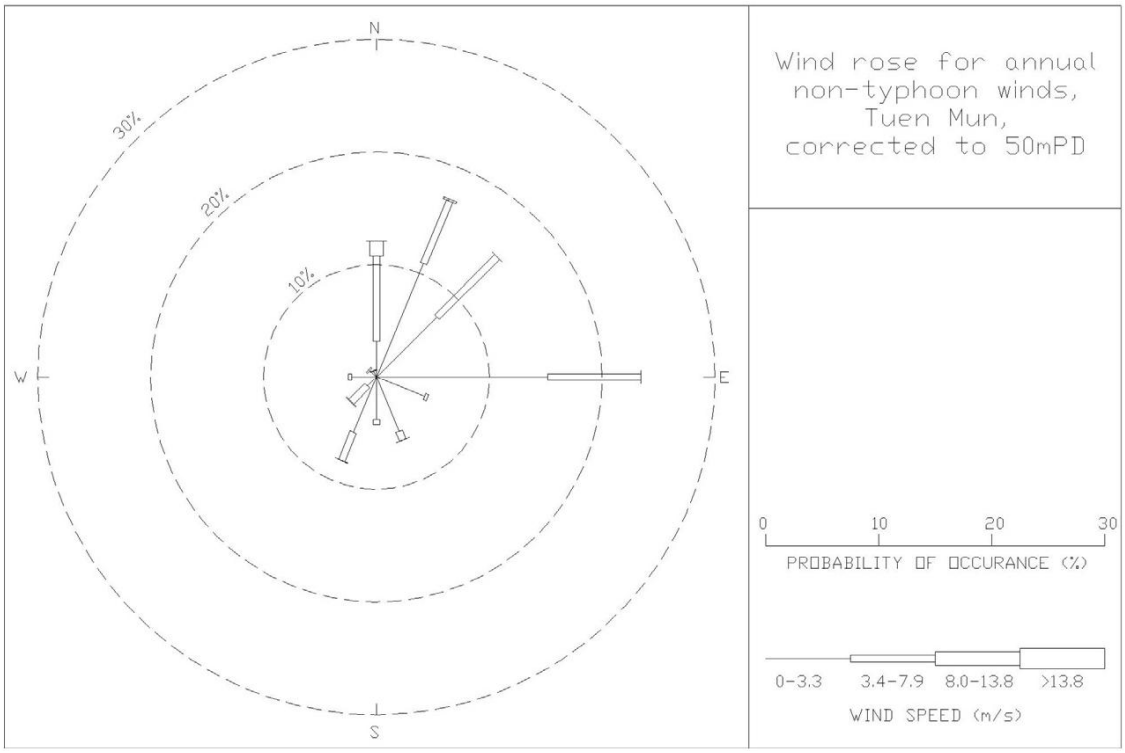


Figure 3.35 Wind rose for annual, non-typhoon winds for Tuen Mun, corrected to 50 mPD
(Source: Experimental Site Wind Availability Study for Tuen Mun Area, Hong Kong (August 2009) [2])

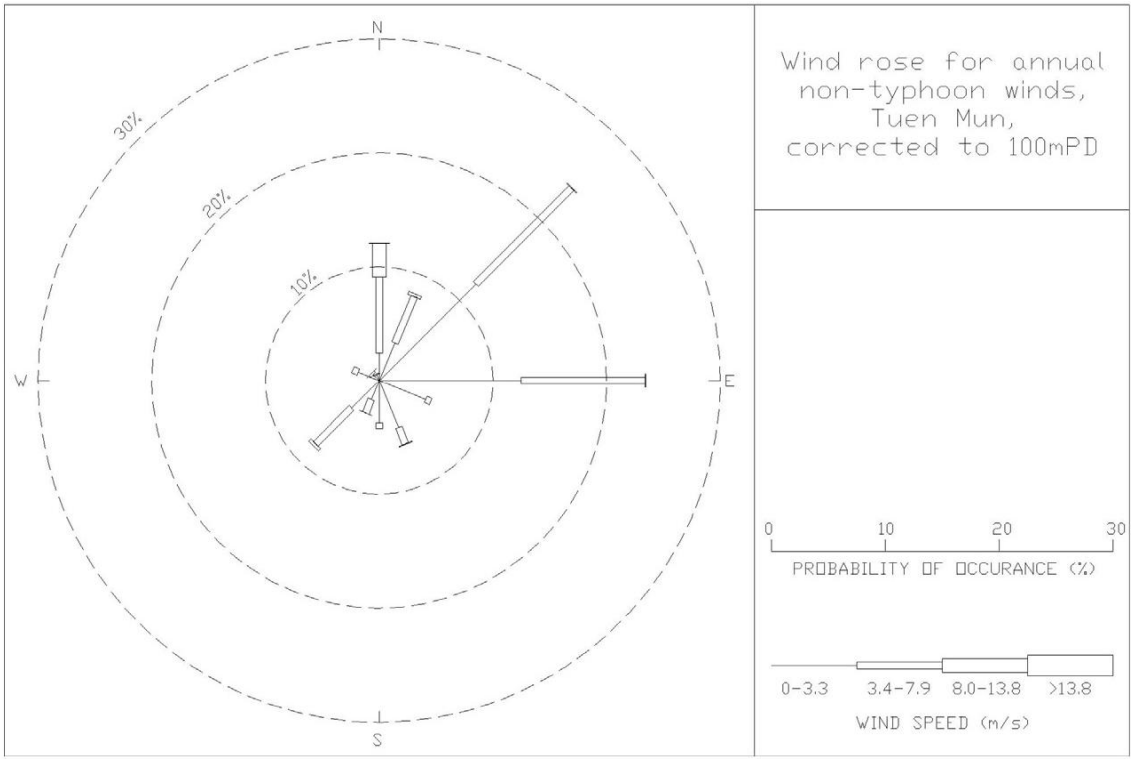


Figure 3.36 Wind rose for annual, non-typhoon winds for Tuen Mun, corrected to 100 mPD
(Source: Experimental Site Wind Availability Study for Tuen Mun Area, Hong Kong (August 2009) [2])

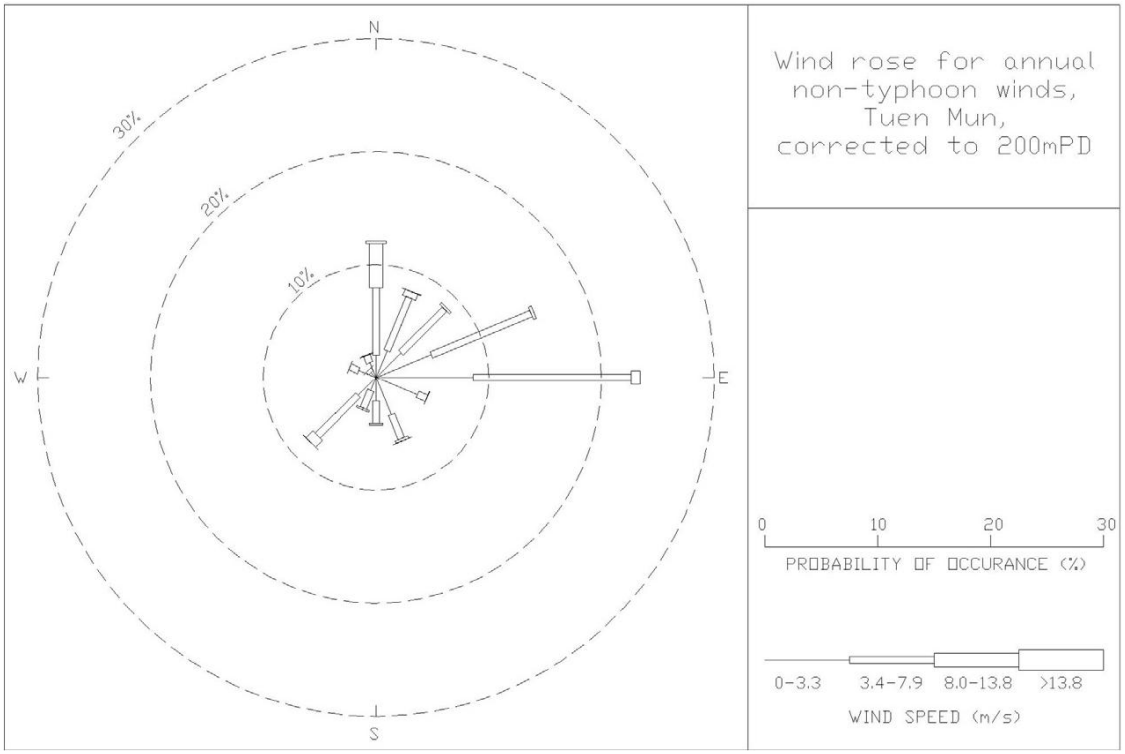


Figure 3.37 Wind rose for annual, non-typhoon winds for Tuen Mun, corrected to 200 mPD

(Source: Experimental Site Wind Availability Study for Tuen Mun Area, Hong Kong (August 2009) [2])

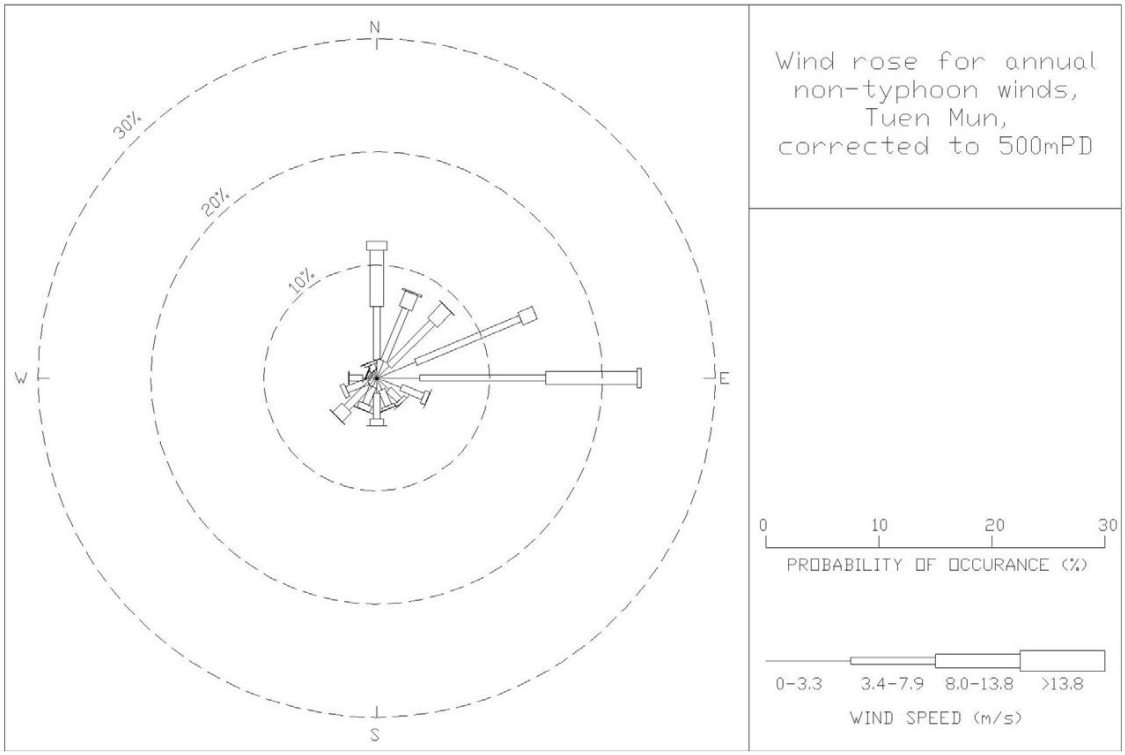


Figure 3.38 Wind rose for annual, non-typhoon winds for Tuen Mun, corrected to 500 mPD

(Source: Experimental Site Wind Availability Study for Tuen Mun Area, Hong Kong (August 2009) [2])

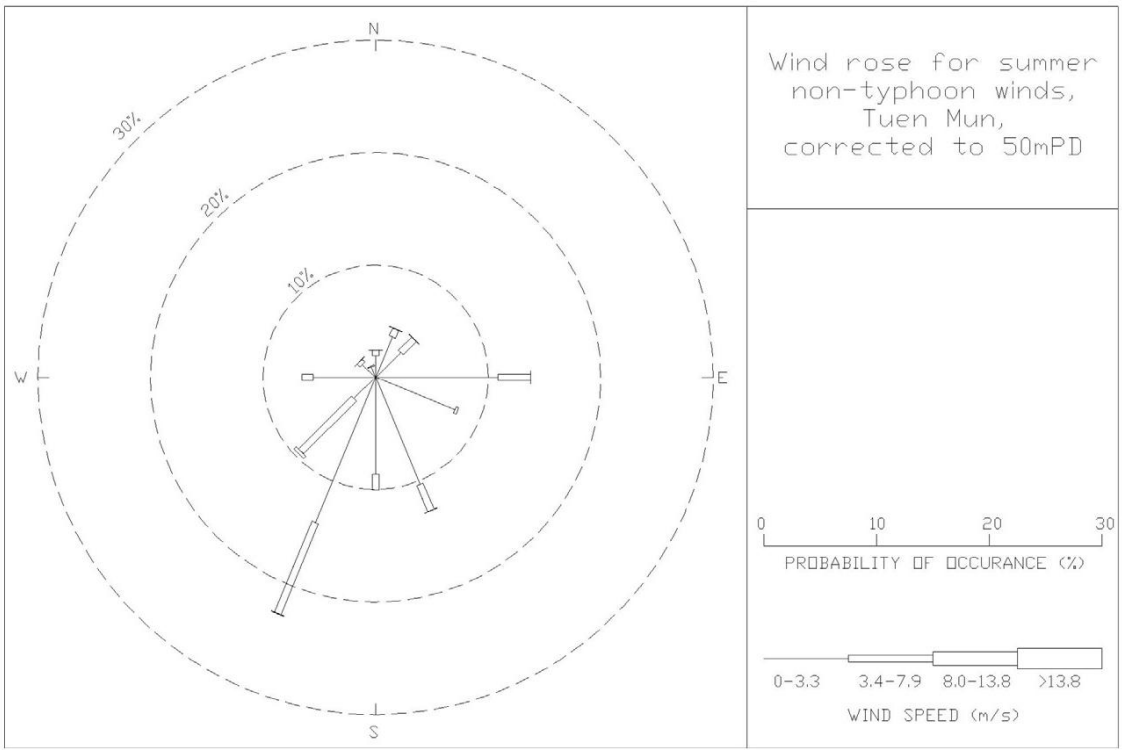


Figure 3.39 Wind rose for summer, non-typhoon winds for Tuen Mun, corrected to 50 mPD

(Source: Experimental Site Wind Availability Study for Tuen Mun Area, Hong Kong (August 2009) [2])

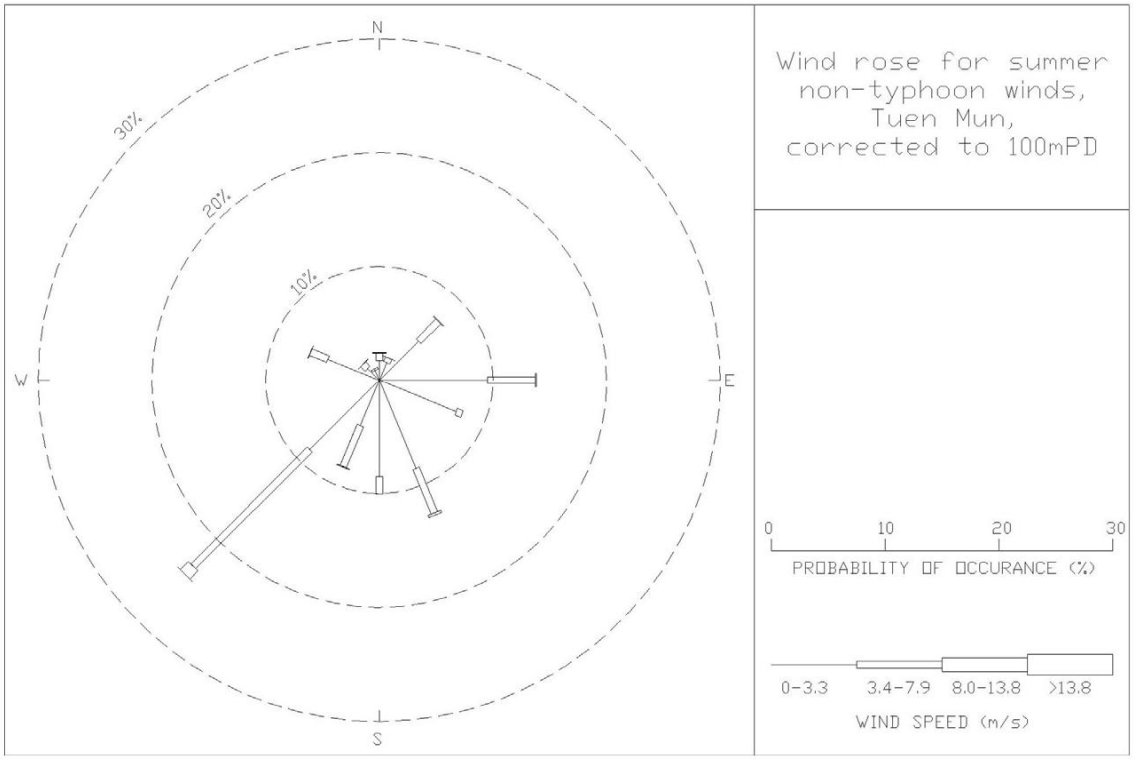


Figure 3.40 Wind rose for summer, non-typhoon winds for Tuen Mun, corrected to 100 mPD

(Source: Experimental Site Wind Availability Study for Tuen Mun Area, Hong Kong (August 2009) [2])

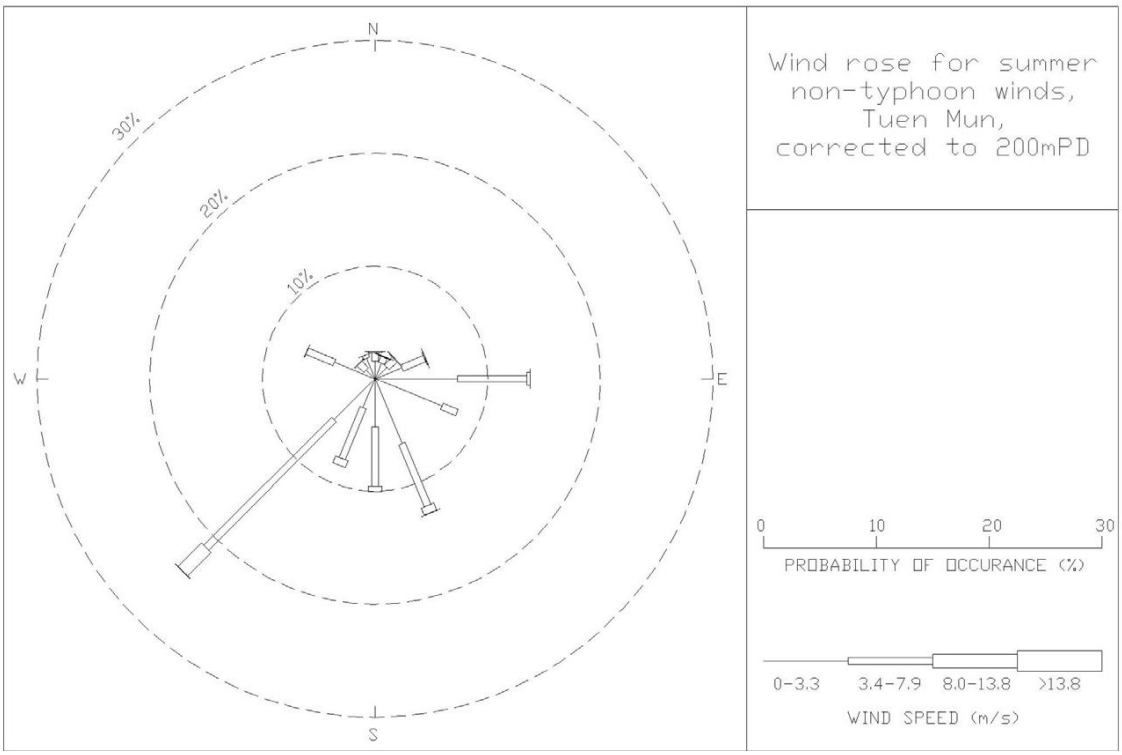


Figure 3.41 Wind rose for summer, non-typhoon winds for Tuen Mun, corrected to 200 mPD

(Source: Experimental Site Wind Availability Study for Tuen Mun Area, Hong Kong (August 2009) [2])

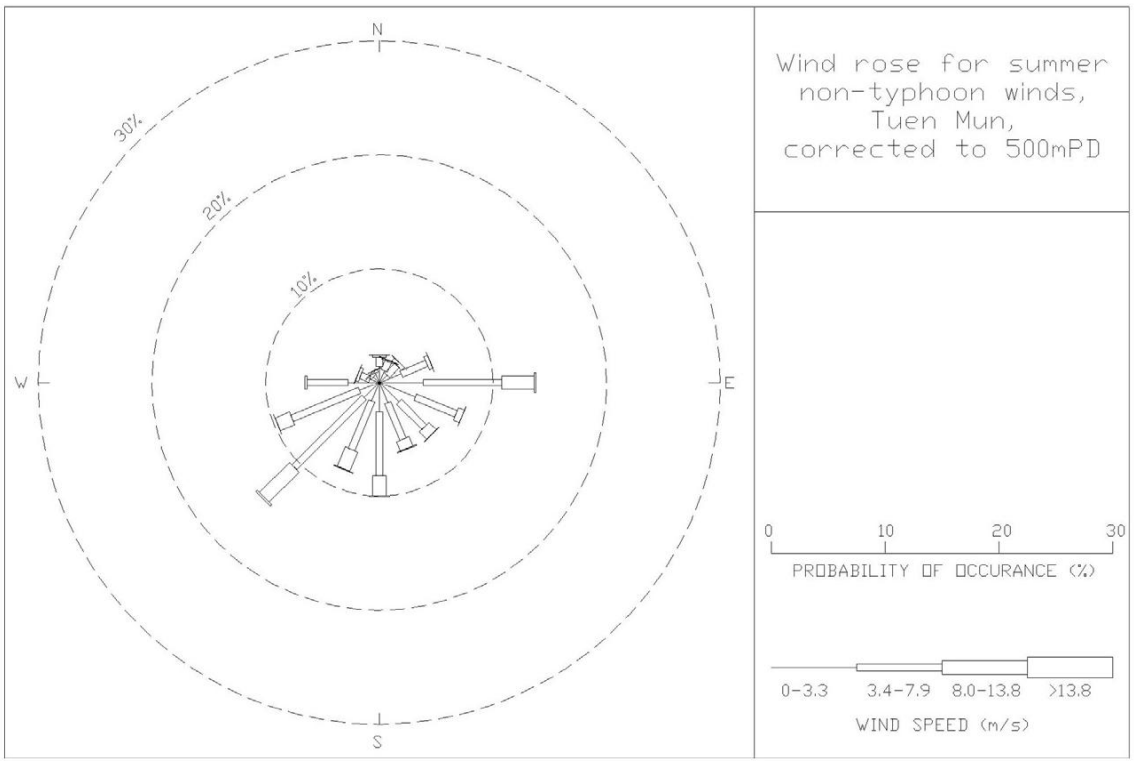


Figure 3.42 Wind rose for summer, non-typhoon winds for Tuen Mun, corrected to 500 mPD

(Source: Experimental Site Wind Availability Study for Tuen Mun Area, Hong Kong (August 2009) [2])

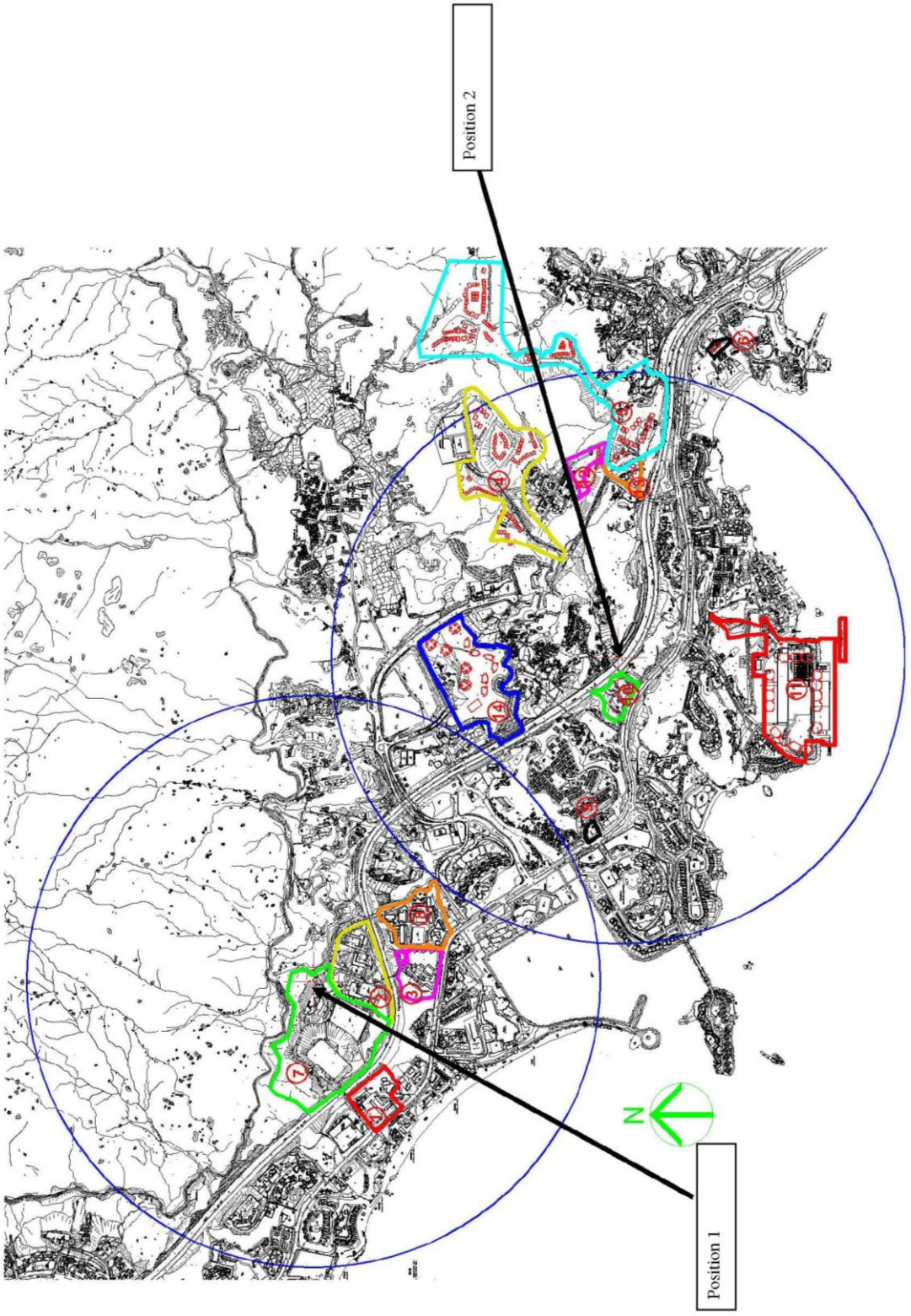


Figure 3.43 Two positions in Tuen Mun East Area for wind tunnel experiments. (Source: Experimental Site Wind Availability Study for Tuen Mun East Area, Hong Kong (June 2008)[3])

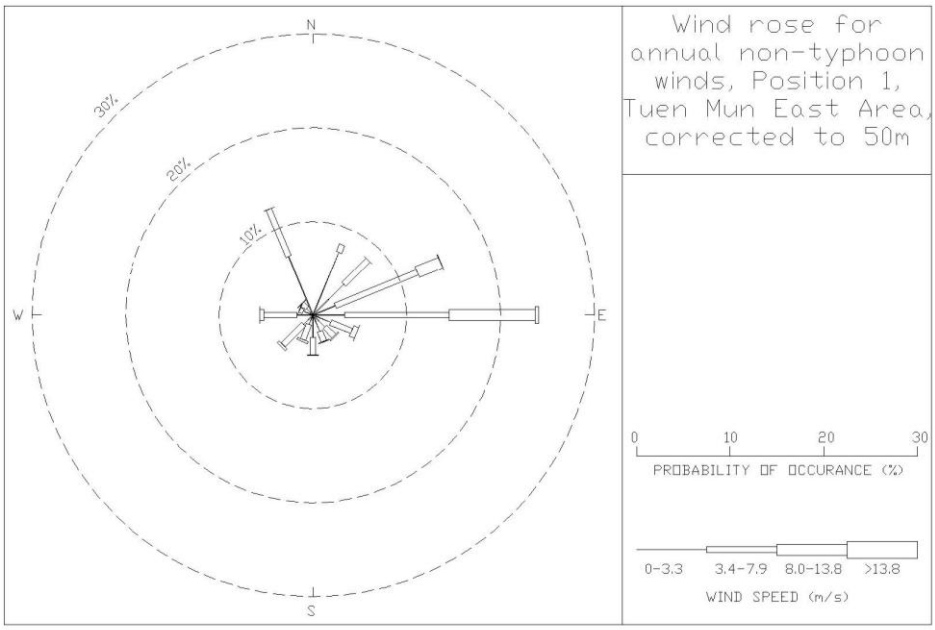


Figure 3.44 Wind rose for annual, non-typhoon winds for Position 1 of the Tuen Mun East Area, corrected to 50m.

(Source: Experimental Site Wind Availability Study for Tuen Mun East Area, Hong Kong (June 2008)[3])

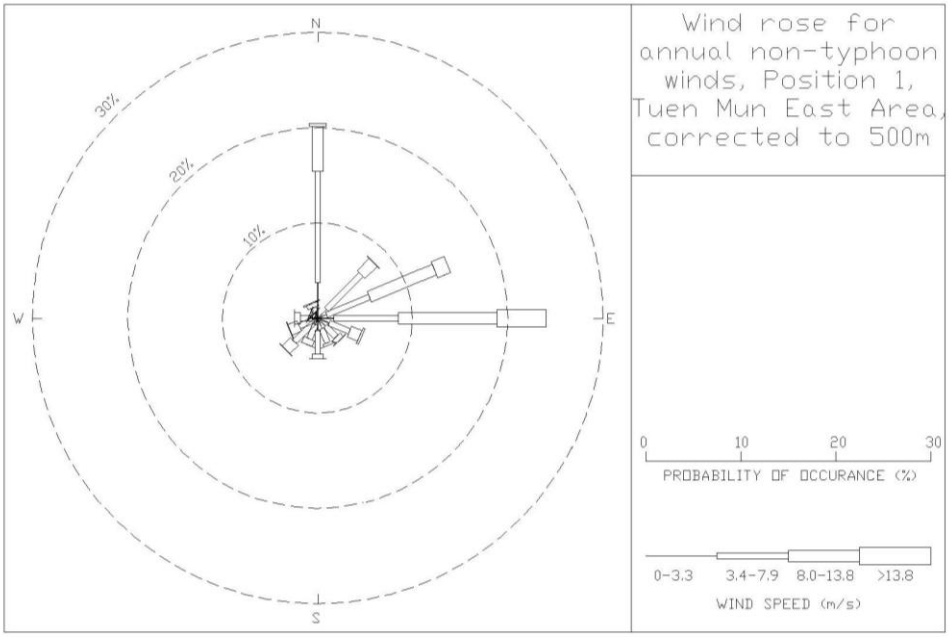


Figure 3.45 Wind rose for annual, non-typhoon winds for Position 1 of the Tuen Mun East Area, corrected to 500m.

(Source: Experimental Site Wind Availability Study for Tuen Mun East Area, Hong Kong (June 2008)[3])

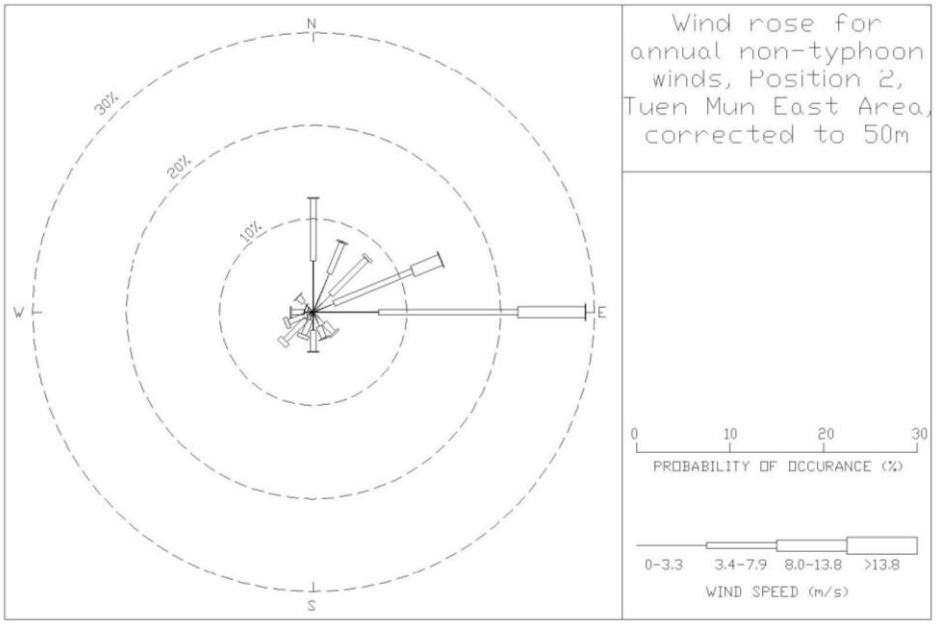


Figure 3.46 Wind rose for annual, non-typhoon winds for Position 2 of the Tuen Mun East Area, corrected to 50m.

(Source: Experimental Site Wind Availability Study for Tuen Mun East Area, Hong Kong (June 2008)[3])

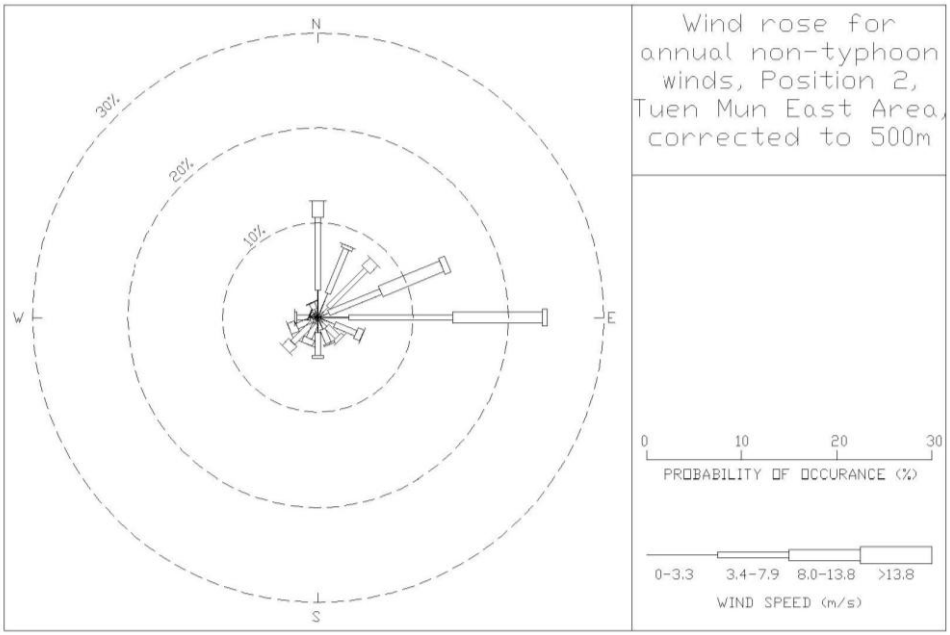


Figure 3.47 Wind rose for annual, non-typhoon winds for Position 2 of the Tuen Mun East Area, corrected to 500m.

(Source: Experimental Site Wind Availability Study for Tuen Mun East Area, Hong Kong (June 2008)[3])

3.8 In summary, based on the available wind data (Table 1.1), one may conclude that the annual wind of the Tuen Mun New Town area mainly comes from the northeast, east and southeast. The summer wind mainly comes from the east and southerly quarters including southwest, south and southeast (Figure 3.48).

Table 1.1 Summary of Prevailing Wind Directions

			Period	
			Annual	Summer
HKO station	Tuen Mun Station (Tun)		NE, SE	SE
MM5 Simulation	Location A	60m	NE	SE, S, SW
		120m	NE	SE, S, SW
		450m	NE, E	SE, S, SW
	Location B	60m	NE, SE	SE, S, SW
		120m	NE, SE	SE, S, SW
		450m	NE,E,SE	SE, S, SW
	Location C	60m	NE,E,SE	SE, S, SW
		120m	NE,E,SE	SE, S, SW
		450m	NE,E,SE	SE, S, SW
	Location D	60m	NE,E,SE	E, SE, S, SW
		120m	NE,E,SE	E, SE, S, SW
		450m	NE,E,SE	E, SE, S, SW
	Location E	60m	NE,E,SE	E, SE, S, SW
		120m	NE,E,SE	E, SE, S, SW
		450m	NE,E,SE	E, SE, S, SW
	Location F	60m	NE,E,SE	E, SE, S, SW
		120m	NE,E,SE	E, SE, S, SW
		450m	NE,E,SE	E, SE, S, SW
Wind tunnel experiments in Tuen Mun Area[2]		50m	NE, E	E, SE, SW
		100m	NE, E	E, SE, SW
		200m	E, ENE	E, SE, SW
		500m	E, ENE	E, SW
Wind tunnel experiments in Tuen Mun East Area[3]	Position 1	50m	E	N/A
		500m	N, E	N/A
	Position 2	50m	E	N/A
		500m	E	N/A

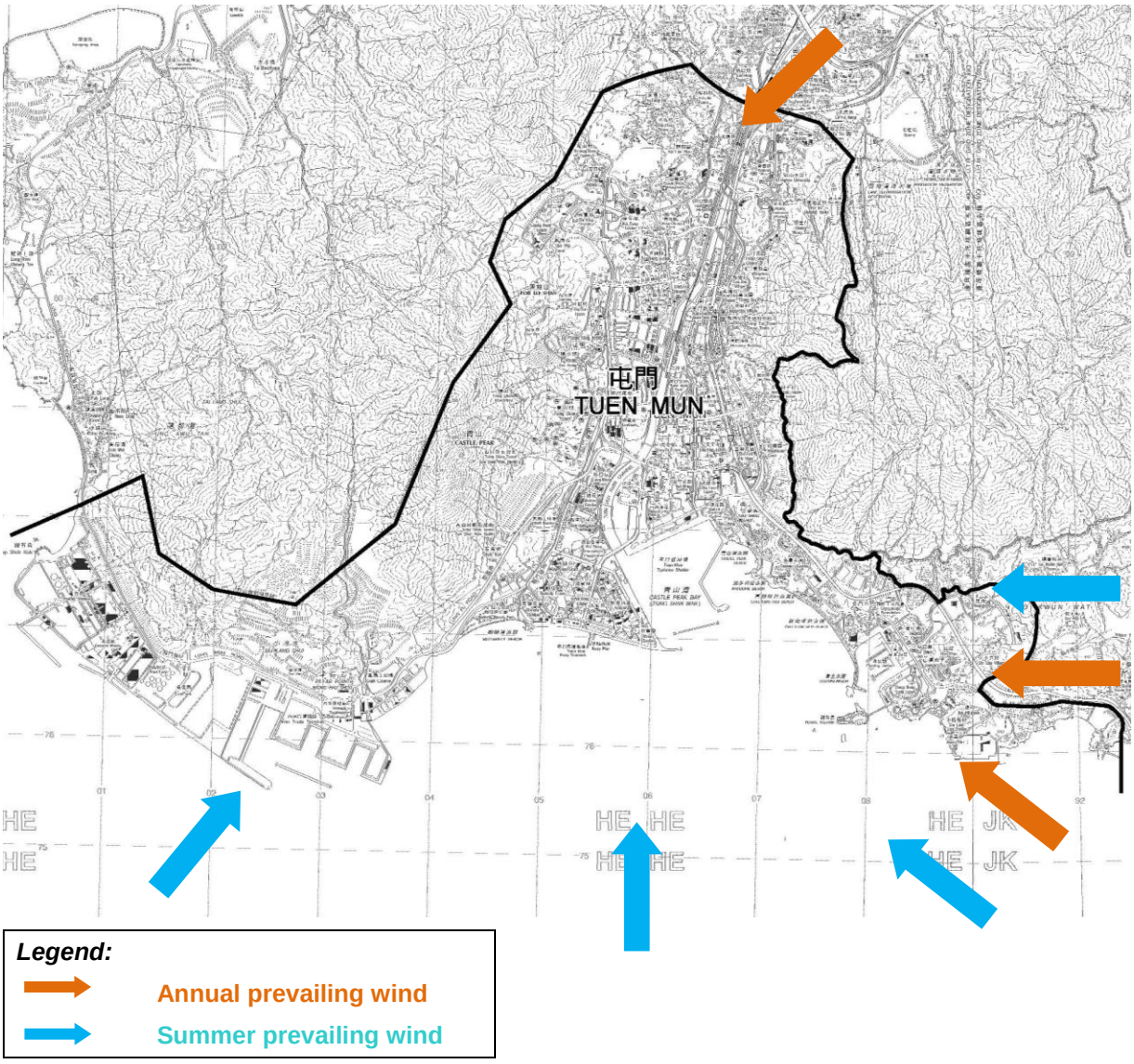


Figure 3.48 A summary of the prevailing winds in the study area.

4.0 Topography and the Wind Environment

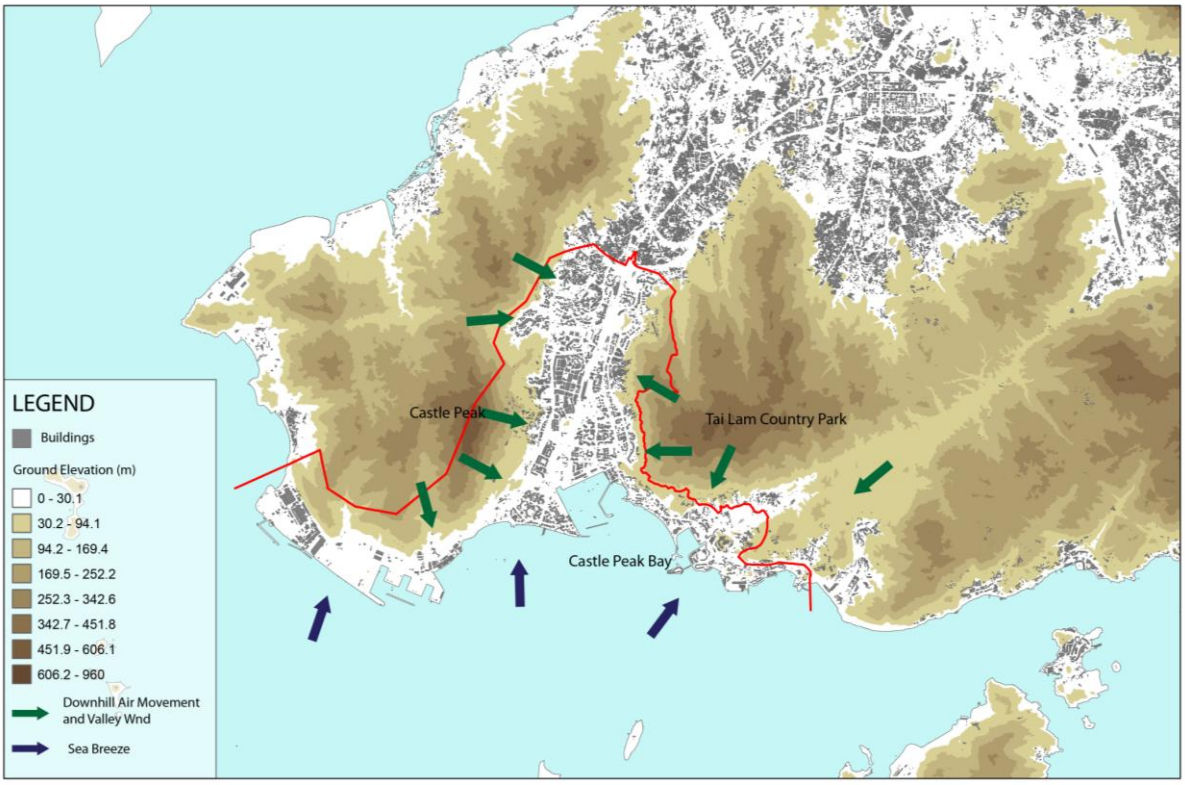


Figure 4.1 Topography and wind environment of the study area.

4.1 The study area is located on a valley running more or less in the north-south direction. On the east are the mountains of the Tai Lam Country Park with the highest peak at about 500m. On the west is the Castle Peak mountain range. The southern part of the study area is open to the mouth of Tuen Mun River and Castle Peak Bay (Figure 4.1).

4.2 Majority of winds from the northeast and the southerly quarters can penetrate into the study area as the wind directions are aligned with the direction of the valley. The winds coming from the east and southeast can flow into the southern part of the study area but will be weakened to flow into the upper and middle parts of the study area by the shielding effects of the mountains of the Tai Lam Country Park.

4.3 Katabatic (downhill) air movement and valley wind can be expected from the vegetative hill slopes and some valleys surrounding the study area (indicative green arrows in Figure 4.1). The southern part of the study area can benefit from the sea breeze from the south (indicative blue arrows in Figure 4.1).

5.0 The Existing Conditions

5.0.1 The existing building heights are shown in Figures 5.1 to 5.3. Most buildings in the urban areas are lower than 85m while those buildings higher than 85m are mainly detached buildings with some gaps between building blocks that do not form "walls" obstructing air ventilation.

5.0.2 The central part of the study area (near MTR Tuen Mun Station) is relatively densely built. Buildings in this area have larger footprints. Therefore, this region will have weak ventilation.

5.1 "G/IC", "O" and "GB" sites

5.1.1 The study area has extensive "Government, Institution or Community" ("G/IC"), "Open Space" ("O"), and "Green Belt" ("GB") zones as 'air spaces', which will contribute to the air ventilation (Figures 5.4 to 5.5). Furthermore, cooler air movements from the hills that are located in the east and west of the study area are beneficial for air ventilation in the study area.

5.2 Land use and Urban Morphology

5.2.1 High ground coverage reduces urban porosity at the pedestrian level, thus reducing the potentials of air ventilation. With reference to Section 5.1 above, the corresponding ground coverage is not high (<50%) because the greenery coverage of the study area is large (Figure 5.6). The isolated cells of high ground coverage (≥ 50%) in red in Figure 5.6 are normally not a cause of concern. In the study area, the central part of the study area (near MTR Tuen Mun Station) has some clusters of high ground coverage cells. Should building coverage increases in these areas in the future, mitigation measures, such as establishing and/or widening air paths through the area, are needed to improve/maintain the urban air ventilation performance.

5.2.2 High building volume increases the thermal capability and reduces urban Sky View Factor (SVF), which reduces long wave radiation back to the sky causing urban heat island. This creates higher thermal stress during the summer and a need for air ventilation to mitigate the negative thermal effects. Researchers at Chinese University of Hong Kong (CUHK) have resolved a set of understanding based on

Building Volume Ratio (BVR) and SVF for Hong Kong. A decrease of 0.15 average of SVF in a 100m radius neighbourhood may result in 1 °C temperature increase. As a whole, the BVR of the study area is low (<10%) to medium (<25%) (Figure 5.7). Building volume is currently not a problem as long as the areas with high BVR (≥ 25%) do not form connected clusters. It is recommended that mitigation measures, such as greening, should be considered if building volume should increase in the future in the high BVR areas.

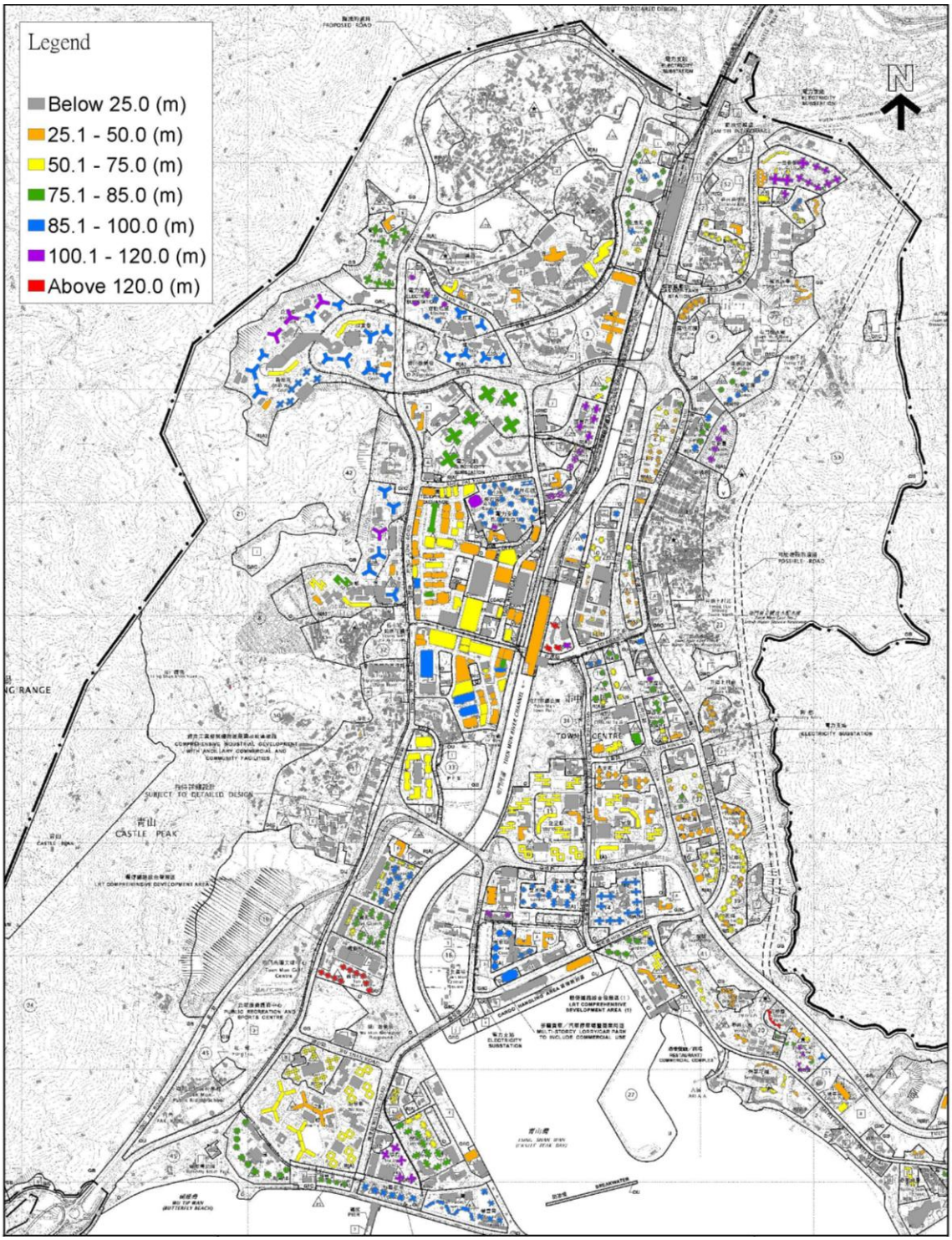


Figure 5.1 The existing building height profile of the study area in meters (Central Area).

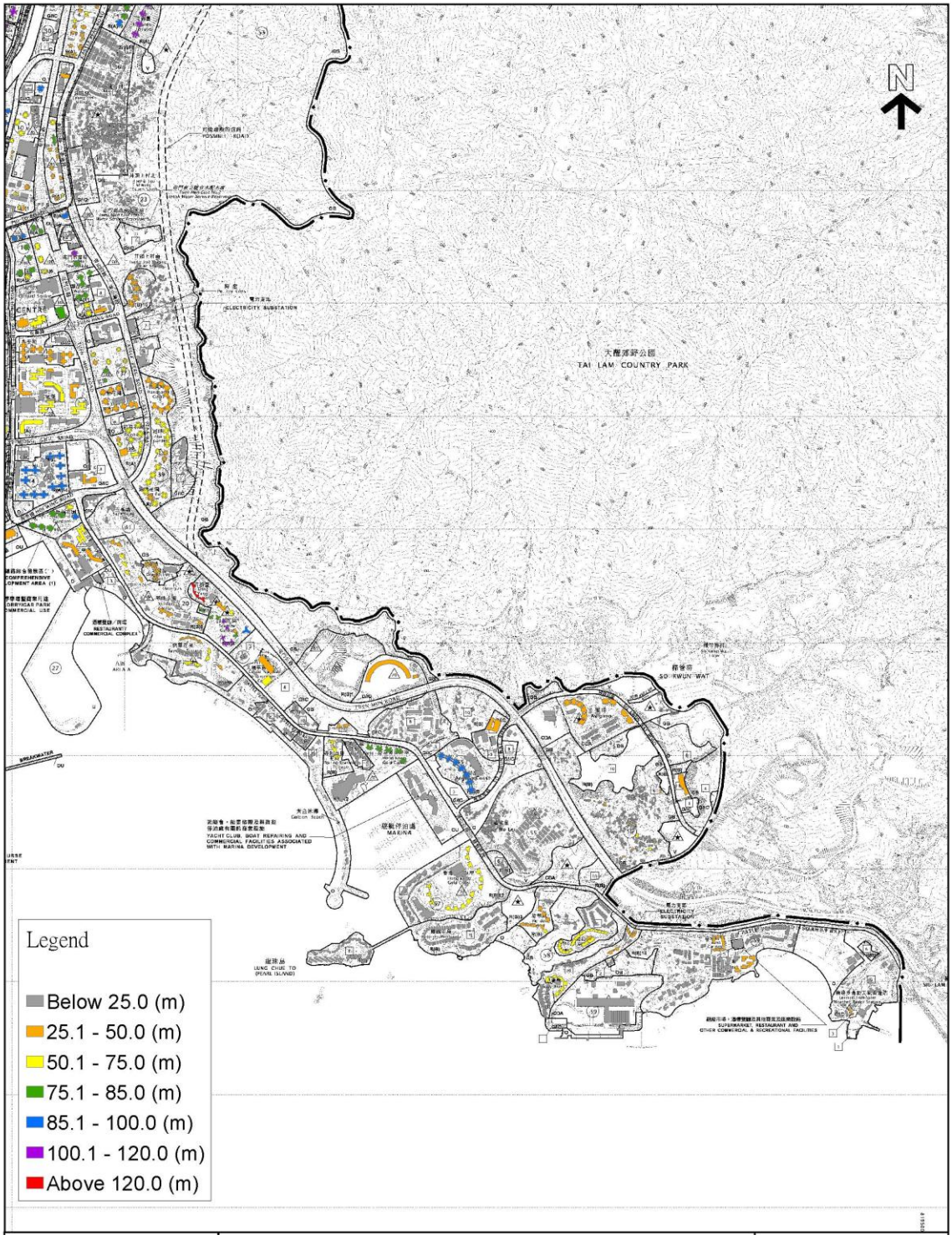


Figure 5.2 The existing building height profile of the study area in meters (East Area).

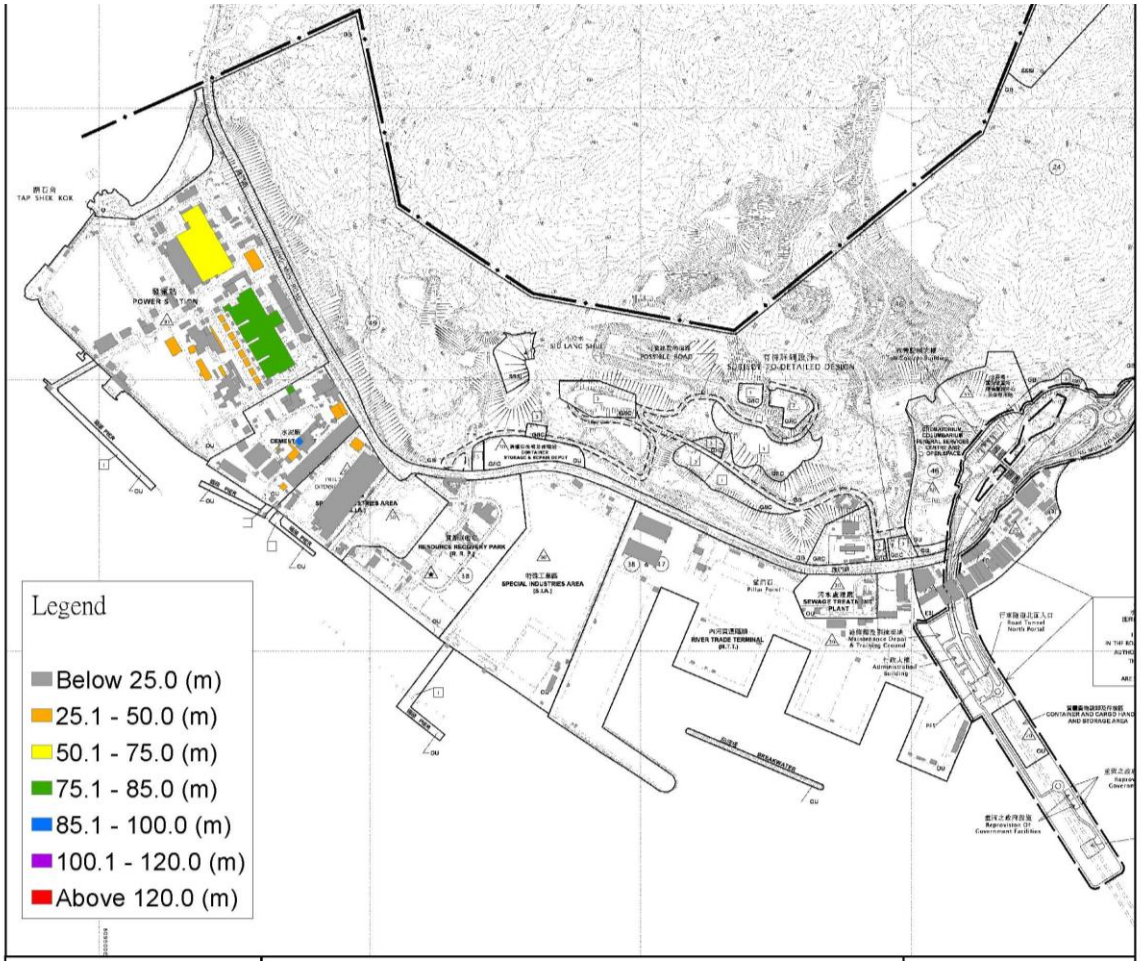


Figure 5.3 The existing building height profile of the study area in meters (West Area).

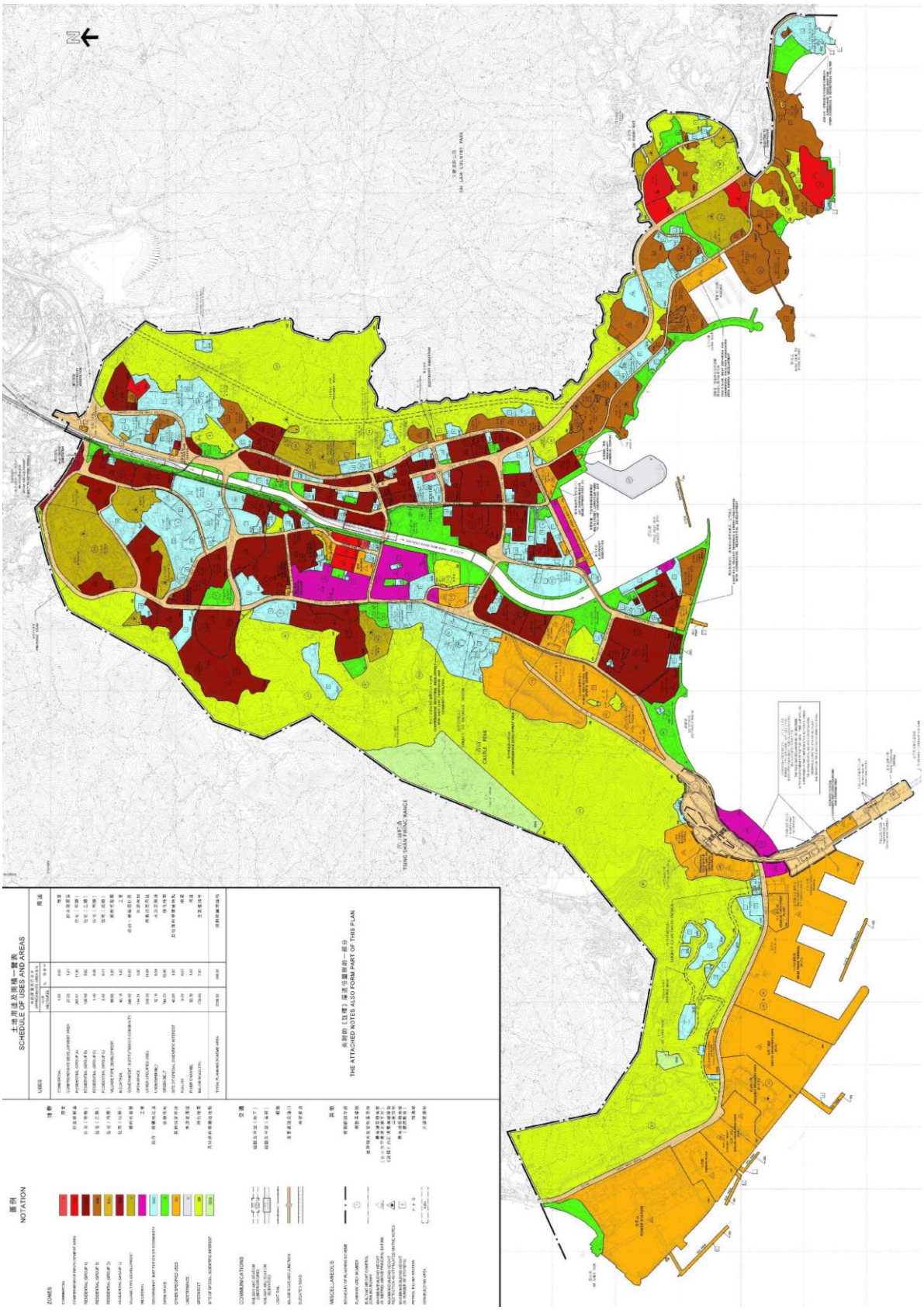


Figure 5.4 Land Use Pattern under current OZP.

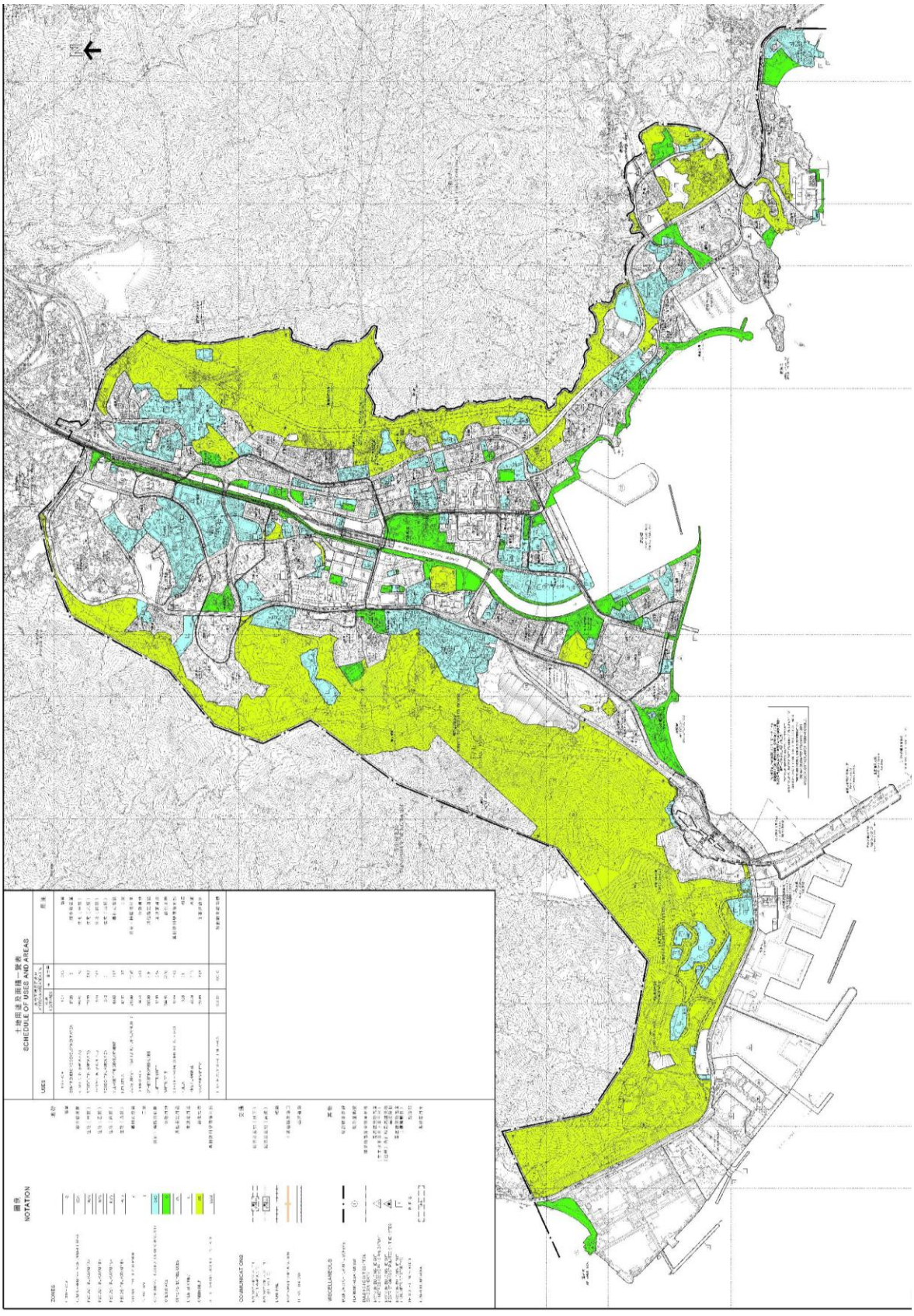


Figure 5.5 "GIC", "O" and "GB" sites of the study area under current OZP.

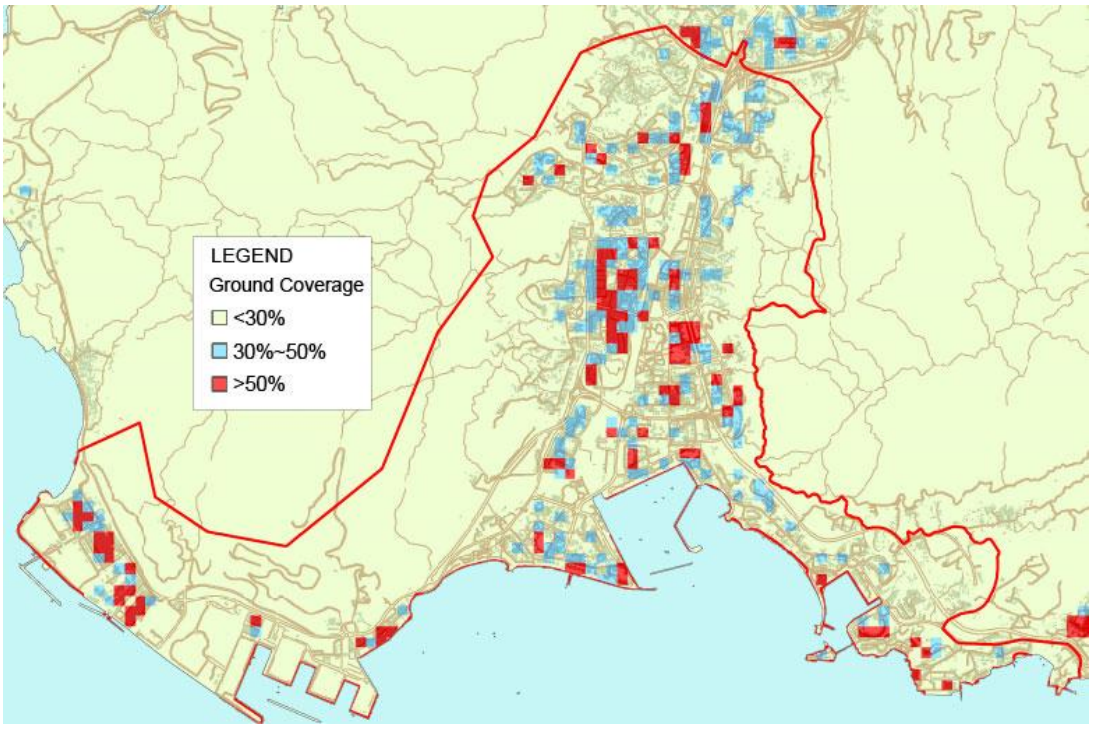


Figure 5.6 Ground Coverage Ratio map of the study area resolved to 100mx100m cell area (including roads, open spaces and ground area covered by buildings and podia).

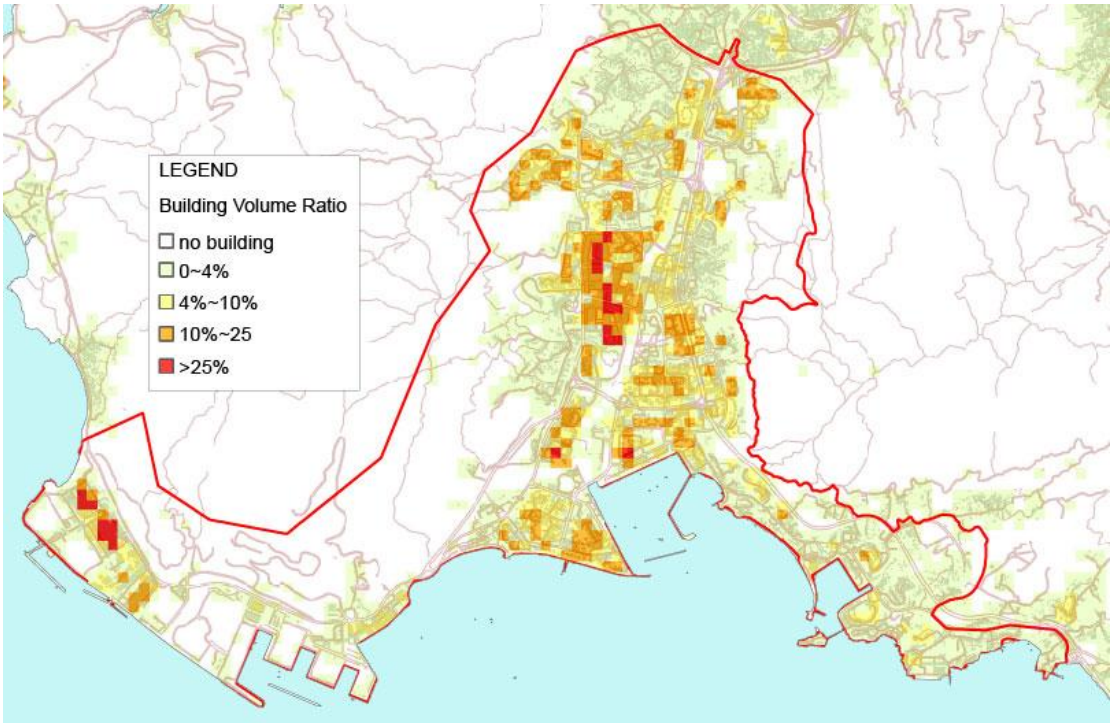


Figure 5.7 Building Volume Ratio map of the study area resolved to 100m x 100m cell. [Building Volume Ratio is the ratio between the cubic volume of buildings in a 100mx100m grid and the maximum building volume in Hong Kong – currently 1.2 million m^3.].

5.3 Air Paths

5.3.1 Based on the analysis of the prevailing winds, the topography and urban morphology and the findings from the previous studies in Tuen Mun area [2,3,1,4], the prevailing wind pattern of the study area can be summarised as follows (Figures 5.8 to 5.9).

5.3.2 For the Central Area of Tuen Mun New Town, Tuen Mun River Channel (TMRC) is the main breezeway of this area. Major roads such as Castle Peak Road, Tuen Mun Road, Tuen Mun Heung Sze Wui Road, Hing Kwai Street, Ming Kum Road, Tsing Wun Road, together with some "G/IC", "O", "GB" zones form major breezeways passing through this area. Figures 5.10 to 5.11 show the major breezeways in the Central Area of Tuen Mun New Town. Besides the major breezeways, most of the roads and streets in the Central Area of Tuen Mun New Town, although they extend in different directions, are connected to each other. The winds from east, northeast and southerly quarter can easily find ways to penetrate into this area. Referring to "Expert Evaluation on Air Ventilation Assessment for Tuen Mun Area" [1], air paths in the Central Area of Tuen Mun New Town can be analysed in different sub-zones: Northern Inner Core of Central Area, Central Inner Core of Central Area, and Southern Inner Core of Central Area. The major breezeways/air paths in different sub-zones are summarised in Table 5.1 and illustrated in Figures 5.12 to 5.17.

5.3.4 Tuen Mun East Area covers the strip of coastal land and lower hill slopes along the sea coast. Annual prevailing winds for this area are mostly from the northeast, east and southeast. Summer prevailing winds are mostly from the east and southerly quarters including southwest, south and southeast. This area is likely to benefit from the sea breeze from the south. The area is mainly a mix of low-rise and medium-rise buildings with some high-rise developments (Figure 5.2). On the whole, building developments in this area are in clusters which are relatively separated from each other. Due to this relatively scattered development pattern, no major breezeways/air paths flowing through this area can be identified. Prevailing winds can easily find ways to penetrate into this area. However, some high-rise developments in a long continuous layout, for example the Aegean Coast, Hong Kong Gold Coast and the Bayview Terrace, will create some air ventilation impact on the surrounding areas.

5.3.5 Tuen Mun West Area covers the strip of coastal land of Castle Peak. Annual prevailing winds for this area are mostly from the northeast, east and southeast. Summer prevailing winds are mostly from the east and southerly quarters including southwest, south and southeast. This area is likely to benefit from the sea breeze from the south. Buildings in area are mostly 10m to 25m industrial buildings. Prevailing winds can easily find ways to penetrate into this area.

Table 5.1 Major Breezeways / Air paths in different sub-zones of Central Area of Tuen Mun New Town

Sub-zones	**Major Breezeways / Air paths**
Northern Inner Core of Central Area	**N-S breezeways/air paths:** TMRC, Tuen Mun Road, Hing Kwai Street, Ming Kum Road, Castle Peak Road - Lingnan, Castle Peak Road - San Hui, Tsing Lun Road, Tsun Wen Road, Tsing Chung Koon Road, Tuen Mun Tang Siu Kin Sports Ground **E-W breezeways/air paths:** Tsing Tin Road, Shek Pai Tau Road **Air paths for downhill air movements:** Areas between Leung King Estate and Po Tin Estate
Central Inner Core of Central Area	**N-S breezeways/air paths:** TMRC, Tuen Mun Road, Ming Kum Road/Tsing Wun Road, Castle Peak Road - San Hui, Tsun Wen Road, , Tuen Mun Heung Sze Wui Road **E-W breezeways/air paths:** Pui To Road
Southern Inner Core of Central Area	**N-S breezeways/air paths:** TMRC, Tuen Mun Road, Castle Peak Road – Castle Peak Bay, Tsing Wun Road, Tuen Mun Heung Sze Wui Road, Wu King Road **E-W breezeways/air paths:** Wong Chu Road, Hoi Wing Road

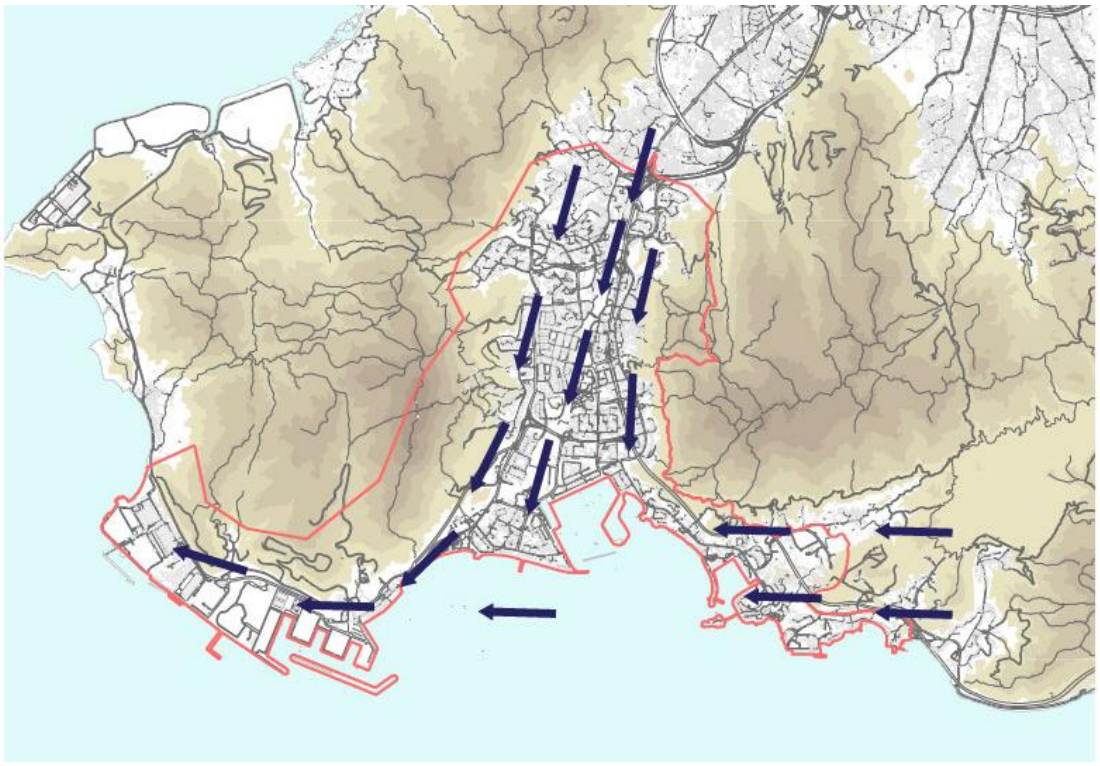


Figure 5.8 Annual prevailing wind pattern of the study area.

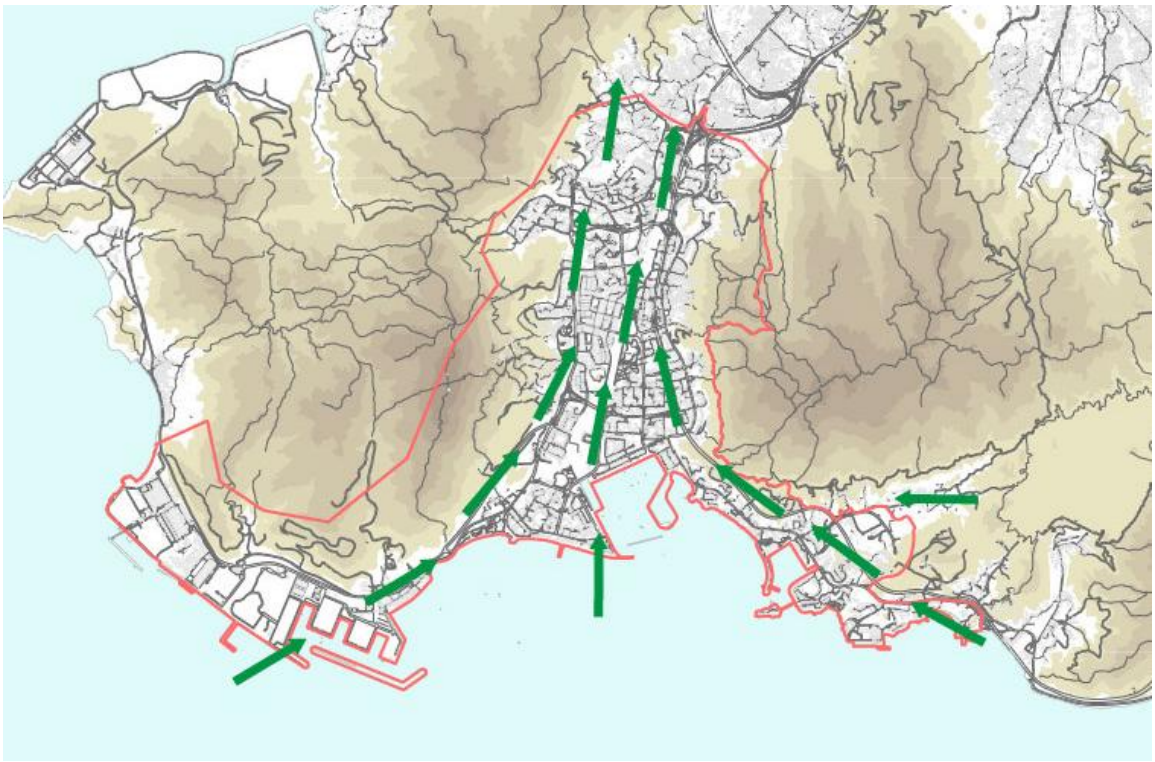


Figure 5.9 Summer prevailing wind pattern of the study area.

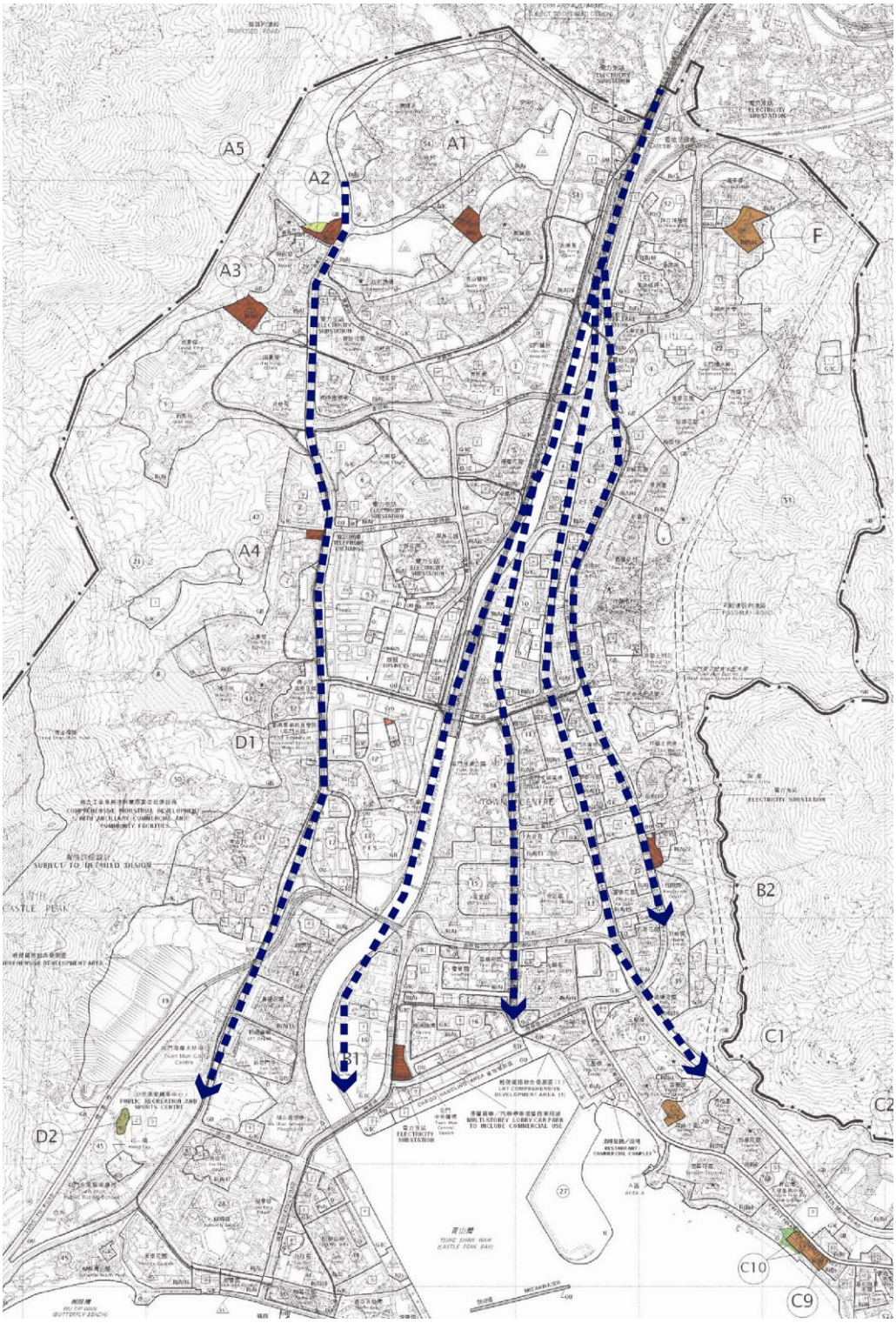


Figure 5.10 Major breezeways in the Central Area of Tuen Mun New Town (annual condition).

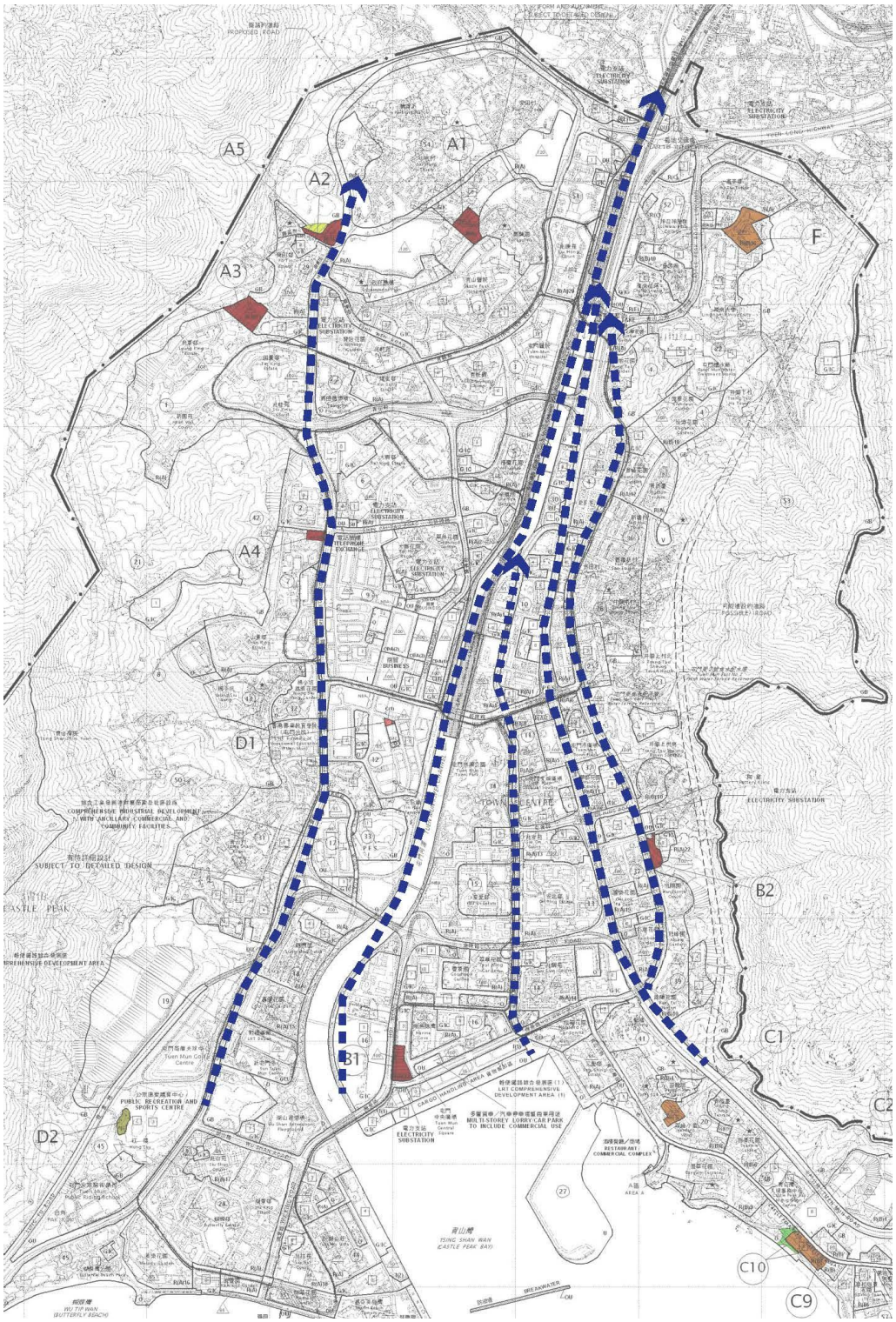


Figure 5.11 Major breezeways in the Central Area of Tuen Mun New Town (summer condition).

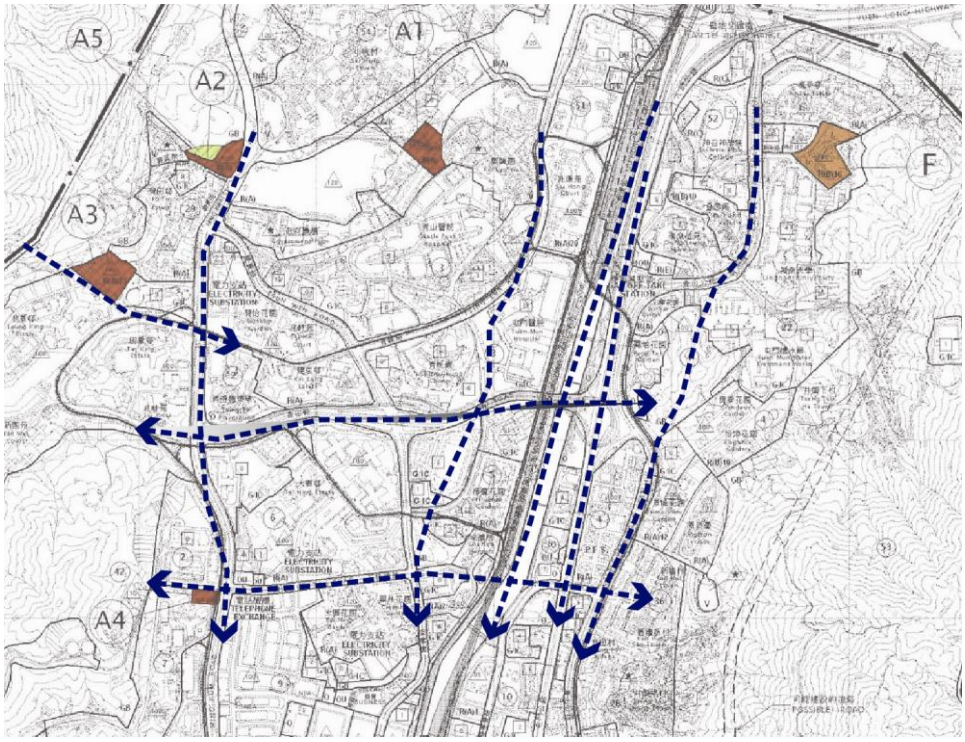


Figure 5.12 Major breezeways/air paths in the Northern Inner Core of Central Area of Tuen Mun New Town (annual condition).

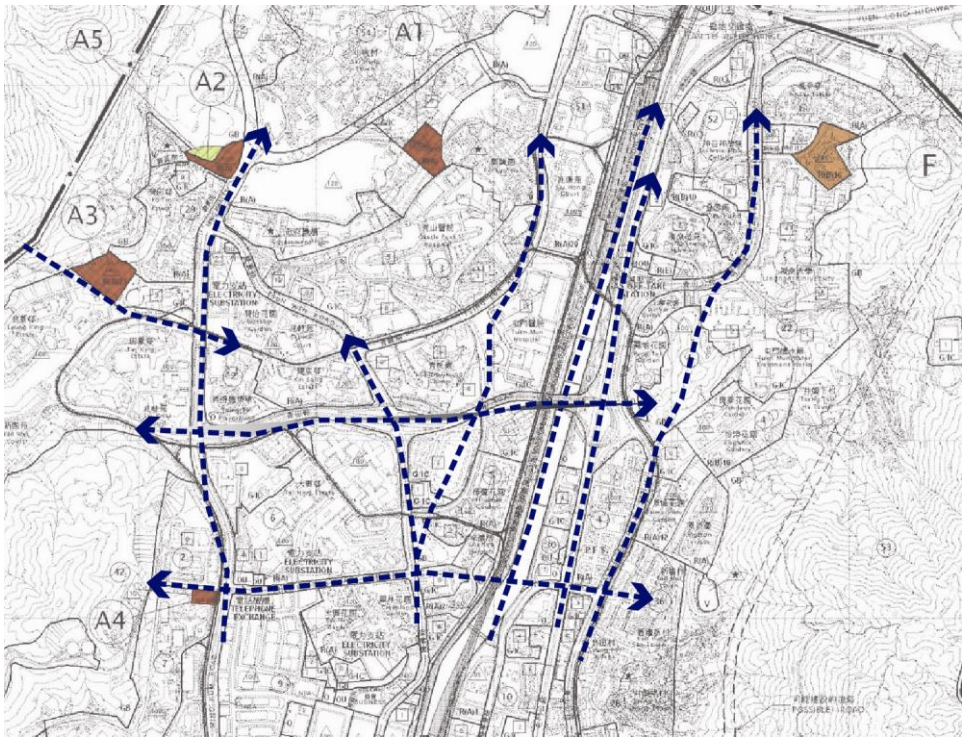


Figure 5.13 Major breezeways/air paths in the Northern Inner Core of Central Area of Tuen Mun New Town (summer condition).

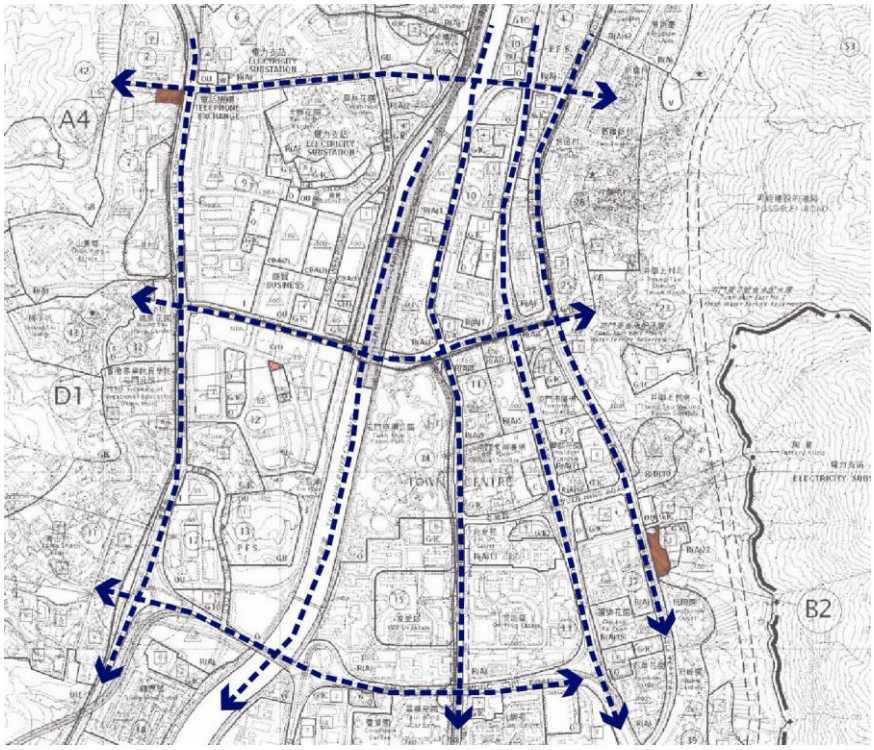


Figure 5.14 Major breezeways/air paths in the Central Inner Core of Central Area of Tuen Mun New Town (Annual condition).

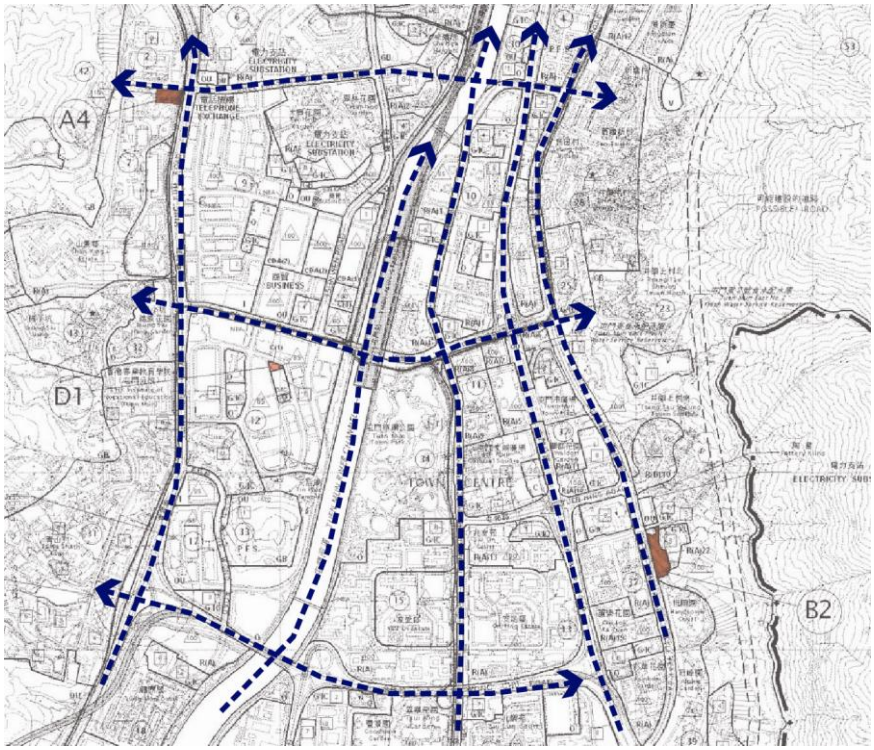


Figure 5.15 Major breezeways/air paths in the Central Inner Core of Central Area of Tuen Mun New Town (summer condition).

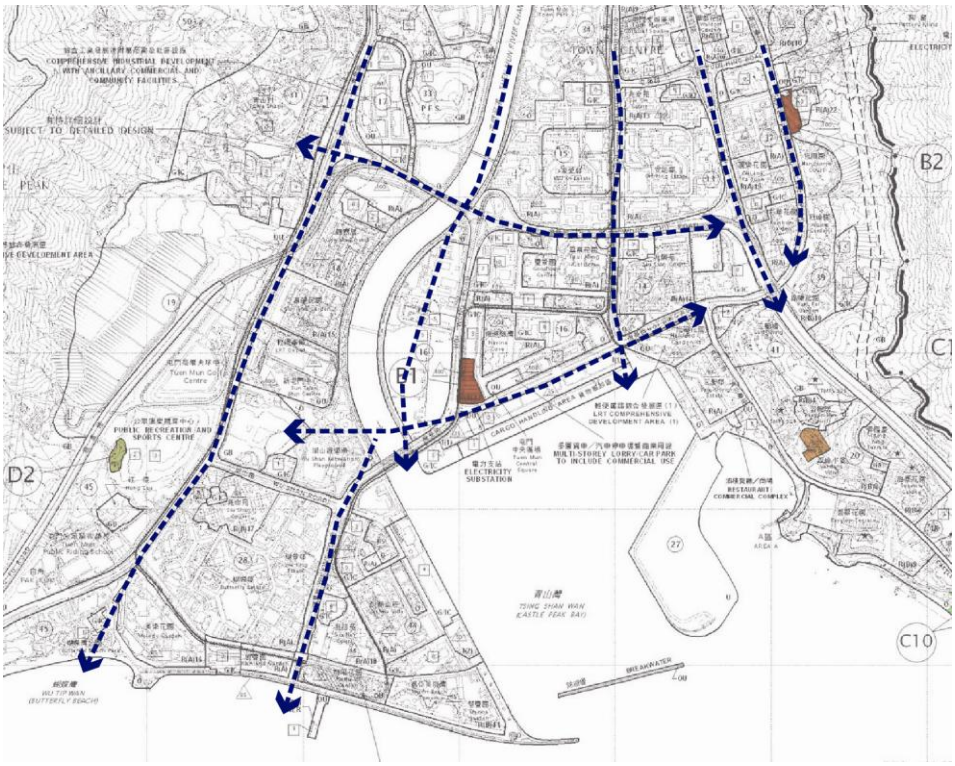


Figure 5.16 Major breezeways/air paths in the Southern Inner Core of Central Area of Tuen Mun New Town (annual condition).

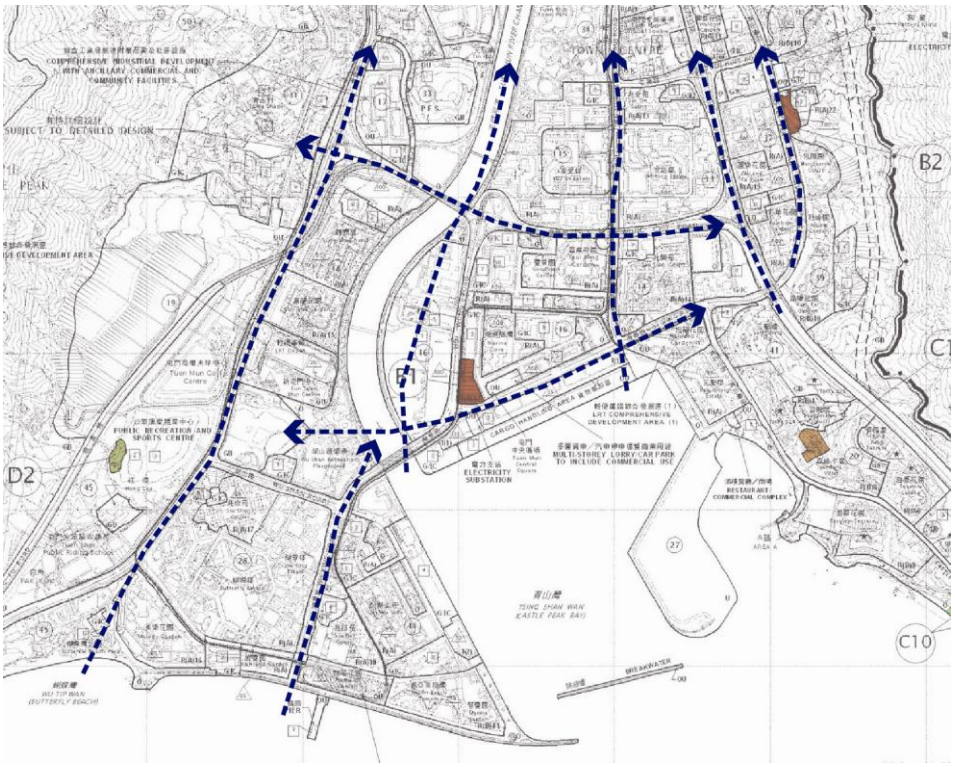


Figure 5.17 Major breezeways/air paths in the Southern Inner Core of Central Area of Tuen Mun New Town (summer condition).

6.0 Expert Evaluation of the Proposed Amendments

6.1 Proposed amendments to the approved Tuen Mun OZP No. S/TM/31 include 25 sites in the study area (Figure 6.1). Due to Hong Kong's high-density urban morphology, it is not advisable to only rely on building height restriction or minor changes in building heights to maintain and/or improve air ventilation. For most areas, air ventilation can achieve better performance if more effective measures, such as breezeways, air paths, open spaces, building gaps and building permeability especially near ground level, are also applied. In general, further developments in Tuen Mun New Town should be carefully designed to respect the key urban climatic characteristics such as breezeway, downhill air movement and sea breeze. "G/IC", "O", and "GB" zones in the approved Tuen Mun OZP No. S/TM/31 (Figure 6.2) are recommended to be maintained in benefitting air ventilation of the study area. The impact of the proposed amendments for each site on air ventilation will be assessed with the assumption that future developments would be built to their respective maximum plot ratio and building height allowed. The impact will also be evaluated based on existing circumstances including topography and greenery/landscape and future development of the surroundings as well as site wind availability.

6.2 General mitigation measures will be recommended for all the sites, i.e. (i) encouragement to minimise the podia for enhancing air ventilation at pedestrian level based on Chapter 11 of the HKPSG[7]; and (ii) the need to fulfil the requirement of building separation in accordance with the Sustainable Building Design (SBD) Guidelines (APP-152)[8] for better wind penetration throughout the subject sites. These measures intend to encourage more space to be provided at grade and higher building permeability. Other mitigation/enhancement measures and/or further study for each specific site would also be recommended where necessary.

<u>Site A1</u>

6.3 Site A1 is located at the west of Kei Lun Wai in Area 54 and is proposed to be rezoned from "G/IC" to "R(A)24" with a building height restriction of 120mPD. It covers a development site area of about 1 hectare (Figure 6.3).

6.4 Site A1 is located in a flat area away from the mountains and less likely to be affected by the terrains. Existing buildings in the areas around Site A1 are currently

low-rise, low-density developments ranging from 14mPD to 27mPD. At present, Site A1 has a relatively open exposure to winds from all directions.

6.5 Site A1 is not on the major breezeways of Tuen Mun New Town (Figures 5.12 to 5.13). However, the developments on Site A1 may have localised air ventilation impact on the surrounding areas. When prevailing winds come from the northeast, the developments on Site A1 are likely to create wake areas (low wind flow areas) on the leeward sides to affect the adjoining "R(A)" site to the southwest. When prevailing winds come from the southerly quarters, the developments on Site A1 are likely to create wake areas on the leeward sides of the site to affect the adjoining "G/IC" site to the north. To address the potential air ventilation impact of future developments, more space at grade and permeability of the building mass should be provided to allow for better wind penetration. In view of the relatively open exposure of Site A1 and subject to the minimisation of podium and the requirement of building separation in SBD Guidelines being respected, the proposed rezoning of Site A1 from "G/IC" to "R(A)24" is unlikely to impose significant impacts on the surrounding sites in air ventilation perspective.

Sites A2 and A5

6.6 Site A2 is located at the north of Hing Fu Street in Area 54 and is proposed to be rezoned from "G/IC", "GB", and an area shown as 'Road' to "R(A)25" with a building height restriction of 120mPD (Figure 6.4). It covers a development site area of 0.75 hectare. Site A2 is near the area of downhill air movement coming from the northwest. It is recommended that the developments in this area should not form a barrier to the downhill air movements. Buildings must be arranged and positioned so that sufficient gaps between building blocks are reserved for air ventilation and urban permeability.

6.7 Existing buildings in the areas around Site A2 include Po Leung Kuk Horizon East Primary School (47.1mPD) and Po Tin Estate (maximum building height at 97mPD) to the southwest, and some village type developments (ranged from 27mPD to 37mPD) to the west. It is likely that south-westerly wind has already been sheltered by the surrounding buildings and the large mountains in Castle Peak. Site A2 has a relatively open exposure to the northeast, south and south-easterly winds. It is also likely to benefit from downhill air movement coming from the northwest.

6.8 Site A2 is not on the major breezeways of Tuen Mun New Town (Figures 5.12 to 5.13 and Figure 6.4). However, the developments on Site A2 may have localised air ventilation impact on the surrounding areas. When prevailing wind comes from the northeast, the developments on Site A2 are likely to create wake areas on the leeward sides to affect the areas to the southwest including Po Leung Kuk Horizon East Primary School and Po Tin Estate. They are also likely to affect the penetration of the westerly downhill air movements into the areas to the east of Site A2 (Figure 6.4). When prevailing wind comes from the east, the developments on Site A2 are likely to create wake areas on the existing village of Kwong Shan Tsuen in the downstream area. However, when prevailing winds come from the southerly quarters, the developments on Site A2 are unlikely to affect the surrounding areas as there are no sensitive receivers in the wake areas north of the site which is an area zoned "GB". To address the potential air ventilation impact, more space at grade and permeability of the building mass should be provided to allow for better wind penetration. Subject to the minimisation of podium and the requirement of building separation in SBD Guidelines being respected, the proposed rezoning of Site A2 from "G/IC", "GB", and an area shown as 'Road' to "R(A)25" is unlikely to impose significant impacts on the surrounding sites in air ventilation perspective.

6.9 Site A5 is located north of Hing Fu Street in Area 54 and is proposed to be rezoned from "G/IC" to "GB" to reflect existing vegetated slopes at the site (Figure 6.4). The proposed rezoning will not impose any adverse air ventilation impact on the surroundings.

Site A3

6.10 Site A3 is at the northeast of Leung King Estate in Area 29 and is proposed to be rezoned from "GIC" to "R(A)21" with a building height restriction of 140mPD. It covers a development site area of 0.77 hectare (Figure 6.5). Site A3 is in the path of downhill air movement from the northwest. It is recommended that the developments in this site should not form a barrier to the downhill air movements which bring down wind from the slope into Tin King Road and streets adjacent to Venice Gardens. Buildings in Site A3 must be arranged and positioned so that sufficient gaps between building blocks are left for air ventilation and urban permeability.

6.11 Existing buildings in the areas around Site A3 include Leung King Estate (maximum building height at 118mPD) to the southwest, Tin King Estate (maximum

building height at 111mPD) to the south and Po Tin Estate (maximum building height at 100mPD) to the northeast. It is likely that south-westerly winds has already been sheltered by the surrounding buildings (i.e. Leung King Estate) and the large mountains of Castle Peak. The exposure of Site A3 to the south wind and north-easterly winds is also likely to be blocked by surrounding buildings (i.e. Tin King Estate and Po Tin Estate). The building height of Tuen Mun North West Swimming Pool to the southwest is low (i.e. around 33.6mPD)and therefore Site A3 has a relatively open exposure to the south-easterly winds. It is also likely to benefit from downhill air movement from the west (Figures 5.12 and 5.13).

6.12 Site A3 is not on the major breezeways of Tuen Mun New Town but it is on the air path of downhill air movements (Figures 5.12 to 5.13). The developments on Site A3 may have localised air ventilation impact on the surrounding areas. When prevailing wind comes from the northeast, the developments on Site A3 are likely to create wake areas on the leeward sides to affect the areas to the southwest (i.e. Leung King Estate). They are also likely to affect the penetration of the westerly downhill air movements into the areas to the east of Site A3. However, when prevailing winds come from southerly quarters, the developments on Site A3 are unlikely to affect the surrounding areas as there are no sensitive receivers in the wake areas north of the site which are “GB” zones and slopes. To facilitate the downhill air movements, one 20m wide non-building area (NBA) is recommended along the southwestern edge of the site (Figure 6.5). This NBA can also serve as a “buffer zone” to alleviate the impact of wake areas to the southwest of the site. More space at grade and permeability of the building mass should also be provided to allow for better wind penetration. Subject to the incorporation of the NBA, together with the minimisation of podium and the requirement of building separation in SBD Guidelines being respected, the proposed rezoning of Site A3 from “GIC” to “R(A)21” is unlikely to impose significant impacts on the surrounding sites in air ventilation perspective.

Site A4

6.13 Site A4 is located at the junction of Shek Pai Tau Road and Ming Kum Road in Area 2 and is to proposed to be rezoned from “G/IC” to “R(A)23” with a building height restriction of 110mPD (Figure 6.6). It covers a development site area of 0.23 hectare.

6.14 Existing buildings in the areas around Site A4 include Shan King Estate (maximum building height at 116mPD) to the southwest and south. It is likely that south-westerly wind has already been sheltered by the surrounding residential buildings and the large mountains of Castle Peak. The exposure of Site A4 to the southeast wind and north-easterly winds is likely to be affected by surrounding industrial and residential buildings ranging from 40mPD to 108mPD. Site A4 has a relatively open exposure to the southerly wind with open space adjacent to Ming Kam Road.

6.15 Site A4 is not on the major breezeways of Tuen Mun New Town (Figures 5.14 to 5.15 and Figure 6.6). It covers a relatively small development site area creating relatively small wake areas. The open space to the south of the site and Shek Pai Tau Road to the north are also likely to serve as "buffer zones" reducing the impact of wake areas on the surrounding sites. Subject to the minimisation of podium and the requirement of building separation in SBD Guidelines being respected, the proposed rezoning of Site A4 from "G/IC" to "R(A)23" is unlikely to impose significant impacts on the surrounding sites in air ventilation perspective.

Site B1

6.16 Site B1 is located at the junction of Hang Fu Street and Hoi Wing Road in Area 16 and is proposed to be rezoned from "G/IC" to "R(A)22" with a building height restriction of 100mPD (Figure 6.7). It covers a development site area of 0.47 hectare. Site B1 is near the area of a major breezeway (i.e. TMRC) of Tuen Mun New Town, which is an important inlet and outlet for annual and summer prevailing winds (Figures 5.10 and 5.11). Developments on this site must be arranged and positioned with sufficient gaps between building blocks for air ventilation and urban permeability.

6.17 Existing buildings in the areas around Site B1 include Nerine Cove (maximum building height at 114mPD) and Tuen Mun Central Square (114mPD) to the east and Oceania Heights (129mPD) to the north. The exposure of Site B1 to the southeast wind, easterly winds and north-easterly winds is likely to be affected by these surrounding buildings. Site B1 has a relatively open exposure to the south and south-westerly winds due to low-rise developments ranging from 6mPD to 28mPD in both directions.

6.18 When prevailing wind comes from the south, Site B1 is unlikely to have significant effects on the surrounding sites due to its relatively narrow lot frontal size of only about 60m. When prevailing winds come from the south-westerly direction, the proposed rezoning of Site B1 from "G/IC" to "R(A)22" is likely to create wake areas on its leeward side to affect Nerine Cove and block the penetration of south-westerly winds into Hang Kwai Street. When prevailing winds come from the east and northeast, the developments on Site B1 are likely to affect wind penetration into the areas to the west of the site. According to the qualitative guidelines on air ventilation in Chapter 11 of HKPSG[7], it is recommended that NBAs be designated at site level to subdivide large land parcels in avoiding wall-like developments. Site B1 has a lot frontage of 128m running in the north-south direction. It is desirable that the site be broken up so that long building façades would not be formed to block wind penetration. Considering both connectivity to the existing road network (Hang Kwai Street) as an air path and allowance of design flexibility due to site constraint, one 15m wide NBA, which coincides with the existing footpath in the middle of the site and aligns with Hang Kwai Street, is recommended (Figure 6.7). As mentioned in paragraph 6.16, Site B1 is near the area of breezeway (TMRC) of Tuen Mun New Town and hence developments on this site should be carefully designed. Subject to the incorporation of the NBA, together with the minimisation of podium and the requirement of building separation in SBD Guidelines being respected, the proposed rezoning of Site B1 from "G/IC" to "R(A)22" is unlikely to impose significant impacts on the surrounding sites in air ventilation perspective.

Site B2

6.19 Site B2 is located at the junction of Castle Peak Road – Castle Peak Bay and Hin Fat Lane in Area 39 and is proposed to be rezoned from "G/IC" and "GB" to "R(A)22" with a building height restriction of 100mPD (Figure 6.8) . It covers a development site area of 0.38 hectare. Site B2 is near the area of downhill air movement from the east-northeast. It is recommended that the developments in this site should not form a barrier to the downhill air movements.

6.20 Existing buildings in the areas around Site B2 include Man Bo Building, Come On Building and Kai Hei Land Building to the west, Handsome Court to the south. It is likely that south-westerly winds will already be sheltered by the surrounding buildings (e.g. Man Bo Building (85.7mPD) and Come On Building (78.1mPD). Site

B2 has a relatively open exposure to the northeast to southeast winds. It is likely to benefit from downhill air movement from the east.

6.21 Site B2 is not on the major breezeways of Tuen Mun New Town (Figure 5.14 to 5.15 and Figure 6.8). When prevailing wind comes from southerly quadrants, the proposed rezoning of Site B2 is unlikely to impose significant impacts on the leeward sides to affect the areas to the north as its lot frontage is small (about 45m in length). However, the developments on Site B2 may have localised air ventilation impact on the surrounding areas for other wind directions. When prevailing winds and downhill air movement come from the northeast and easterly quarters, the developments on Site B2 are likely to create wake areas on the leeward sides to affect the areas to the west and southwest including Come On Building, Kai Hei Land Building and Chi Lok Fa Yuen. One 20m wide NBA is suggested for the proposed rezoning of Site B2. Given that such NBA aims to facilitate the penetration of prevailing wind and downhill air movement from the east serving the areas to the west of Site B2 (Figure 6.8), it should run perpendicular to Castle Peak Road – Castle Peak Bay. Nevertheless, no fixed alignment is necessary at this planning stage as the site is relatively open to downhill wind along its northeast boundary. In order to allow for design flexibility of the future development, the location of the 20m wide NBA could be determined during the detailed design stage. Subject to the incorporation of the NBA, together with the minimisation of podium and the requirement of building separation in SBD Guidelines being respected, the proposed rezoning of Site B2 from “G/IC” and “GB” to “R(A)22” is unlikely to impose significant impacts on the surrounding sites in air ventilation perspective.

Site C1

6.22 Site C1 is located at Tsing Ha Lane in Area 20 and is proposed to be rezoned from “R(B)8” to “R(B)2” with a building height restriction of 80mPD. It covers a development site area of 0.61 hectare (Figure 6.9). Site C1 is near the waterfront. In particular, developments near the waterfront must not form a continuous barrier to the sea breezes. Buildings must be arranged and positioned so that sufficient gaps between building blocks are left for air ventilation and urban permeability.

6.23 Existing buildings in the areas around Site C1 include Castle Peak Bay Garden (19.6mPD) to the southwest, Verdant Villa (44.2mPD) to the south and Dragon Inn Court (66.4mPD) to the north. It is likely that the penetration of prevailing

south-westerly, southerly and south-easterly winds into Site C1 will be moderated by these surrounding buildings. Site C1 has a relatively open exposure to the northeast and east winds as there are no existing developments in these directions of the site.

6.24 When prevailing winds come from the northeast, east and southerly quarters, the developments on Site C1 are likely to create wake areas on the leeward sides of the site. More space at grade and permeability of the building mass should be provided to allow for better wind penetration. Subject to the minimisation of podium and the requirement of building separation in SBD Guidelines being respected, the proposed rezoning of Site C1 from "R(B)8" to "R(B)2" is unlikely to impose significant impacts on the surrounding sites in air ventilation perspective.

Sites C2, C3, C11, C12 and C13

6.25 Sites C2 and C3 relate to the proposal to rezone the former Perowone Barracks (near Kwun Tsing Road), Castle Peak Road – Castle Peak Bay in Area 48 from "G/IC" to "R(B)15" with building height restrictions of 70mPD (Site C2) and to "R(B)14" with building height restriction of 70mPD and 85mPD (Site C3) (Figure 6.10). Sites C2 and C3 cover development site areas of 2.18 hectares and 2.72 hectares respectively.

6.26 Existing buildings in the areas around Sites C2 and C3 include Hong Kong Gold Coast Phase 1 (76mPD) to the south, Aegean Coast (95mPD) to the southeast and Harrow International School Hong Kong (66mPD) to the north. Some low-rise village type developments (22mPD) lie to the east; to the west is a piece of vacant site currently zoned "GB". The exposure of the sites to south-westerly and southerly winds is likely to be sheltered by buildings in Hong Kong Gold Coast Phase 1. They have a relatively open exposure to the north-easterly, south-easterly and easterly winds.

6.27 When prevailing wind comes from the northeast, Sites C2 and C3 are likely to create wake areas on the leeward side to affect the areas to the southwest including Hong Kong Gold Coast Phase 1, Monte Cario Villas and Hong Kong Gold Coast Hotel. When prevailing wind comes from the east, developments on the sites are unlikely to have significant effects on the surrounding areas as the areas to the immediate west of the site has no sensitive receivers. When prevailing wind comes from the southerly quadrant, developments on Sites C2 and C3 are likely to create

wake areas on the leeward side to affect the areas to the north including Harrow International School and future residential developments in Tuen Mun Town Lot (TMTL) 423. Considering the large size of the sites in juxtaposition and the substantial building mass at a permissible plot ratio up to 4, careful design of the building layout and air corridors within the sites is essential to mitigate possible air ventilation impacts on the surrounding areas. Future developments on Sites C2 and C3 are required to provide sufficient building separations and open space at grade to break up the long lot frontages for facilitating good wind penetration under the prevailing winds. It is recommended that NBA(s) of at least 15m wide, in a more or less north-south direction, should be provided for each site. One NBA could align with the north-south internal road between Towers 3 and 4 of Hong Kong Gold Coast Phase 1; another to connect with an open space outside the southern boundary of the site and Castle Peak Road. Together with the proposed road between Sites C2 and C3, these NBAs should allow sufficient wind penetration for prevailing winds from northerly-southerly quarters. NBA(s) of at least 15m wide along the west-southwest and east-northeast direction should also be provided across both Sites C2 and C3. The corridors within the sites should be connected with each other to facilitate prevailing wind penetration through the whole area to serve the village type development to the east and other areas to the west further downstream. In order to allow design flexibility of the future developments, it is recommended that a quantitative AVA should be conducted for Sites C2 and C3 at the detailed design stage to identify NBAs and other enhancement measures and to ascertain their effectiveness.

6.28 Site C11 involves various small areas in Area 48 to be rezoned from “G/IC” to “GB” (Figure 6.10). The proposed rezoning will not impose any adverse air ventilation impact on the surroundings.

6.29 Site C12 is an area between Site C2 and Site C3 in Area 48 to be rezoned from “G/IC” to “Road” (Figure 6.10). The proposed rezoning will not impose any adverse air ventilation impact on the surroundings.

6.30 Site C13 is a “G/IC” zone in Area 48 and its maximum building height restriction is proposed to be changed from 8 storeys to 1 storey (Figure 6.10). The proposed change of building height restriction from 8 storeys to 1 storey will not impose any adverse air ventilation impact on the surroundings.

Sites C4, C5, C6, C7 and C8

6.31 Sites C4, C5, C6, C7 and C8 lie in close proximity of each other in Tuen Mun Area 56. Site C4 is located at Kwun Chui Road and is proposed to be rezoned from "R(B)" and "GB" to "R(B)2" with a building height restriction of 80mPD. It covers a development site area of 2.5 hectares (Figure 6.11).

6.32 Site C5 is located along the south side of Kwun Chui Road, opposite the existing development of Avignon (57mPD) near Site C4. It is proposed to be rezoned from "O" and "GB" to "R(B)2" with a building height restriction of 90mPD. It covers a development site area of 1.14 hectares (Figure 6.11).

6.33 Site C6 involves various small areas north of Mrs. Cheng Yam On Millennium School (8 storeys) about 57.5mPD to be rezoned from "O" to "GB" to reflect existing vegetated slopes (Figure 6.11). The proposed rezoning of Site C6 will not impose any adverse air ventilation impact on the area.

6.34 Site C7 is on So Kwun Wat Road north of Mrs. Cheng Yam On Millennium SchoolIt is proposed to be rezoned from "O", "R(B)" and "GB" to "R(B)15" with a building height restriction of 90mPD. It covers a development site area of 2.68 hectares (Figure 6.11).

6.35 Site C8 is located on So Kwun Wat Road opposite to Mrs. Cheng Yam On Millennium School and is proposed to be rezoned from "R(B)" and "GB" to "R(B)2" with a building height restriction of 90mPD (Figure 6.11). It covers a development site area of 0.65 hectare (Figure 6.11).

6.36 Existing buildings in the areas around Sites C4 and C5 include some low-rise buildings in Avignon to the northeast and north respectively. At present, both sites have a relatively open exposure to prevailing winds from all directions. However, Sites C4 and C5 lie to the west and north of TMTL427 which is zoned "R(B)" with a maximum plot ratio of 1.3 and building height restriction of 10 storeys. Future developments on TMTL 427 may have some air ventilation impact on Sites C4 and C5.

6.37 Existing buildings in the surrounding area of Site C7 only include Mrs Cheng Yam On Millennium School. At present, Site C7 has a relatively open exposure to prevailing winds from the northeastly and southerly quarters.

6.38 Existing buildings in the areas around Site C8 only include Mrs Cheng Yam On Millennium School to the southeast. At present, Site C8 has a relatively open exposure to prevailing winds from southerly quarters. For easterly wind, Site C8 is likely to be affected by the buildings of Mrs Cheng Yam On Millennium School and future developments on Site C7.

6.39 As mentioned, TMTL427 is in the midst of various sites in Area 56. With a permissible building height up to 10 storeys, it may impose wake areas on Sites C4, C5 and C7. Nonetheless, according to the land sales conditions, TMTL427 would be required to demonstrate a good building design/layout in terms of air ventilation impact via a separate AVA study that major prevailing winds from northeast, east and south-east quadrants could penetrate to the sites on its leeward sides.

6.40 Under northeast and east prevailing winds, Site C7, with maximum building height of 90mPD, is likely to affect its downstream areas including eastern part of TMTL427 and the northern part of Site C8. For Site C4 with maximum building height of 80mPD, it is likely to affect the adjoining area zoned “GB” and Tuen Mun Road. In order to ameliorate the above air ventilation issue with the consideration of breezeway connection through TMTL427, it is recommended that one 20m wide NBA each along the east-northeast and west-southwest direction for Site C7 and Site C4 be provided. For Site C7, the NBA should run along its northern site boundary to connect with the air path of TMTL427. For the remaining portion of Site C7 with lot frontage about 180m, it is also required to provide sufficient building separations in accordance with SBD Guidelines (APP-152) to facilitate better wind penetration from northeast quadrant to Site C8 and other downstream areas. For Site C4, the 20m wide NBA runs in the middle of the site. Under the northeast and east prevailing winds, future developments on Site C5 would not impose any impacts on its leeward side due to its relatively narrow lot frontage and that Kwun Chui Road should serve as the air path in these wind directions. Developments on Site C8 are unlikely to have significant effects on the surrounding areas as the areas to the west of the site is zoned “GB” with no sensitive receivers.

6.41 Under southeast and south winds, the proposed developments in Sites C4, C5 and TMTL 427 would likely block the incoming winds to reach the existing residential developments (e.g. Avignon). Given that TMTL 427 would demonstrate a good building design in terms of air ventilation aspect via a separate AVA study, one 20m wide NBA is proposed for Site C5 to allow for wind penetration to the north. Locations of proposed breezeways are shown in Figure 6.11.

6.42 In view of the potential cumulative impact of the proposed developments on Sites C4 to C8, more space at grade and permeability of the building mass should be provided to allow for better wind penetration. Subject to the incorporation of NBAs together with the minimisation of podium and the requirement of building separation in SBD Guidelines being respected, the proposed rezoning of Sites C4, C5, C6, C7 and C8 is unlikely to impose significant impacts on the surrounding sites in air ventilation perspective.

Sites C9 and C10

6.43 Site C9 is located at Castle Peak Road – Castle Peak Bay, Area 57 and is proposed to be rezoned from "G/IC" and "O" to "R(B)" with a building height restriction of 6 storeys (Figure 6.12). It covers a development site area of 0.86 hectare. Site C9 is elongated in shape, with a lot frontage of 184m running along the waterfront adjacent to the Cafeteria Old Beach. Developments along the waterfront must not form a continuous barrier to the sea breezes. Buildings must be arranged and positioned so that sufficient gaps between building blocks are left for air ventilation and urban permeability.

6.44 Existing buildings in the areas around Sites C9 include Chu Hai College of Higher Education under construction (51mPD to the north), and some low to medium-rise developments to the north and northeast ranging from 27.3mPD to 85mPD. Due to its close proximity to the coastline, Sites C9 currently have a relatively open exposure to the prevailing winds from the southerly quarter. To the further northeast and east of Sites C9, the existing developments including Perowne Heights and Harrow International School are far away and are unlikely to affect it under prevailing northeast and east winds.

6.45 When prevailing winds come from the east and northeast, the proposed rezoning of the site is unlikely to have significant effects on the surrounding areas as

the areas to the west of Site C9 are Castle Peak Bay. Although the Cafeteria Old Beach lies on the leeward side of the future development, the beach is mainly ventilated by the sea breezes coming from the southwest. Developments on Site C9 should not impose significant impact on the beach. When prevailing winds come from southerly quarter, the proposed rezoning of Site C9 from "G/IC" and "O" to "R(B)" is likely to create wake areas on the leeward sides to affect the "G/IC" site (i.e. Chu Hai College of Higher Education) and the "R(B)" zone to the north. Considering that Site C9 occupies a significant waterfront location that is an important inlet of sea and land breezes and that its lot frontage exceeds 100m in length, an AVA should be conducted according to the HPLB and ETWB Joint Technical Circular No. 1/06[6]. To avoid blockage of sea breezes, it is recommended that at least one 15m wide NBA be incorporated within Site C9 to align with the 32m wide building gap of Chu Hai College of Higher Education to facilitate wind penetration further inland (Figure 6.12). A quantitative AVA should be conducted at the detailed design stage to identify the NBAs and other enhancement measures and to ascertain their effectiveness.

6.46 Site C10 is part of the public beach area in Area 48 and it is proposed to be rezoned from "G/IC" to "O" to reflect the existing use. The proposed rezoning will not impose any adverse air ventilation impact on the surroundings.

Site D1

6.47 Site D1 is located at 2 San On Street in Area 12 and is proposed to be rezoned from "I" to "C(1)" with a building height restriction of 85mPD (Figure 6.13). It covers an area of about 0.07 hectare.

6.48 Site D1 is in the city centre surrounded by industrial buildings (ranged from 19.7 mPD to 52.3mPD). The exposure of Site D1 to prevailing winds from all directions is likely to be sheltered by surrounding buildings.

6.49 Site D1 is small in area. The proposed rezoning of Site D1 from "I" to "C(1)" is unlikely to have significant air ventilation impacts on the surrounding areas under the prevailing wind directions.

Site D2

6.50 Site D2 is located to the east of Lung Fu Road in Area 45 and is proposed to be rezoned from "GB" to "REC" with a building height restriction of 2 storeys (Figure 6.14). It covers an area of about 3.72 hectares.

6.51 Site D2 is surrounded by "GB" zones. The proposed rezoning of Site D2 is unlikely to have significant air ventilation impacts on the surrounding areas.

Site E

6.52 Site E is located at Siu Leng Shui in Area 46 and is proposed to be rezoned from "Other Specified Uses" to "Undetermined" "(U") (Figure 6.15). As the use and development parameters of the site are yet to be confirmed, the air ventilation impact of the proposed amendment of Site E could not be determined at this stage.

Site F

6.53 Site F is located at BeneVille on Tuen Kwai Road, Fu Tei in Area 52 and is proposed to be rezoned from "CDA" to "R(B)16"with a building height restriction of 106mPD (Figure 6.16). It covers an area of about 1.73 hectares. The rezoning of Site F is to reflect the completed housing project already on the site and it will have no impact on the current air ventilation conditions.

Site G

6.54 Site G is located at Lok Chui Street and is proposed to be rezoned to "R(B)19" with a maximum building height restriction of 3 storeys (Figure 6.17). The rezoning of Site G is to reflect an approved rezoning application on the site for a residential development of 3 storeys. The site is currently occupied by a 2-storey building. The redevelopment of this site in the future is also unlikely to impose significant air ventilation impacts on the surrounding areas due to its low building height.

Other Potential Housing Sites

6.55 In addition to the proposed amendments, four other sites with potential for housing development have also been assessed based on development parameters given by the Planning Department.

Site in Area 48 (Site 1)

6.56 This site (Site 1) is part of the Ex-Perowone Barracks at Castle Peak Road – Castle Peak Bay in Area 48. It is located near the waterfront, covering an area of 0.31 hectare. It is identified to have the potential for residential development with a building height restriction at 70mPD (Figure 6.18).

6.57 Existing buildings in the areas around Site 1 include some low-rise buildings (12mPD to 27mPD) to the south; and Chu Hai College of Higher Education under construction (51mPD) to the north. Due to its relatively close proximity to the coastline, with scattered low-rise buildings to the south, Site 1 currently has a relatively open exposure to the prevailing winds from the southerly quarter. However, Site C9 lies to the south of Site 1. Future developments on Site C9 as mentioned in this report may have some air ventilation impact on Site 1 when prevailing winds come from the southerly quarter. To the northeast and east of Site 1, the existing buildings including Perowne Heights and Harrow International School are far away and are unlikely to affect it under prevailing northeast and east winds.

6.58 When prevailing wind comes from the northeast, Site 1 is unlikely to have significant effects on the surrounding areas as its lot frontage perpendicular to the north-easterly wind is small (about 60m). When prevailing winds come from the east and southerly quarters, it is likely to create wake areas on the leeward side to affect the “G/IC” site to the north (mainly Chu Hai College of Higher Education). In order to address the potential air ventilation impact of future developments, more space at grade and permeability of the building mass should be provided to allow for better wind penetration. In particular, development near the waterfront must but form a continuous barrier to sea breezes. Building must be arranged and positioned so that sufficient building gaps are left for air ventilation. Subject to the minimisation of podium and the requirements of building separation in SBD Guidelines being respected, the future development at Site 1 with a maximum building height at

70mPD is unlikely to impose significant impacts on the surrounding sites in air ventilation perspective.

Site in Area 55 (Site 2)

6.59 This site (Site 2) is located at the junction of So Kwun Wat Road and Castle Peak Road – So Kwun Wat in Area 55. It covers an area of 1.22 hectares and is identified to have the potential for residential development with a building height restriction at 7 storeys (Figure 6.19).

6.60 Existing buildings in the areas around Site 2 include Aegean Coast to the northeast and Gold Coast Yacht and Country Club to the southwest. The exposure of Site 2 to north-easterly and easterly winds is likely to be affected by the buildings in Aegean Coast. It is likely that the penetration of prevailing south-westerly winds into Site 2 will be moderated by the buildings in Gold Coast Yacht and Country Club. On the other hand, it has relatively open exposures for southerly and south-easterly winds.

6.61 When prevailing winds come from the south and southwest, developments on Site 2 are likely to create wake areas on the leeward side to affect the areas in the southeast edge of Aegean Coast. More space at grade and permeability of the building mass should be provided to allow for better wind penetration. Subject to the minimisation of podium and the requirement of building separation in SBD Guidelines being respected, the future development at Site 2 at a maximum building height of 7 storeys is unlikely to impose significant impacts on the surrounding sites in air ventilation perspective.

Site in Area 16 (Site 3)

6.62 This site (Site 3) is located at the junction of Hang Fu Street and Hoi Wong Road in Area 16 (Figure 6.20). It is identified to have the potential for residential development.

6.63 Existing buildings in the areas around Site 3 include Nerine Cove (maximum building height at 114mPD) to the east and Oceania Heights (129mPD) to the north. The exposure of Site 3 to the southeast wind, easterly winds and north-easterly winds is likely to be affected by these surrounding buildings. Site 3 currently has a

relatively open exposure to the south and south-westerly winds as there are no existing developments in these directions of the site. However, Site B1 lies to the south of Site 3. Future developments on Site B1 as mentioned in this report may have some air ventilation impact on Site 3 when prevailing winds come from the southerly quarter.

6.64 When prevailing wind comes from the south, Site 3 is unlikely to have significant effects on the surrounding sites due to its relatively narrow lot frontal size of less than 60m. When prevailing winds come from the south-westerly direction, Site 3 is likely to create wake areas on its leeward side to affect Nerine Cove. When prevailing winds come from the east, the developments on Site 3 are likely to affect wind penetration into the areas to the west of the site. According to the qualitative guidelines on air ventilation in Chapter 11 of HKPSG[7], it is recommended that NBAs be designated at site level to subdivide large land parcels in avoiding wall-like developments. Site 3 has a lot frontage of 149m running in the north-south direction. It is desirable that the site be broken up so that long building façades would not be formed to block wind penetration. Considering the connectivity to the existing road network (Tuen Yee Street) as an air path, one 15m wide NBA in the middle of the site and aligns with Tuen Yee Street, is recommended to facilitate the penetration of easterly winds to the west of the site and westerly winds to Nerine Cove (Figure 6.20). In view of the potential cumulative impact together with the future development on Site B1, another 15m wide NBA is recommended along the southern site boundary of Site 3 to further facilitate the penetration of westerly winds into Nerine Cove. This NBA will also serve as a “buffer zone” to alleviate the impact caused by Site B1 under southerly winds (Figure 6.20). Site 3 is near the area of breezeway (TMRC) of Tuen Mun New Town and hence developments on this site should be carefully designed. Subject to the incorporation of the NBAs, together with the minimisation of podium and the requirement of building separation in SBD Guidelines being respected, the future development at Site 3 is unlikely to impose significant impacts on the surrounding sites in air ventilation perspective. Otherwise, further AVA studies should be conducted to assess the air ventilation performance.

Site in Area 39 (Site 4)

6.65 This site (Site 4) is located at the junction of Castle Peak Road – Castle Peak Bay and Hin Fat Lane in Area 39 (Figure 6.21). It is an enlarged site covering Site B2

as mentioned in this report and is identified to have the potential for residential development.

6.66 Existing buildings in the areas around Site 4 include Man Bo Building, Come On Building and Kai Hei Land Building to the west, Handsome Court to the south. It is likely that south-westerly winds will already be sheltered by the surrounding buildings (e.g. Man Bo Building (85.7mPD) and Come On Building (78.1mPD). Site 4 has a relatively open exposure to the northeast to southeast winds. It is likely to benefit from downhill air movement from the east.

6.67 Site 4 is not on the major breezeways of Tuen Mun New Town (Figure 5.14 to 5.15 and Figure 6.21). When prevailing wind comes from the southerly quadrants, Site 4 is unlikely to affect the surrounding areas as there are no sensitive receivers in the wake areas north of the site which are Tuen Mun Substation and an area zoned "GB". Villa Tiara lies on the downstream area under southerly winds, but Site 4 is unlikely to impose significant impacts on Villa Tiara as the distance between these two sites are over 100m. Southerly winds are still able to reach Villa Tiara through Castle Peak Road – Castle Peak Bay and open spaces around Tuen Mun Substation. However, the developments on Site 4 may have localised air ventilation impact on the surrounding areas for other wind directions. When prevailing winds and downhill air movement come from the northeast and easterly quarters, the developments on Site 4 are likely to create wake areas on the leeward sides to affect the areas to the west and southwest including Come On Building, Kai Hei Land Building and Chi Lok Fa Yuen. One 20m wide NBA is suggested for Site 4. Given that such NBA aims to facilitate the penetration of prevailing wind and downhill air movement from the east serving the areas to the west of Site 4 (Figure 6.21), it should run perpendicular to Castle Peak Road – Castle Peak Bay. Nevertheless, no fixed alignment is necessary at this planning stage as the site is relatively open to downhill wind along its northeast boundary. In order to allow for design flexibility of the future development, the location of the 20m wide NBA could be determined during the detailed design stage. Subject to the incorporation of the NBA, together with the minimisation of podium and the requirement of building separation in SBD Guidelines being respected, the future development at Site 4 is unlikely to impose significant impacts on the surrounding sites in air ventilation perspective. Otherwise, further AVA studies should be conducted to assess the air ventilation performance.

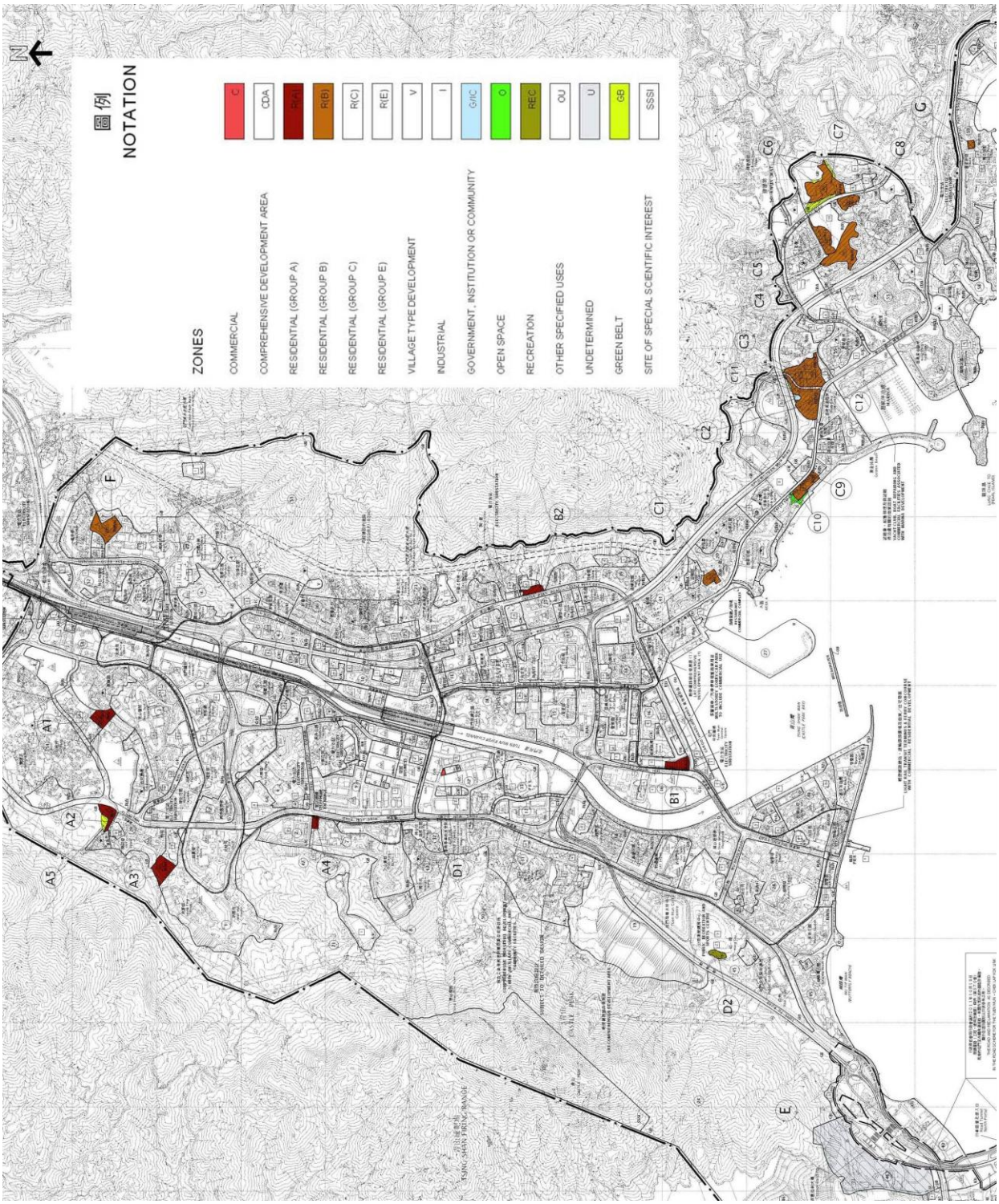


Figure 6.1 Locations of the proposed sites.

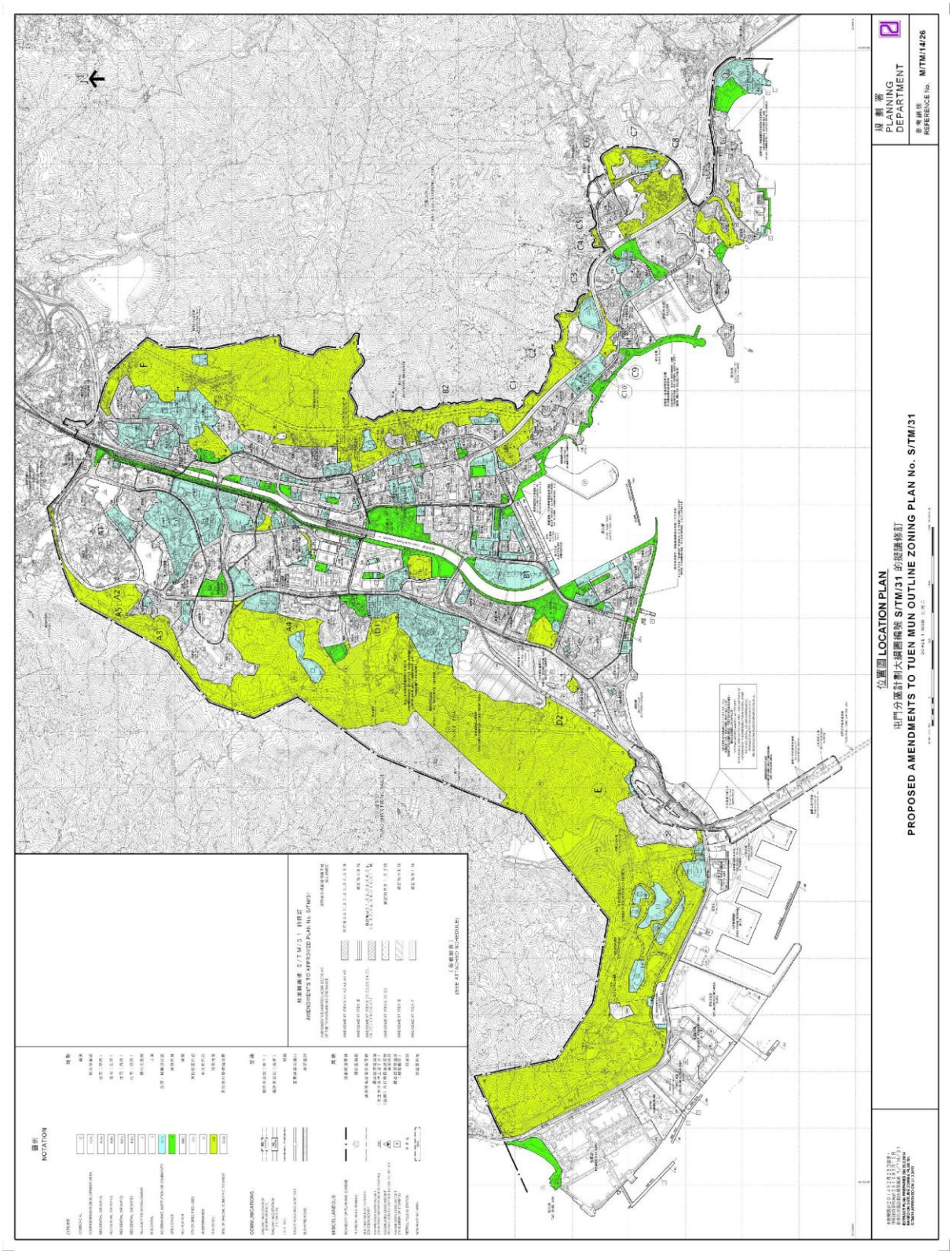


Figure 6.2 "G/IC", "O", and "GB" zones in the approved Tuen Mun OZP No. S/TM/31

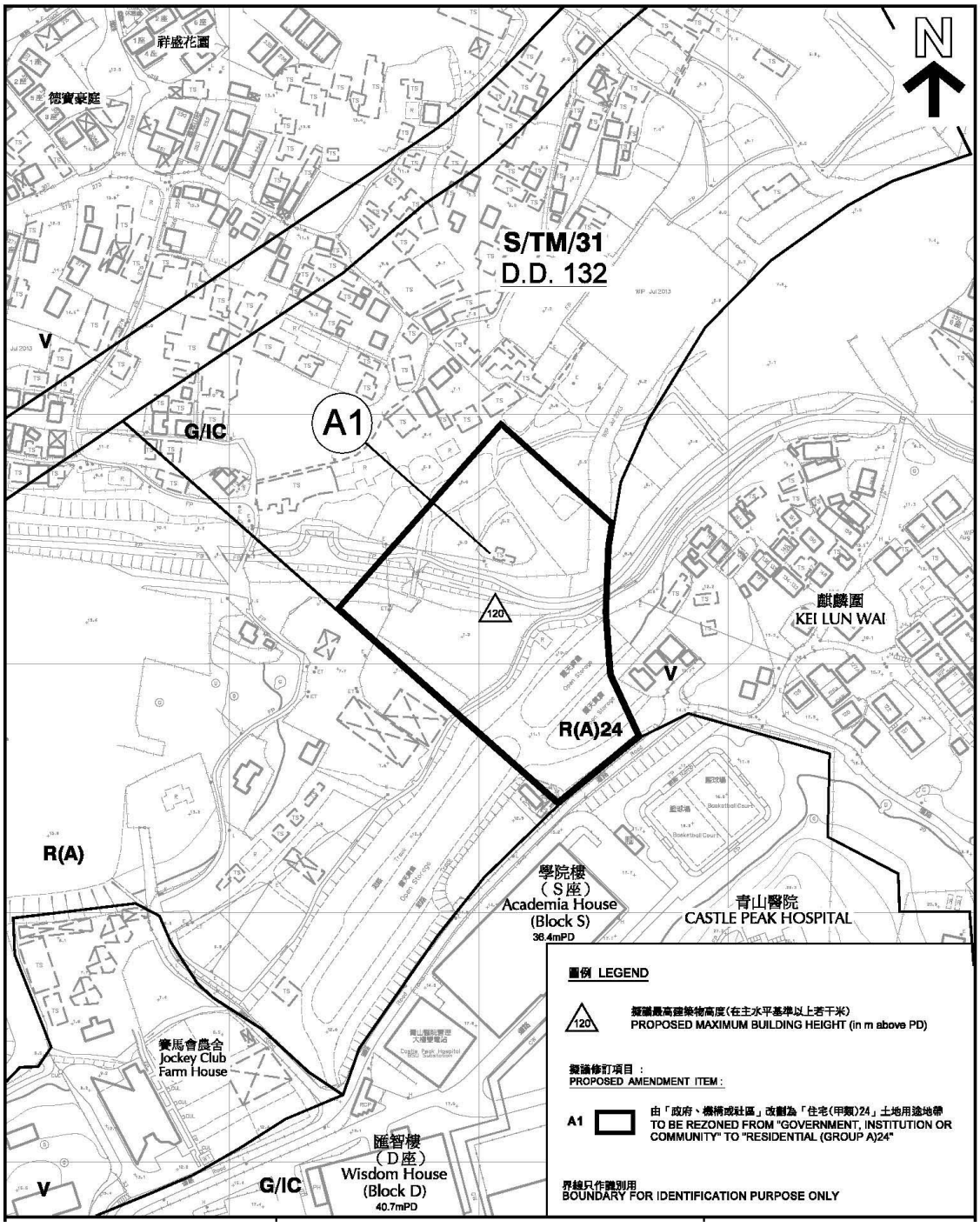


Figure 6.3 Site plan of Site A1

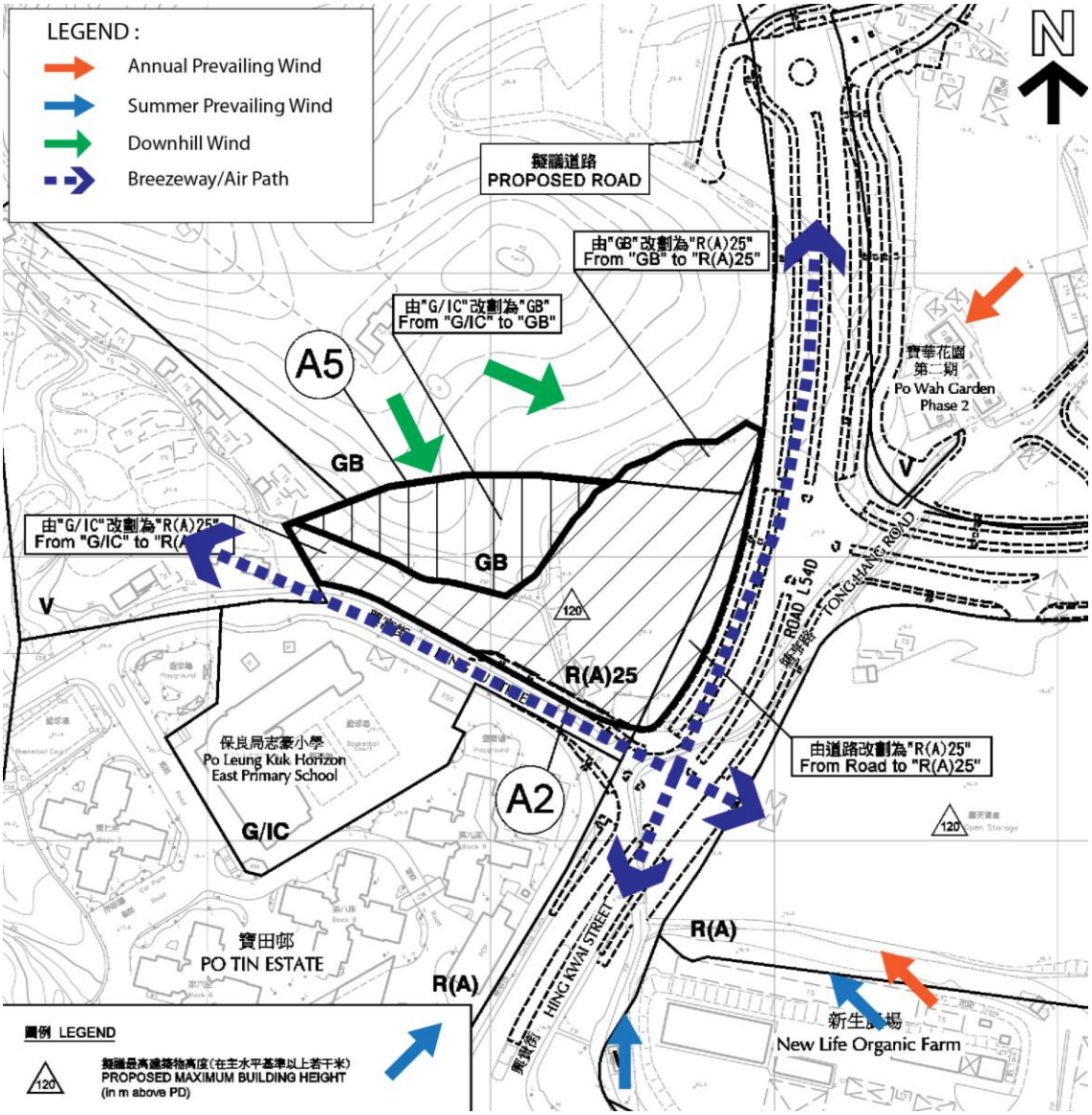


Figure 6.4 Site plan of Sites A2 and A5 and wind environment of their surroundings

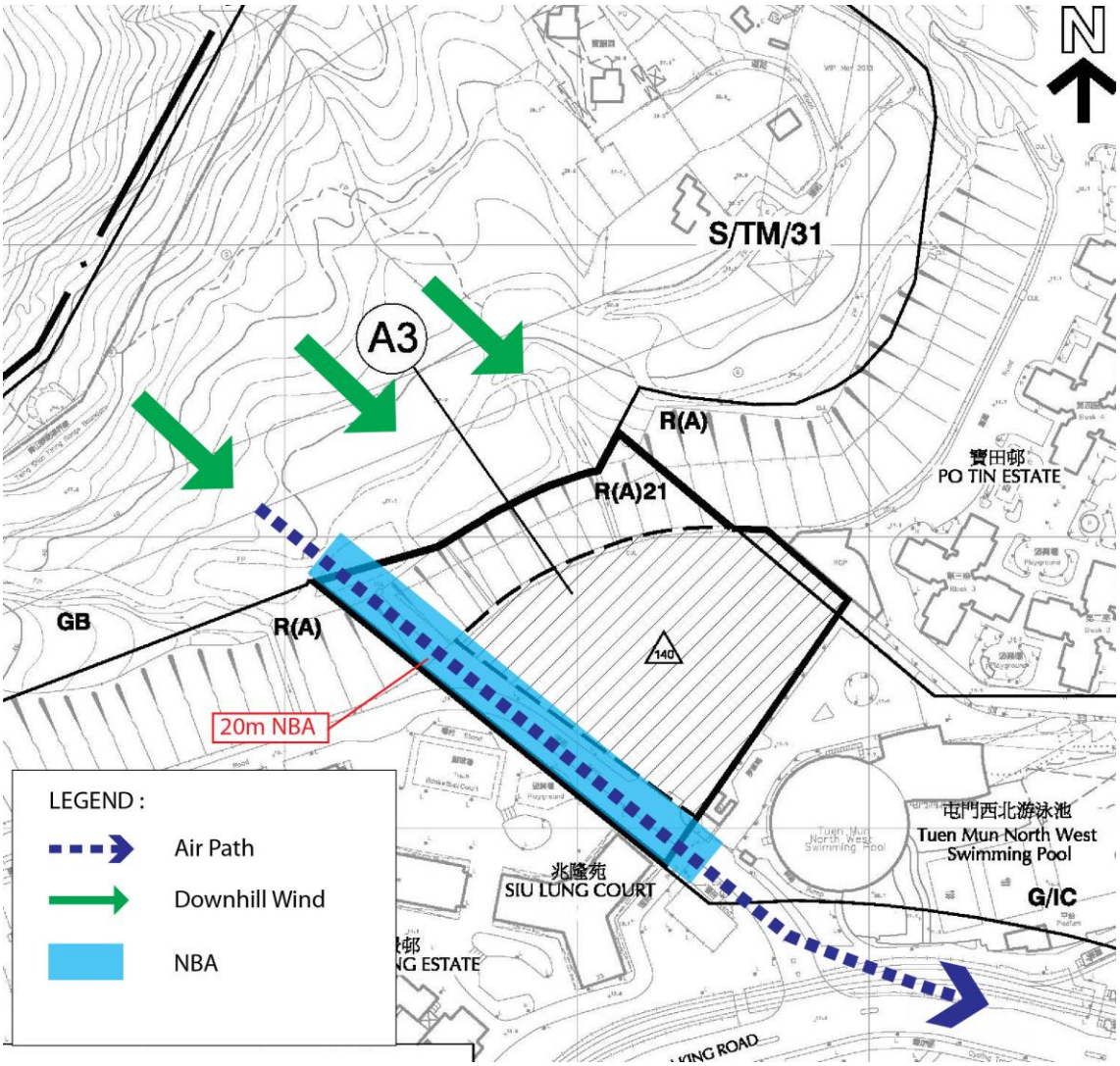


Figure 6.5 Site plan and the proposed NBA for Site A3

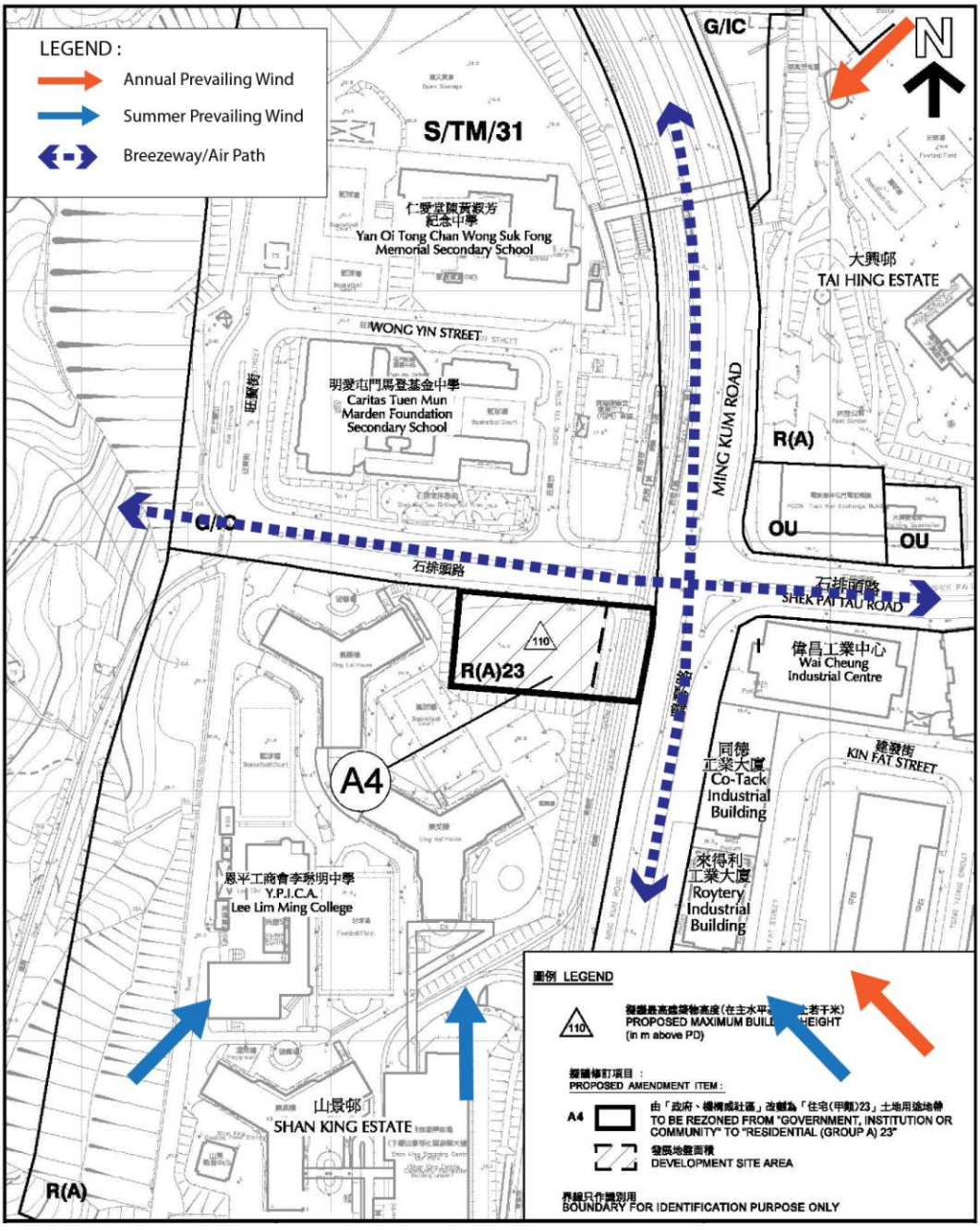


Figure 6.6 Site plan of Site A4 and wind environment of its surroundings

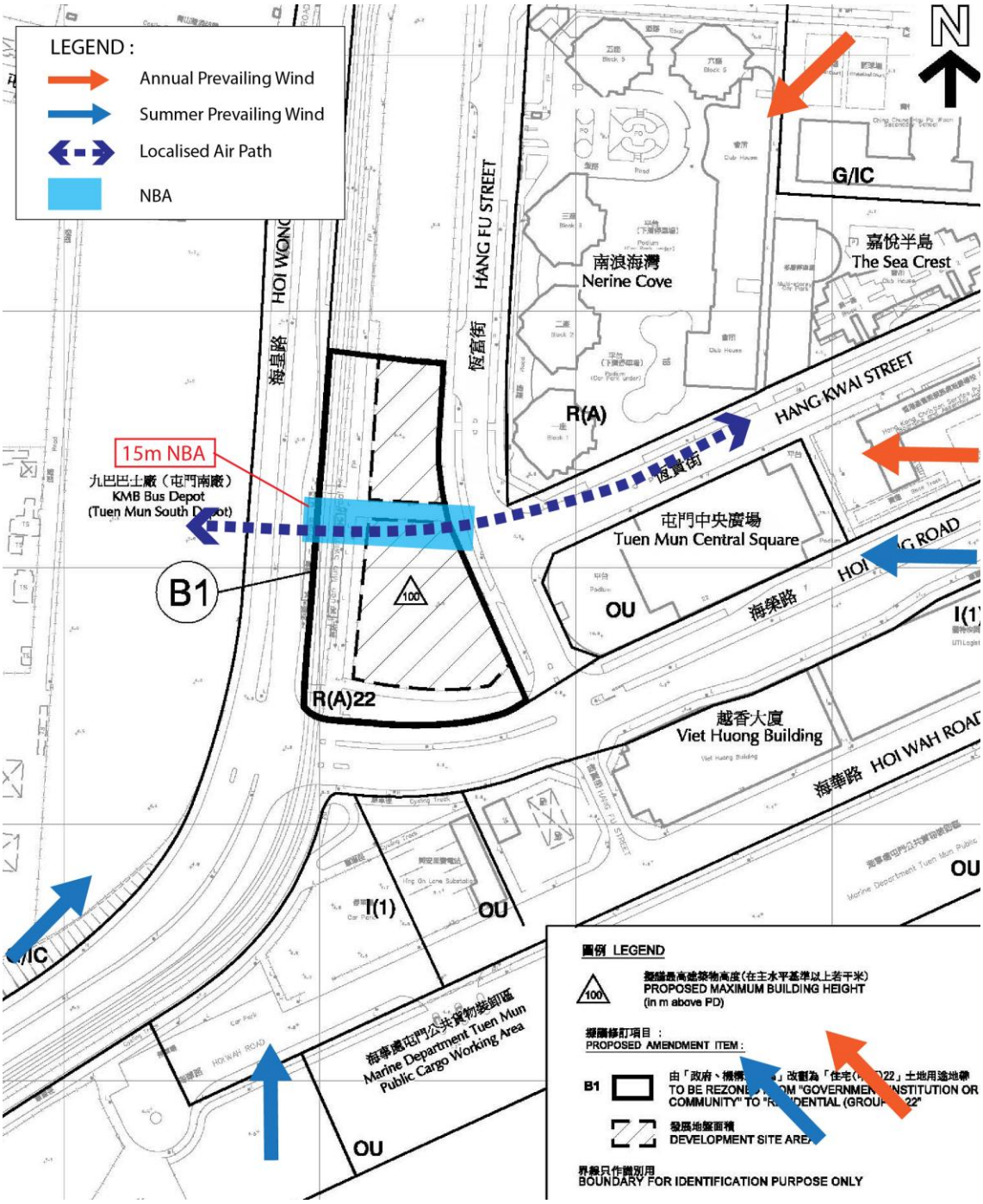


Figure 6.7 The proposed NBA for Site B1 and wind environment of its surroundings

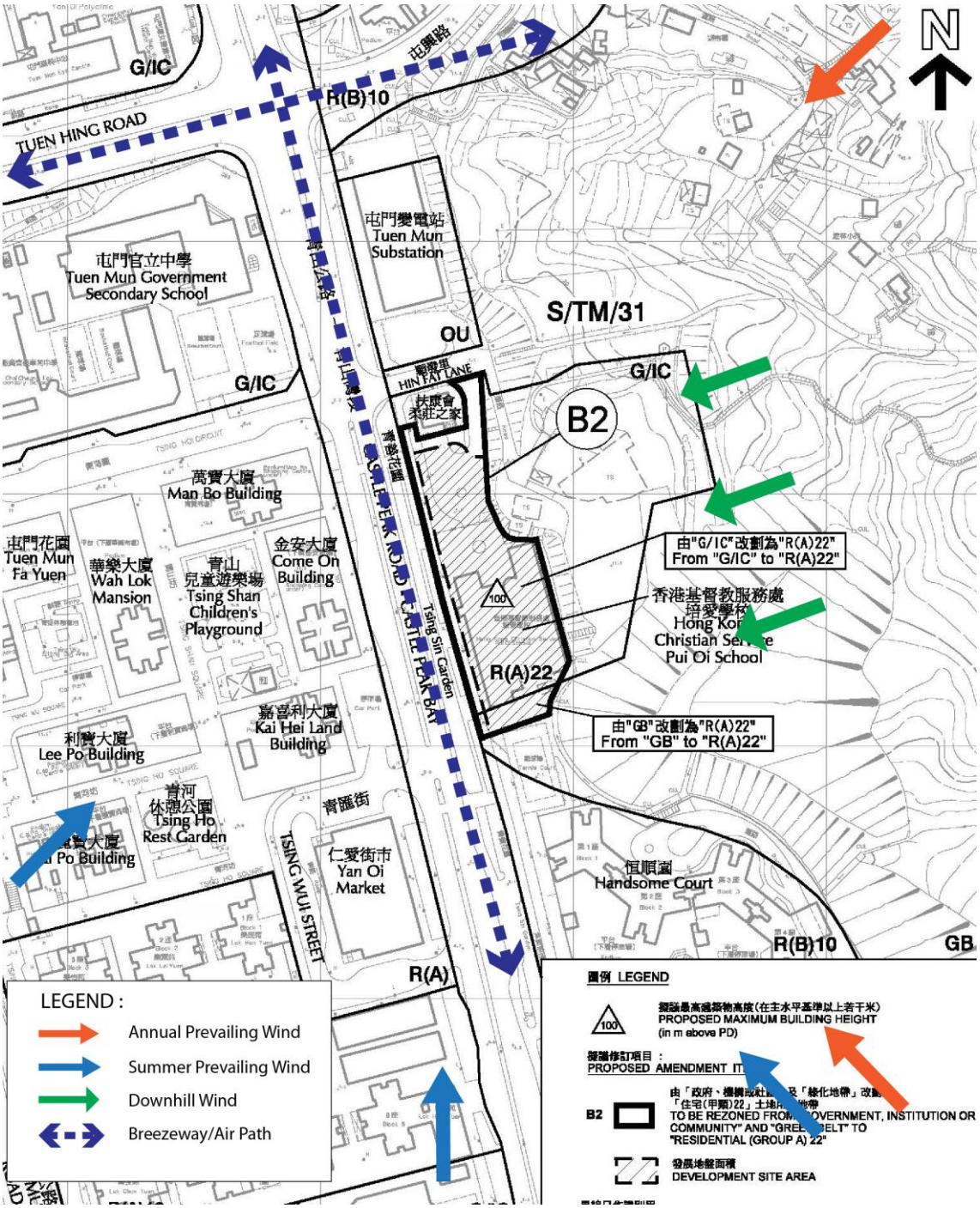


Figure 6.8 Site plan of Site B2 and wind environment of its surroundings

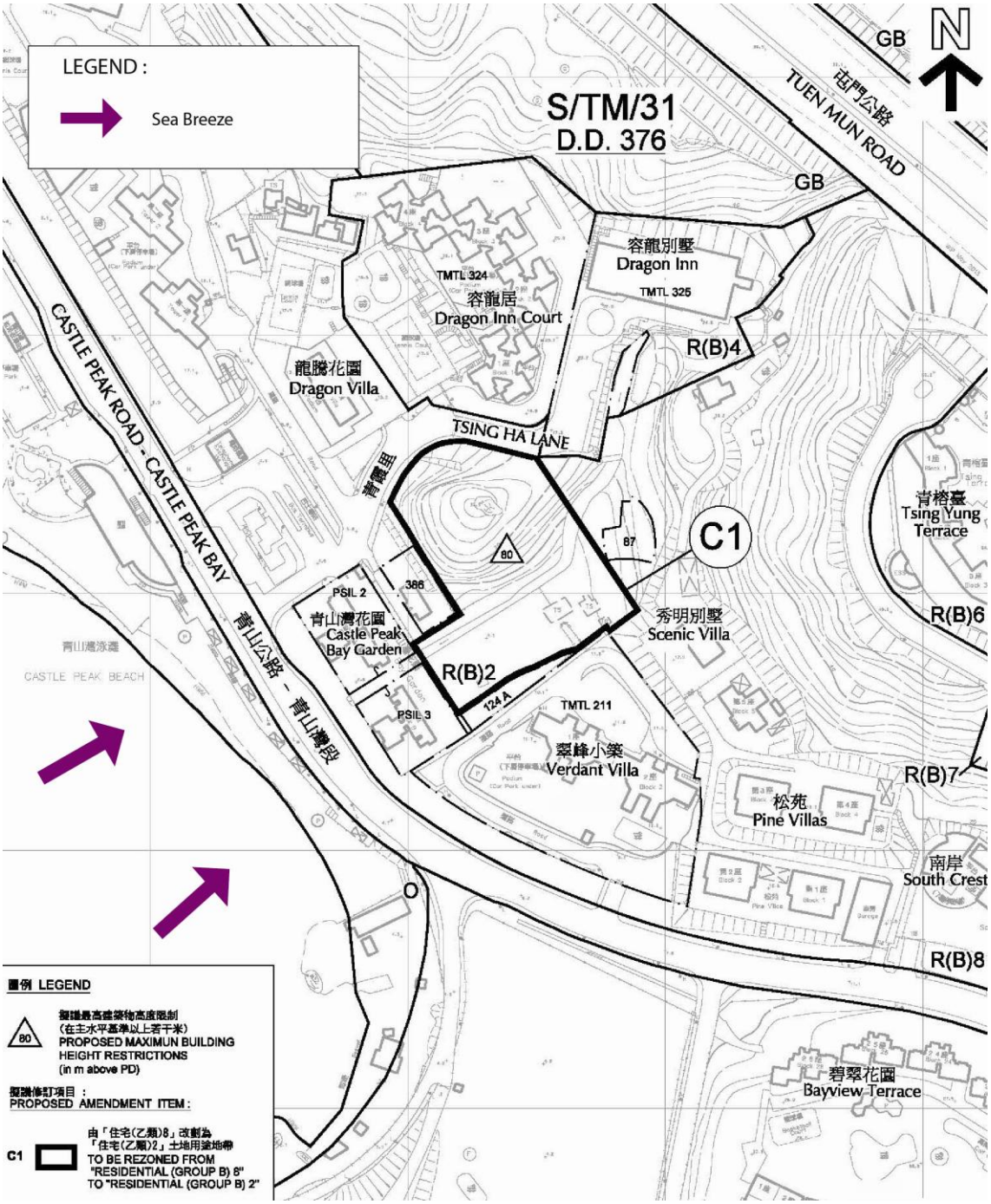


Figure 6.9 Site plan and sea breeze for Site C1

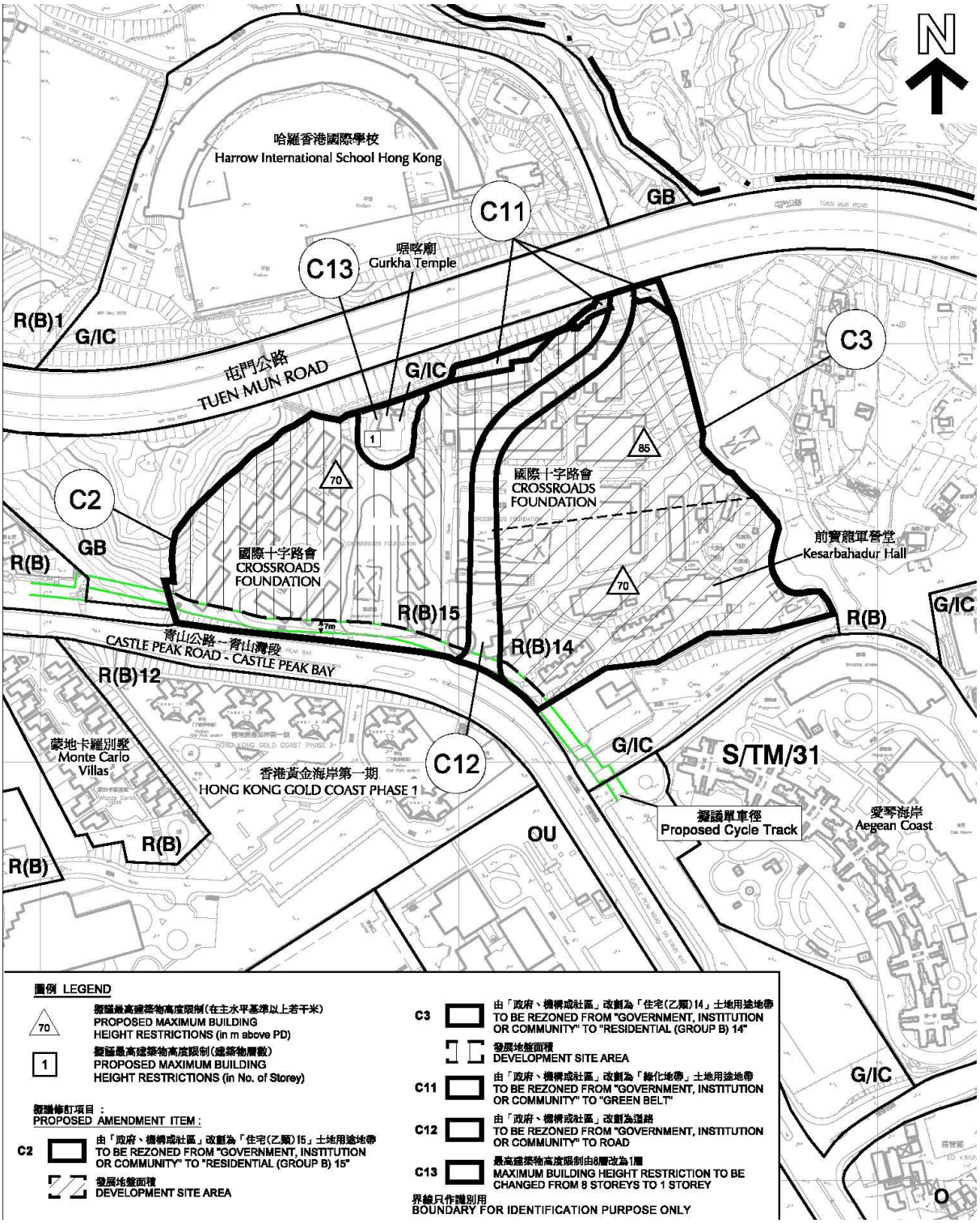


Figure 6.10 Site plan of Sites C2 , C3, C11, C12 and C13

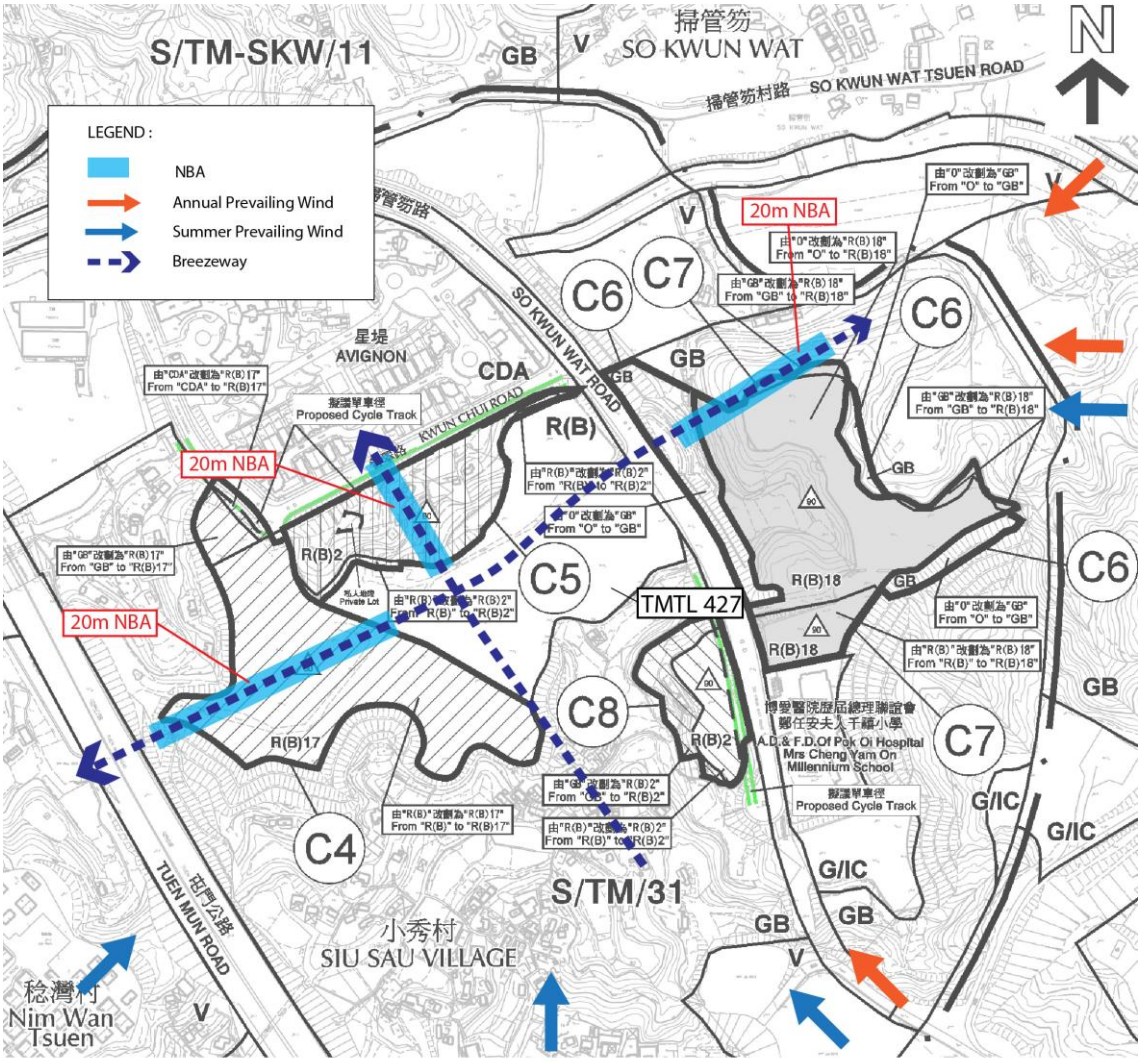


Figure 6.11 The proposed NBAs for Sites C4, C5, and C7 and wind environment of Sites C4, C5, C6, C7 and C8

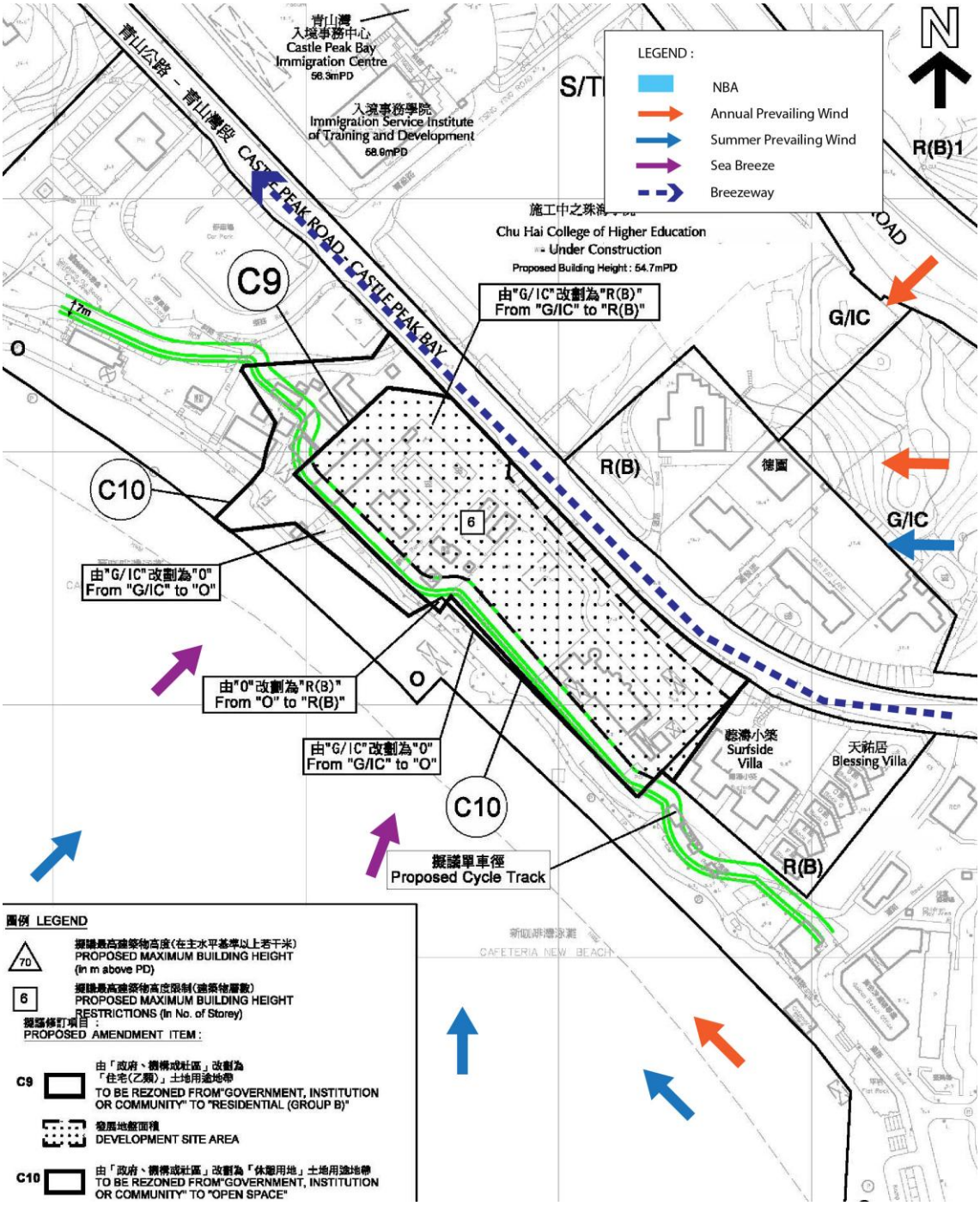


Figure 6.12 Site plan of Sites C9 and C10 and wind environment of their surroundings

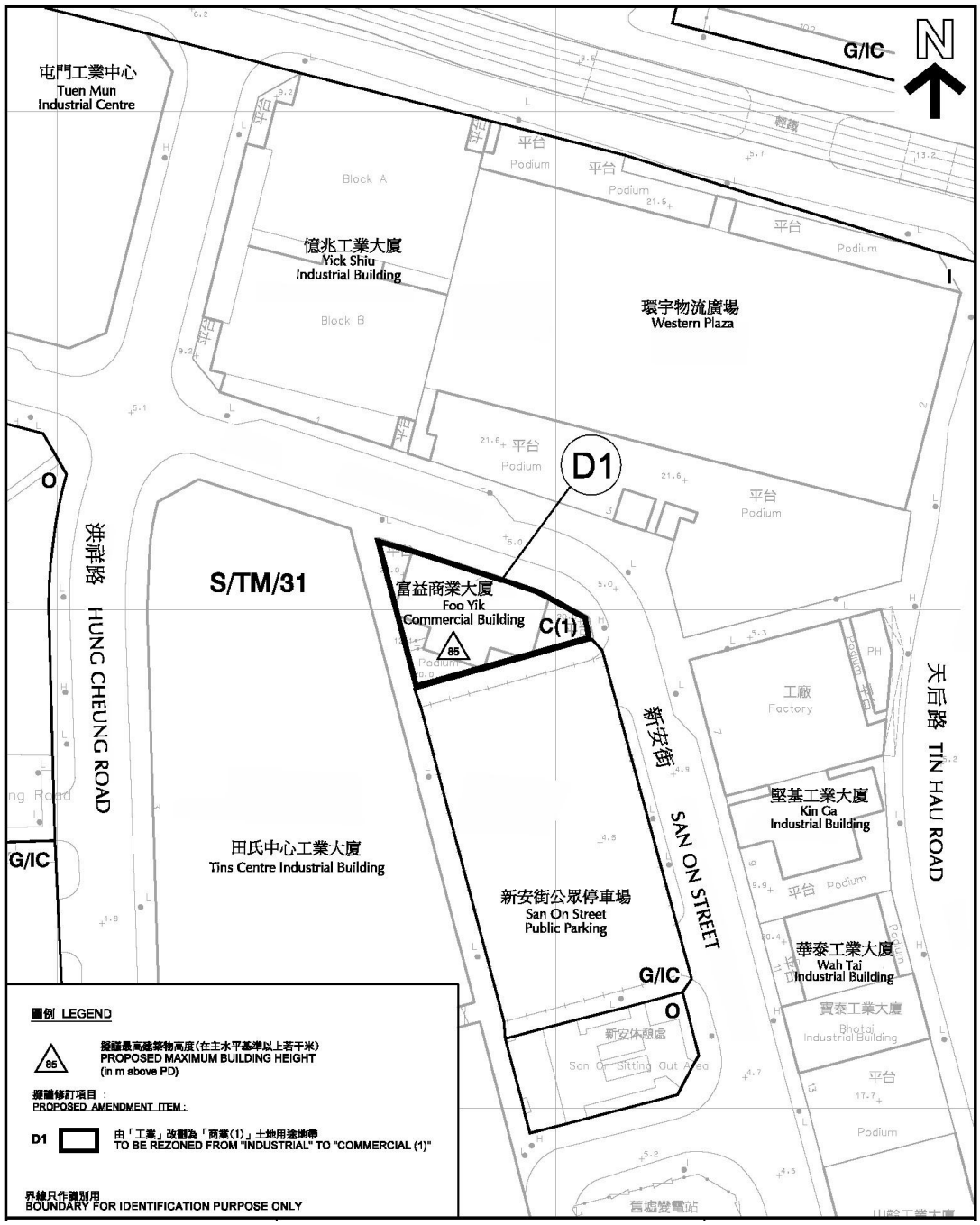


Figure 6.13 Site plan of Site D1

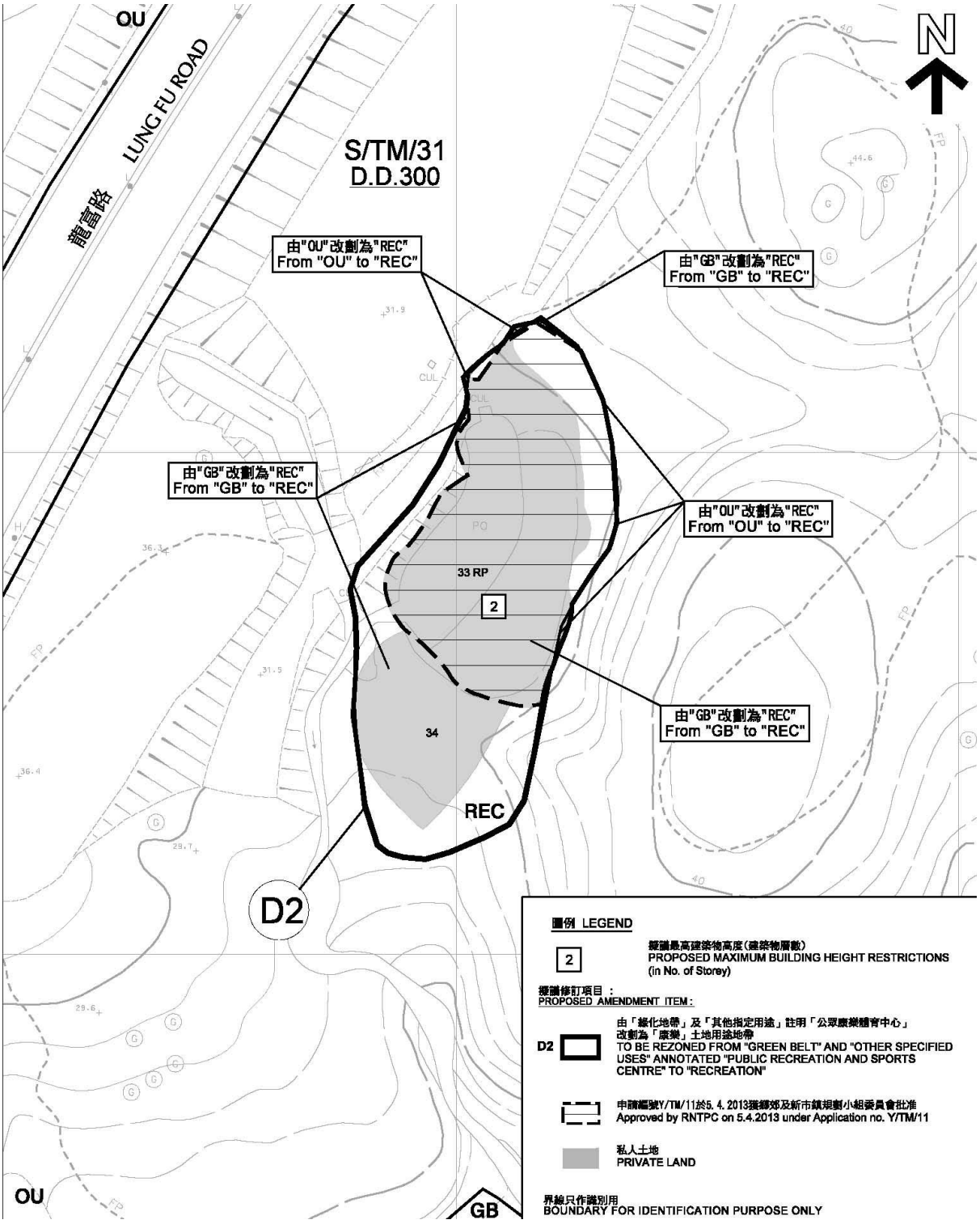


Figure 6.14 Site plan of Site D2

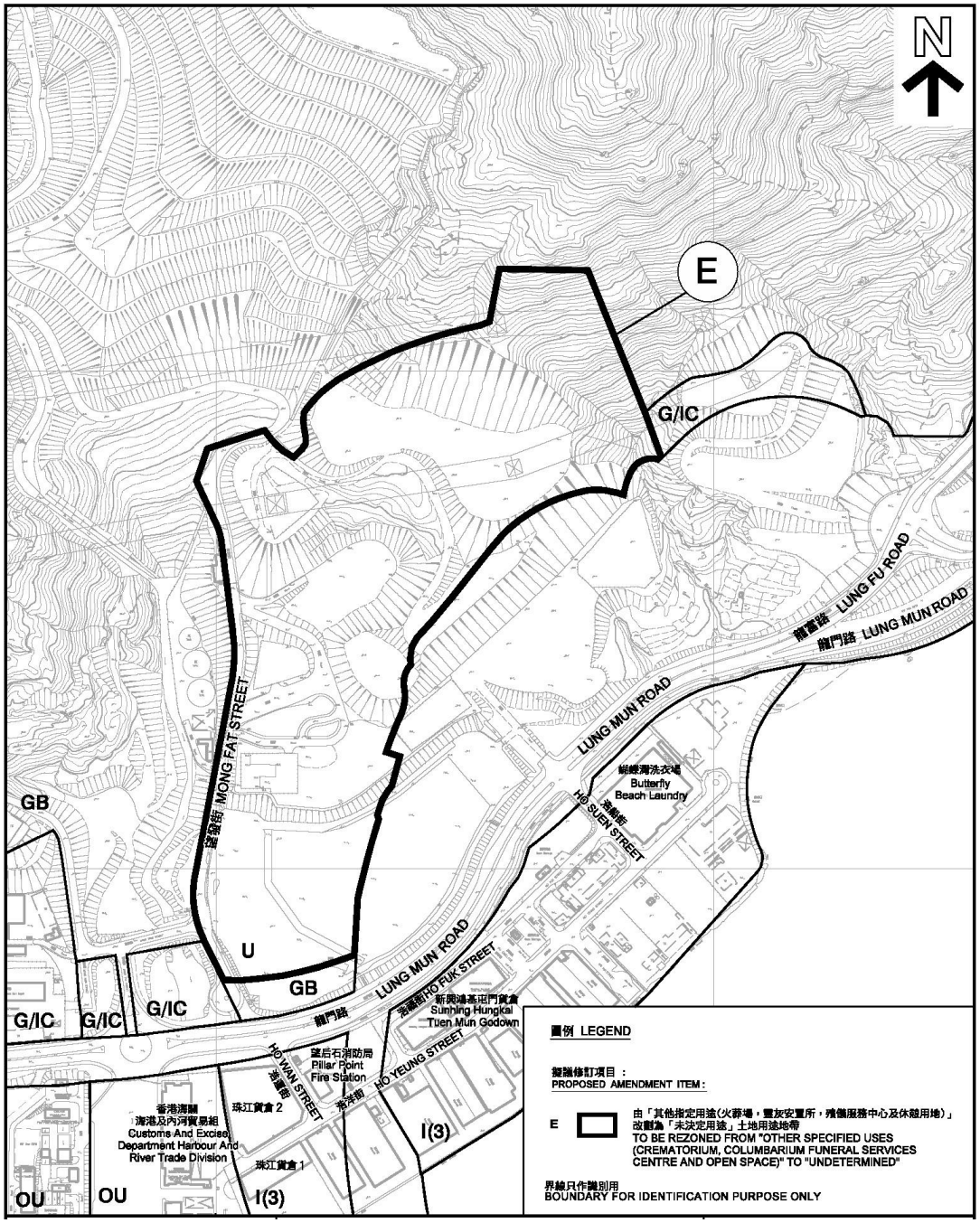


Figure 6.15 Site plan of Site E

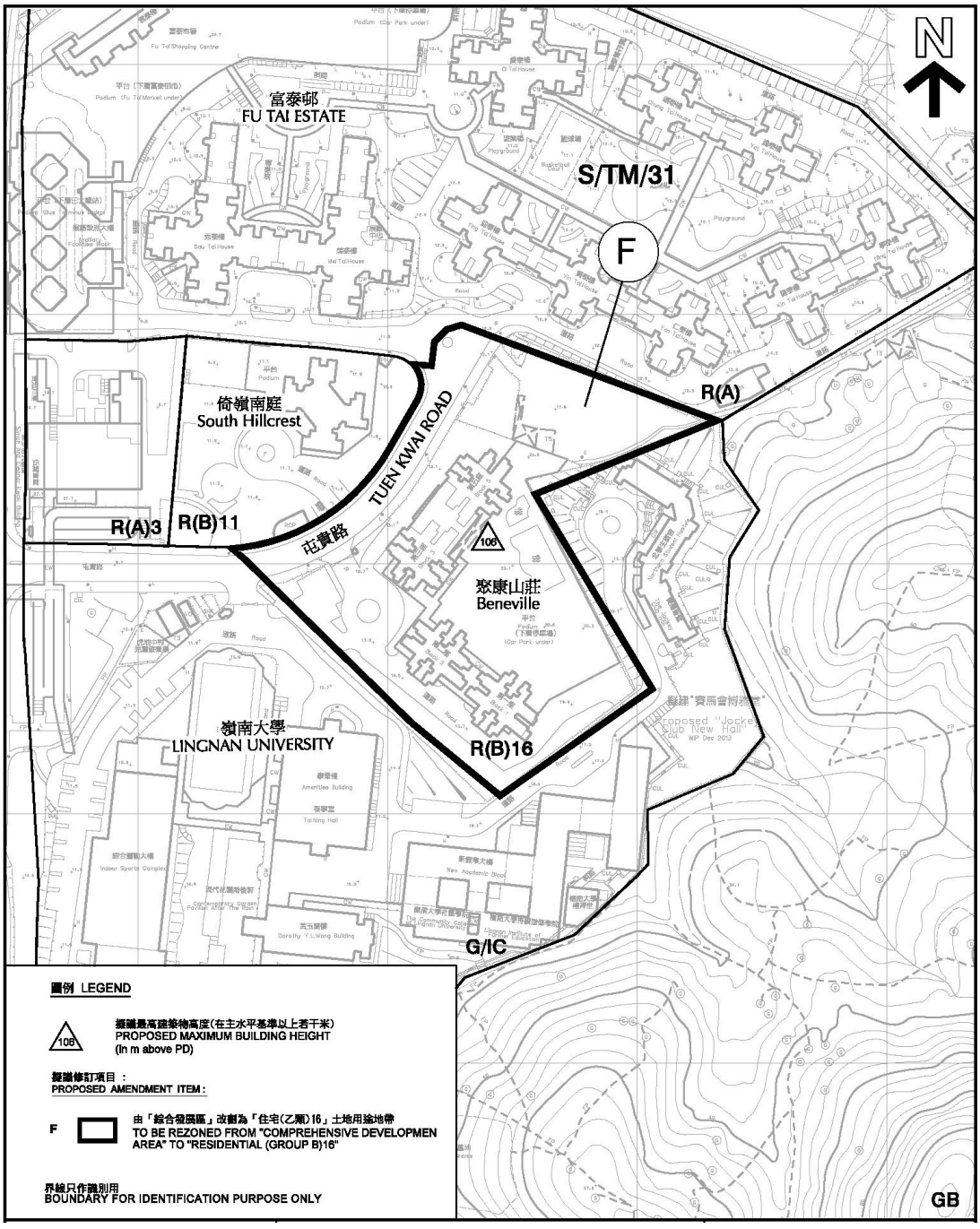


Figure 6.16 Site plan of Site F

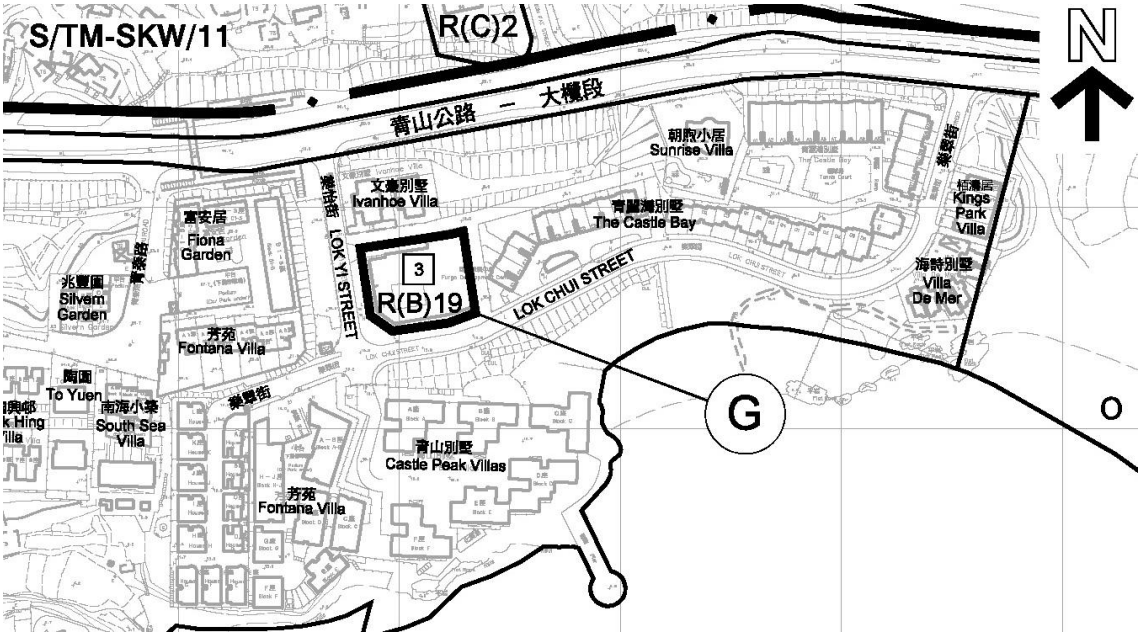


Figure 6.17 Site plan of Site G

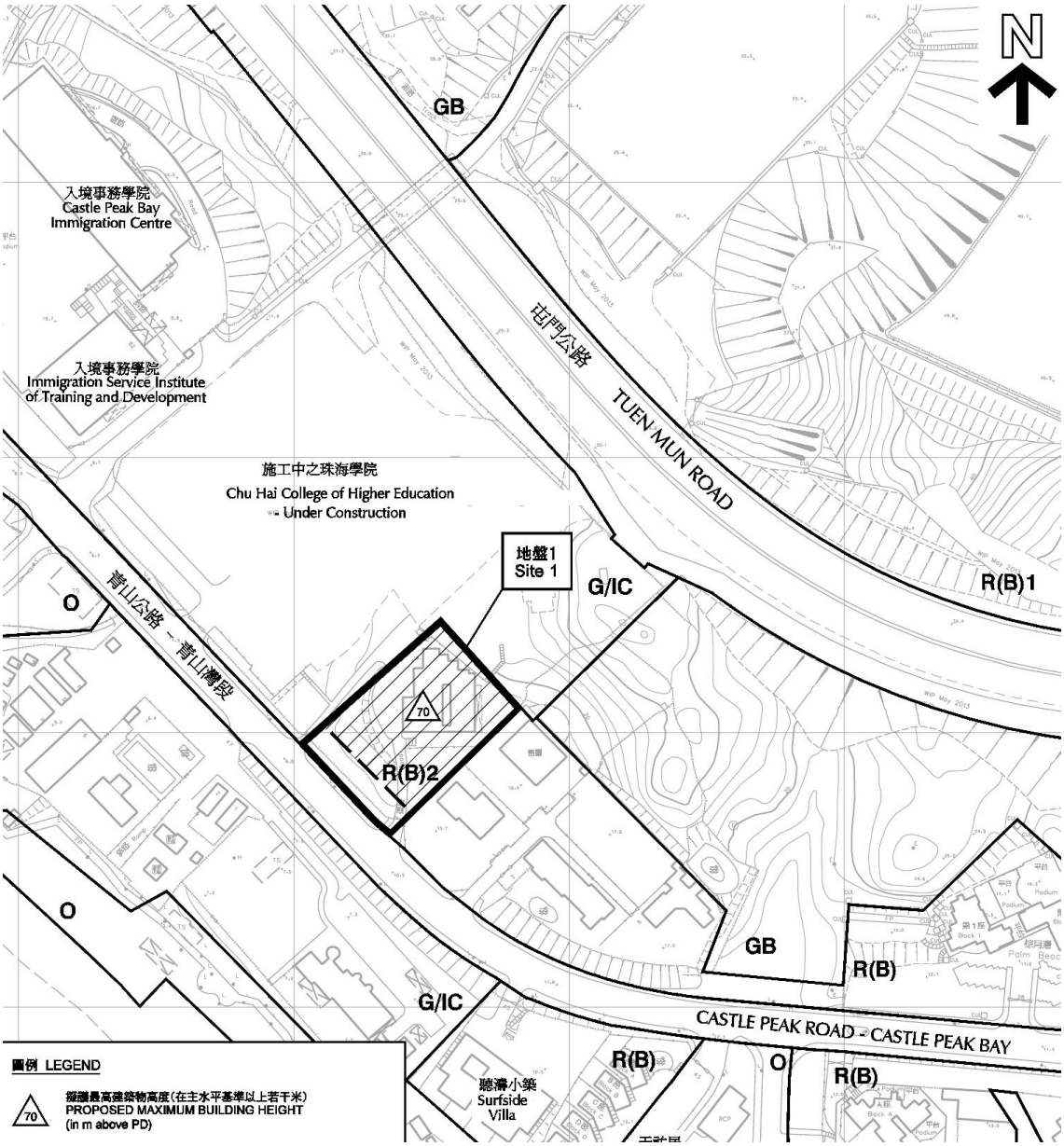


Figure 6.18 Site plan of Other Housing Site 1

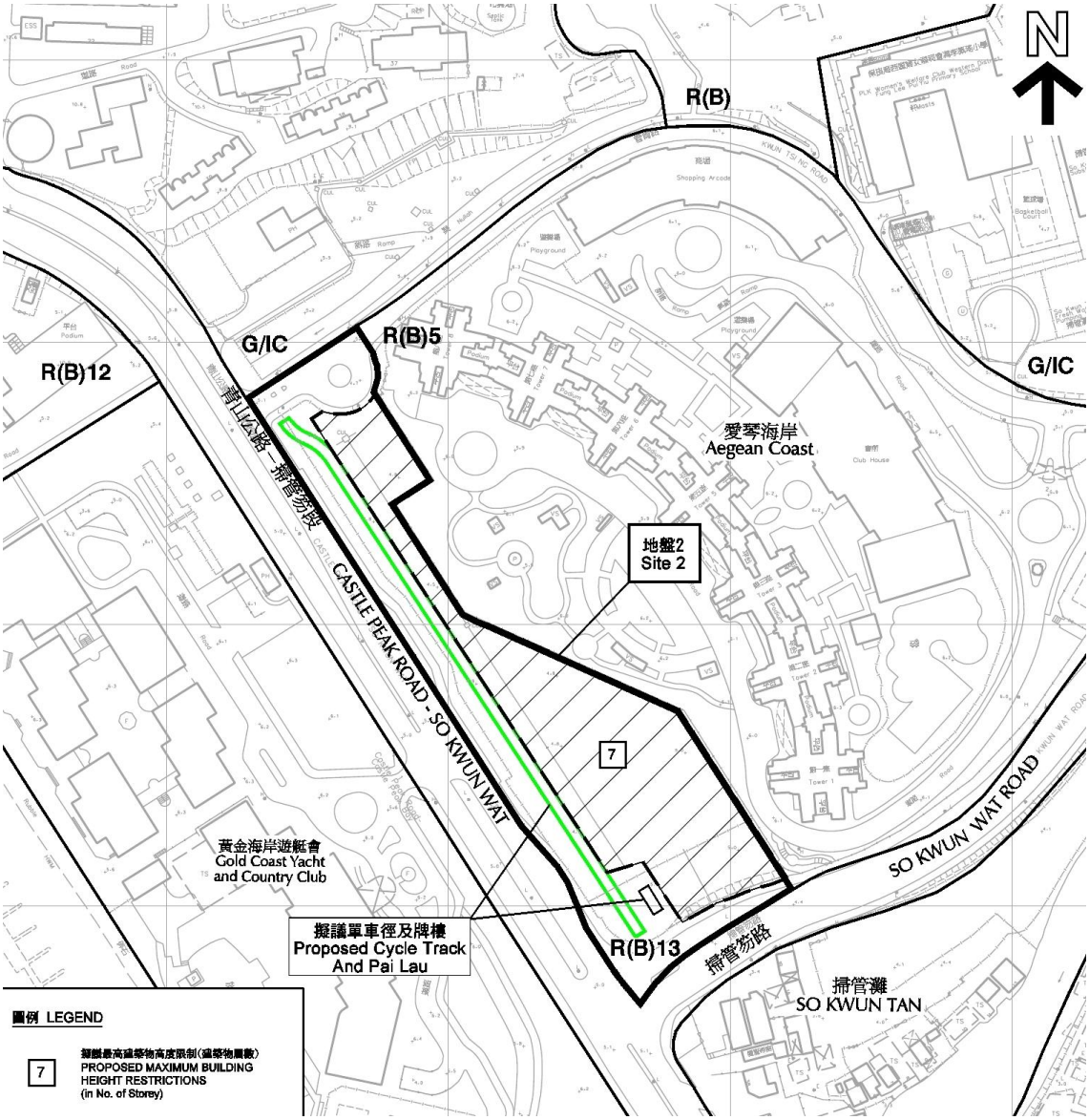


Figure 6.19 Site plan of Other Housing Site 2

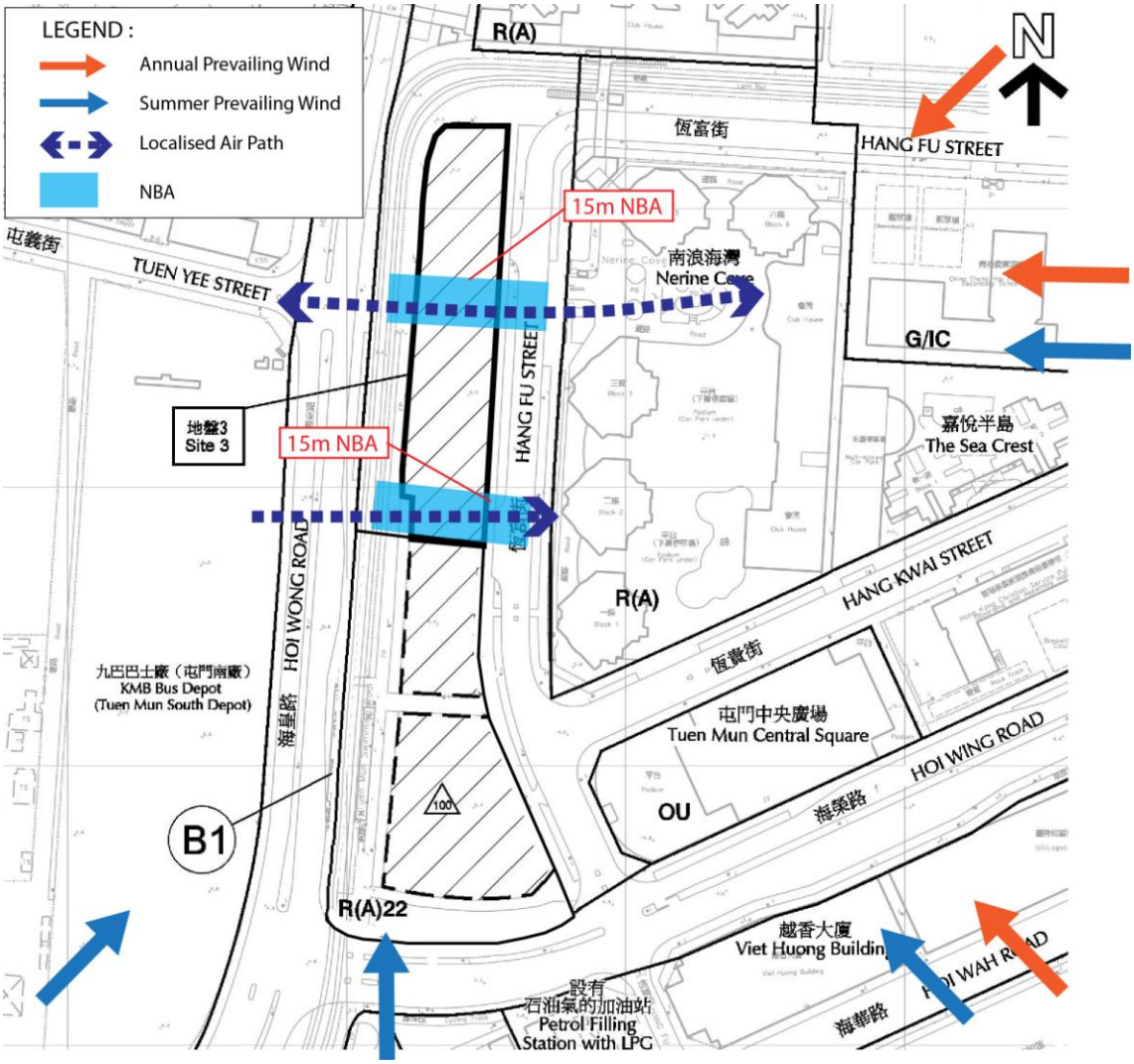


Figure 6.20 Site plan of Other Housing Site 3 and wind environment of its surroundings

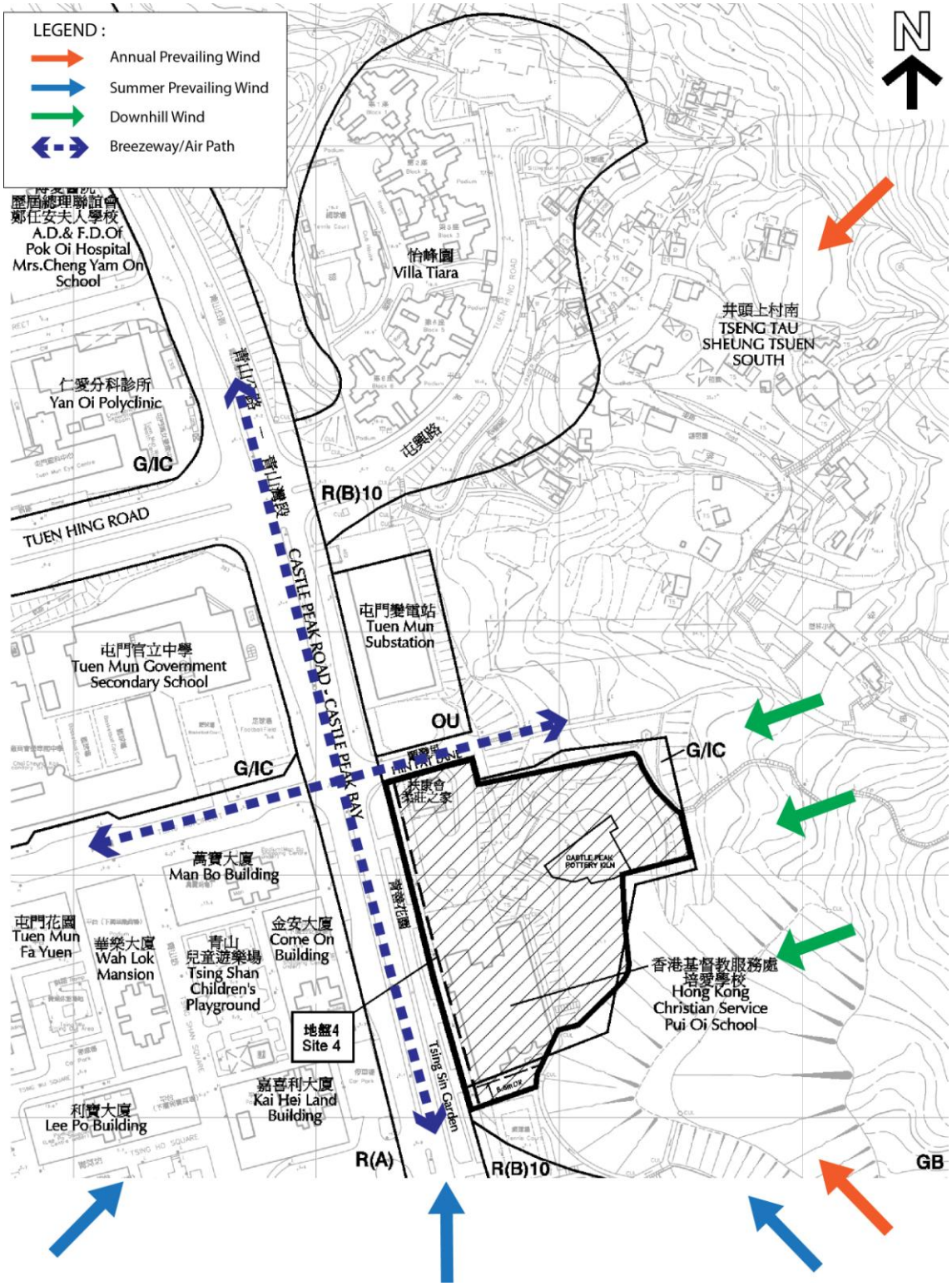


Figure 6.21 Site plan of Other Housing Site 4 and wind environment of its surroundings

7.0 Further Work

Given that both designated NBAs and requirement of building separation requirements would be fulfilled as recommended for individual sites, the study area would have no major air ventilation issues. If these requirements cannot be met, further quantitative AVA studies should be conducted to assess their air ventilation performance.

Sites C2 and C3 occupy a large area of about 5 hectares. Future developments on these sites would impose air ventilation impacts on the surrounding areas In order to allow for design flexibility for the future development, no NBAs are fixed for the sites although directional recommendations of these NBAs of at least 15m wide are included. It is therefore recommended that quantitative AVAs should be conducted in the detailed design stage to identify the NBAs and other enhancement measures and to ascertain their effectiveness.

Site C9 occupies a significant waterfront location that is an important inlet of sea breezes. It also has a long lot frontage exceeding 100m in length. In order to allow for design flexibility for the future development, no NBAs are fixed for this site although it is considered that an NBA of at least 15m wide should align with the proposed building gap in Chu Hai College of Higher Education. A quantitative AVA should be conducted for Site C9 in the detailed design stage to identify the NBAs and other enhancement measures and to ascertain their effectiveness.

8.0 Reference

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[2] HKUST. Experimental Site Wind Availability Study for Tuen Mun Area, Hong Kong. 2009.

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Attachment VII of
RNTPC Paper No. 8/14

VISUAL APPRAISAL IN RELATION TO PROPOSED AMENDEMNTS TO TUEN MUN OUTLINE ZONING PLAN NO. S/TM/31

PLANNING DEPARTMENT
APRIL 2014

1. Purpose

1.1 To meet the pressing need for housing, a number of amendments to the approved Tuen Mun Outline Zoning Plan (OZP) No. S/TM/31 are proposed.

1.2 In view of the plot ratio (PR) increase and the building height proposed, the proposed housing sites under zoning amendments would have visual impact on the surrounding areas in terms of the development scale, form, massing, and its spatial relationship with the overall townscape or surrounding landscape. The purpose of this appraisal is to assess the potential visual impact. The appraisal could facilitate the Rural and New Town Planning Committee of the Town Planning Board to visualise the three-dimensional relationship of the developments in the proposed housing sites with the surrounding context.

2. Methodology

The visual impact of the proposed housing sites will be assessed by adopting the following methodology:

(a) Identification of the overall visual context and character within the wider contexts of the areas in Tuen Mun including Tuen Mun North, Tuen Mun Central and Tuen Mun East.

(b) Illustration of the overall visual impact of the proposed housing sites in the respective Areas by using computer-generated photomontages to present a bird-eye view with indicated layout of the developments in the proposed housing sites. The cumulative impact with any known planned developments as permitted by the OZP would be taken into account where possible.

(c) Identification and selection of the vantage points in allowing visual impact to be assessed locally for the respective housing sites. The vantage point should be easily accessible and popular to the public and/or tourists and be able to demonstrate the visual impact of the proposed housing sites on the adjacent neighbourhood area. Important views to special landmarks, valued landscape features, the harbour, ridgelines, etc should be assessed where possible.

(d) Identification of the scale of the developments in the proposed housing sites. Using computer-generated photomontages to illustrate the visual impact and their significance from the vantage points. Providing visual appraisal by evaluating the overall visual impact of the proposed housing development. Any design features or mitigation measures that help moderate the visual impact of the developments shall be discussed.

3. Tuen Mun North (Amendment Items A1 to A4)

3.1. The four proposed housing sites in Tuen Mun North are currently zoned Government, Institution or Community" ("G/IC"). The four sites are proposed for public housing developments. In Tuen Mun North, the valley is already occupied by many existing high-rise public and private housing developments including Shan King Estate, Leung King Estate, Tin King Estate, Po Tin Estate, Tai Hing Estate, Chelsea Heights and Affluence Garden with building heights ranging from about 90mPD to 129mPD (**Plan 5a**). A bird-eye view of all the four proposed public housing sites in Tuen Mun North are shown in the photomontage in **Plan 5a** as viewed from the direction of Tuen Mun River Channel. With the mountain ranges of Castle Peak as the backdrop, the four development sites currently proposed scatter amongst the existing landscape of high-rise developments would generally not alter the character of the Tuen Mun North in a cumulative manner. They would not create any visual incompatibility with the surroundings.

3.2. Local vantage points have been selected for assessing the visual impact of the proposed housing sites. The proposed developments and the visual appraisal are provided below.

Site West of Kei Lun Wai – Amendment Item A1 (Plan 1a, 2a, 3a, 4a and 5d)

3.3. The site is located on a flat land to the west of Kei Lun Wai and north of Castle Peak Hospital in Tuen Mun Area 54. It is proposed to rezone the site to "R(A)24". The proposed development parameters are as follows:

Zoning Area :	About 1 ha
Development Site Area :	About 1 ha
Maximum PR :	5/9.5 (domestic/ non-domestic)
Maximum Building Height :	120mPD

3.4. The site is currently occupied by temporary open storage of recycling materials. The surrounding area of the site is occupied by buildings of hospital, village settlements, temporary structures, vehicle parks, container and open storage yards and vacant land.

Visual Appraisal

3.5. The vantage point at the fringe of the Kei Lun Wai near the Light Rail Transit (LRT) Kei Lun Station is selected. The vantage point is easily accessible and popular to the public as it is the transport facility frequently visited by the local. Photomontage to illustrate the possible visual impact of the proposed housing site is in **Plan 5d**. It shows that the site is an extension of the proposed public housing sites to its west in the current "R(A)" zone. The proposed maximum building height of the site at 120mPD tally with the adjoining "R(A)" zone. The area to the north has been planned for various GIC facilities including proposed schools, indoor

recreational centre and community hall with maximum building height restriction of 8 storeys. These facilities would act as a transition zone between the site and the 3 storeys village houses further north. When viewed from the vantage point, the proposed public housing block in the site would be seen as part of the building group and would not be incompatible with the future developments to its west in visual terms. The proposed maximum building height restrictions for the site is in line with the building height band concept of the Tuen Mun New Town with building height increasing progressively from the waterfront to the inland.

Site North of Hing Fu Street – Amendment Item A2 (Plan 1a, 2b, 3b, 4b and 5e)

3.6. The site is located at the fringe of a vegetation slope at the north of Hing Fu Street which links Hing Kwai Street to connect Ming Kum Road. It is mainly zoned "G/IC", partly zoned "GB" at the northern tip without vegetation cover and partly shown as 'Road' along the eastern boundary. It is proposed to rezone the site to "R(A)25" for public housing development. The proposed development parameters are as follows:

Zoning Area :	About 0.77 ha
Development Site Area :	About 0.75 ha (excluding a public footpath at the southern boundary)
Maximum Domestic PR :	5
Maximum Non-domestic PR :	0.4 (for provision of Neighbourhood Elderly Centre and Integrated Children and Youth Services Centre)
Maximum Building Height :	120mPD

3.7. The site is currently partly vacant and partly occupied by a temporary vehicle park with car washing facility and temporary structures. To the west is the rural settlements known as Kwong Shan Tsuen. Across Hing Fu Street to its south is a primary school and Po Tin Estate.

Visual Appraisal

3.8. The vantage point in Hing Kwai Street near the Po Tin Shopping Centre is selected as it is frequently visited by the public for shopping. Photomontage to illustrate the possible visual impact of the proposed housing development at the site is in **Plan 5e**. The proposed maximum building height of the site is 120mPD and the adjoining "R(A)" zone (Po Tin Estate) to its south is 100mPD. When viewed from the vantage point, part of the proposed development in the site would be screened off and seen as an extension of the existing development with similar development intensity. It would not create visual incompatibility with the surroundings. As the area north of the site is relatively open, the impact of reduction in visual openness caused by the proposed development would be minimal. The proposed maximum building height restriction for the site is in line with the building height band concept of the Tuen Mun New Town with building height increasing

progressively from the waterfront to the inland.

Site North-east of Leung King Estate – Amendment Item A3 (Plan 1a, 2c, 3c 4c and 5f)

3.9. The site is in Tuen Mun Area 29. It is proposed to rezone the site from "G/IC" to "R(A)21" for public housing development. The proposed development parameters are as follows:

Zoning Area :	About 1.32 ha
Development Site Area :	About 0.77ha (excluding an estate road and slopes)
Maximum domestic PR :	6
Maximum non-domestic PR :	2 (to include community health, social welfare, and community facilities)
Maximum Building Height :	140mPD

3.10. The site mainly consists of a piece of vacant formed flat area, an estate road and man-made and natural slopes at the northeast of Leung King Estate. To the south-east of the site is Tin King Estate. To its immediate east is the Tuen Mun North West Swimming Pool and north-east is Po Tin Estate. To its west are wooded hills zoned "GB".

Visual Appraisal

3.11. The vantage point at the fringe of Tsing Tin Playground is selected as it is the recreational facility frequently visited by the public. Photomontage to illustrate the possible visual impact of the proposed housing site is in **Plan 5f**. To its south-west of the site is Leung King Estate, south-east is Tin King Estate, and to its north-east is Po Tin Estate. The proposed maximum building height of the site is 140mPD and the developments in the adjoining "R(A)" zone (Leung King Estate, Tin King Estate and Po Tin Estate) ranges from about 100mPD to 118mPD. When viewed from the vantage point, the development in the proposed housing site has a similar visual bulk as compared with the existing developments nearby. Although the proposed development would slightly reduce the visual openness with blockage to the view of the mountain backdrop, the development would not create visual incompatibility with the surrounding public housing areas. Visual enhancement measures to minimise the residual visual impact, such as building set-back and façade treatment etc., should be explored at the detailed design stage.

Site North-east of Shan King Estate – Amendment Item A4 (Plan 1a, 2d, 3d, 4d and 5g)

3.12. The site is located in Tuen Mun Area 2. It is proposed to rezone the site to "R(A)23" for public housing development. The proposed development parameters are as follows:

Zoning Area :	About 0.31 ha
Development Site Area :	About 0.23 ha (excluding light rail tracks)
Maximum PR :	6/9.5 (domestic/ non-domestic)
Maximum Building Height :	110mPD

3.13. The site is occupied mainly by a temporary school planting area and partly occupied by the light rail tracks at the eastern portion. To its south and south-west is the Shan King Estate; across Shek Pai Tau Road to the north are two secondary schools. To its north-east across Ming Kum Road are a telephone exchange, an electricity substation, and Tai Hing Estate. To its east across Ming Kum Road are some industrial buildings.

Visual Appraisal

3.14. The vantage point at a footbridge in Ming Kum Road is selected. The vantage point is easily accessible; frequently visited by the public while travelling to the industrial and business area of Tuen Mun; and to be able to demonstrate the visual impact of the developments in the proposed housing site on the adjacent neighbourhood area. Photomontage to illustrate the possible visual impact of the proposed housing site is in **Plan 5g**. To the south and south-west of the site is the Shan King Estate; to its north-east is Tai Hing Estate, and to its east across Ming Kum Road are some industrial buildings including Wai Cheung Industrial Centre and Co-Tack Industrial Building. The proposed maximum building height of the site is 110mPD and the adjoining industrial and residential developments range from about 59mPD to 116mPD. When viewed from the vantage point, part of the proposed development in the site would be screened off and seen as an extension of the existing development with similar development intensity. It would not create visual incompatibility with the surroundings.

4. Tuen Mun Central (Amendment Items B1 to B2)

4.1 There are two sites proposed for private/public residential development in Tuen Mun Central (**Plan 1b**). Most of the land for residential developments is subject to a height band of maximum building height of 100mPD, the building height of most of the residential developments in the Tuen Mun Central are generally within the height band. The proposed maximum building height of the two sites is both of 100mPD. They will be comparable to the surrounding developments in terms of building height in Tuen Mun Central. The proposed developments would not alter the character of the Tuen Mun Central and would not create visual incompatibility with the surroundings.

4.2 Local vantage points have been selected for assessing the visual impact of the proposed housing sites. The proposed developments and the visual appraisal are provided below.

Hang Fu Street Site – Amendment Item B1 (Plan 1b, 2e, 3e, 4e and 5h)

4.3 The site is situated at the southern part of the town centre area near the typhoon shelter and Tuen Mun River channel and within an area where there are a number of private housing developments and GIC facilities. It is proposed to rezone the site to "R(A)22" for private housing development. The proposed development parameters are as follows:

Zoning Area :	About 0.88 ha
Development Site Area :	About 0.48 ha (excluding light rail tracks, footpath and pavements)
Maximum PR :	6/9.5 (domestic/ non-domestic)
Maximum Building Height :	100mPD

4.4 The site is formed and vacant and separated by a footpath which leads to the LRT Tuen Mun Swimming Pool Station to the immediate west. To the east of the site across Hang Fu Street is the residential development known as Nerine Cove and a commercial/car park development known as Tuen Mun Central Square. To the south across Hoi Wing Road is a temporary car park, electric substation and petrol filling station (PFS) with Liquid Petroleum Gas (LPG) supply, and further south is the Tuen Mun Public Cargo Working Area. Across the LRT and Hoi Wong Road to the west is a temporary bus depot and car park which is planned for a sports ground. To the north of the site is another piece of vacant Government land zoned "G/IC" currently without designated use.

Visual Appraisal

4.5 The vantage point at Tuen Mun Promenade is selected as it is easily accessible and popular to the public and/or tourists for leisure. Photomontage to illustrate the possible visual impact of the proposed residential developments at the site is in **Plan 5h**. The site is located at the southern part of the town centre area. To its east is Tuen Mun Central Square and the residential development known as Nerine Cove; to its north is the residential development known as Oceania Heights. The proposed maximum building height of the site is 100mPD. The building heights of the adjoining developments (Tuen Mun Central Square, Nerine Cove and Oceania Heights) range from about 114mPD to 129mPD. When viewed from the Tuen Mun Promenade, the proposed development would be set against a background with neighbouring developments of similar building heights and bulk. The visual character of the town centre would not be affected. No visual incompatibility with the surroundings would be created.

Hin Fat Lane Site – Amendment Item B2 (Plans 1b, 2f, 3f, 4f and 5i)

4.6 The site is at the eastern fringe of the central area of Tuen Mun New Town dominated by high-rise residential buildings. It is proposed to rezone the site from "G/IC" and "GB" to "R(A)22" for private/public housing development. The proposed development parameters are as follows:

Zoning Area :	About 0.48 ha
Development Site Area :	About 0.38 ha (excluding an access road to Yau Chong Home and footpath)
Maximum PR :	6/9.5 (domestic/ non-domestic)
Maximum Building Height :	100mPD

4.7 The site is bounded by Hin Fat Lane and Castle Peak Road – Castle Peak Bay. It comprises a piece of Government land mainly occupied by the Hong Kong Christian Service Pui Oi School and partly by a vehicular turning head to the north. To the west of the site is the Castle Peak Road-Castle Peak Bay and across the road are blocks of high rise and high density residential developments and the Yan Oi Market. To the east are the Castle Peak Pottery Kiln, a proposed Grade 3 heritage building, temporary structures and slopes. To the south is a residential development known as Handsome Court. To the north is the Fu Hong Society Yau Chong Home, and the Tuen Mun Substation across Hin Fat Lane to the north.

Visual Appraisal

4.8 The vantage point at Tai Lam Country Park is selected. The vantage point is popular to the public and/or tourists for hiking and it could show the townscape with mountain backdrop of Castle Peak. Photomontage to illustrate the possible visual impact of the proposed housing site is in **Plan 5i**. The site is located at Hin Fat Lane to the east of Tuen Mun town centre. To its west across Castle Peak Road are blocks of high-rise residential developments with existing building height ranging from about 78mPD to 98mPD; and to its south, Handsome Court reaches about 62mPD. Under the current OZP, the maximum building height of area to the west of the site extending up to the Tuen Mun River Channel is 100mPD. Similarly, the proposed maximum building height of the site is set at 100mPD. When viewed from the vantage point at Tai Lam Country Park, the proposed development would conform to the general building profile with Castle Peak as the backdrop. Although there would be partial blockage of the public view towards Castle Peak, most of the ridgeline could be maintained.

5. Tuen Mun East (Amendment Items C1, C2, C3, C4, C5, C7, C8 and C9)

5.1 Tuen Mun East (TME) has been developed as a low to medium density housing area with Tuen Mun Road and Castle Peak Road as the two major traffic corridors linking Tuen Mun Town and Sham Tseng/Tsuen Wan. There are 8 sites in TME proposed for rezoning in relation to housing developments in the current round of OZP amendments (**Plan 1c**). The proposed housing sites in TME fall into four major clusters as follows.

Cluster of TME		Site(s) of Amendment Item(s)
1	North-western end of TME	C1 (Site C1)
2	Core of TME	C2 and C3 (Sites C2 and C3)
3	Cafeteria Old Beach	C9 (Site C9)
4	Locality of So Kwun Wat Road	C4, C5, C7 and C8 (Sites C4, C5, C7 and C8)

Overall visual impact to North-western end of TME

5.2 Site C1 within the cluster of north-western end of TME is located near the waterfront. The existing building height of developments nearby range from about 43mPD to 139mPD (**Plan 5j**). A maximum building height of 80mPD is proposed for the Site C1. The proposed development in the Site C1 will be comparable to the surrounding developments in terms of building height within the cluster.

Overall visual impact to the core of TME and the locality near the Cafeteria Old Beach

5.3 Photomontage in **Plan 5b** as viewed from the direction near Pearl Island shows the overall visual impact of the three proposed housing sites (i.e. Sites C2, C3 and C9) within the cluster of the core of TME and the locality near the Cafeteria Old Beach. A maximum building height of 70mPD for Site C2 , 70/85mPD for Site C3 and 6 storyes for Site C9 are proposed. From the wider and bird-eye angle in the photomontage, the existing housing developments including Seaview Garden, Spring Seaview Terrace, Hong Kong Gold Coast, Aegean Coast and Avignon with building height from about 57mPD to 116mPD occupy the flat area at the foot of the mountain ranges of Tai Lam Country Park. Medium-rise developments or facilities such as Castle Peak Bay Immigration Centre, Pearl Island and Beaulieu Peninsula are found along the seafront amid the high-rise developments. The developments in the proposed housing sites would blend into the overall environment and would not cause any visual incompatibility to the surroundings.

Overall visual impact to the locality of So Kwun Wat Road

5.4 Photomontage in **Plan 5c** as viewed from the direction of the Beaulieu Peninsula shows the overall visual impact of the four proposed housing sites (i.e. Sites C4, C5, C7 and C8). A maximum building height of 80mPD for Sites C4 and C5; and 90mPD for Sites C7 and C8 are proposed. From this wider and bird-eye angle, the existing developments including Aegean Coast, Hong Kong Gold Coast Phase 2, Avignon and The Hillgrove with building height from about 55mPD to 95mPD are clearly shown to scatter in the foreground with the mountain ranges of Tai Lam Country Park behind. Low to medium-rise developments or facilities, such as Beaulieu Peninsula, are found along the seafront. The developments in the proposed four housing sites generally align with the overall building height profile in this area stepping up from the seafront towards the mountains. The

proposed developments, at higher site levels, would be similar in terms of building height and bulk as the existing high-rise developments of Aegean Coast and Hong Kong Gold Coast Phase 2.

5.5 Local vantage points have been selected for assessing the visual impact of the proposed housing sites. The proposed developments and the visual appraisal are provided below.

Tsing Ha Lane site – Amendment Item C1 (Plans 1c, 2g, 3g, 4g and 5j)

5.6 The Site C1 currently zoned "R(B)8" is proposed to rezone as "R(B)2". The proposed development parameters are as follows:

Zoning Area :	About 0.61 ha
Development Site Area :	About 0.61 ha
Maximum PR :	3.6
Maximum Building Height :	80mPD

5.7 The site consists of a small knoll in the northern part with vegetation cover and flat southern part used for temporary nursery. It abuts Tsing Ha Lane to the northwest (**Plan 2g**). It is in the middle of a large "R(B)8" zone. In the area, there are residential developments known as Dragon Inn Court and Dragon Villa to the north; an elderly nursing home and Castle Peak Bay Garden to the southwest, Verdant Villa and Scenic Villa. To the northwest is a bus terminus; and to the further west across Castle Peak Road is the Castle Peak Beach.

Visual Appraisal

5.8 The vantage point of the seaside at Kadoorie Pier is selected as it is popular to the public or tourists for leisure. Photomontage to illustrate the possible visual impacts of development in the proposed housing sites is in **Plan 5j**. Taking into account the site characteristics and topography, a maximum building height of 80mPD is proposed. The proposed building height is not incompatible with the existing building height of developments nearby ranges from about 43mPD to 139mPD. When viewed from the vantage point, the development in the site is comparable to the surrounding developments in terms of building height and massing. The local character with medium-rise to high-rise developments would not be affected and it would not create visual incompatibility with the surroundings.

Site at Former Perwone Barracks opposite Hong Kong Gold Coast – Amendment Items C2 and C3 (Plans 1c, 2h, 3h, 4i. 5b, 5k and 5l)

5.9 Sites C2 and C3 are at the core of TME. Site C2 is proposed to rezone as "R(B)15" and Site C3 is proposed to rezone as "R(B)14". The proposed development parameters of Sites C2 and C3 are as follows:

Site at western portion of former Perwone Barracks – Amendment Item C2

Zoning Area	About 2.40 ha
Development Site Area	About 2.18 ha (exclude area to be required for road widening and cycle track between Tsuen Wan and Tuen Mun)
Maximum GFA	69,780m^2 [based on a large site reduction factor of 0.8 and PR 4.0]
Maximum Building Height	70mPD

Site at eastern portion of former Perwone Barracks – Amendment Item C3

Zoning Area	About 2.75 ha
Development Site Area	About 2.72 ha (exclude area to be required for road widening and cycle track between Tsuen Wan and Tuen Mun)
Maximum Gross Floor Area (GFA)	87,000m^2 [based on a large site reduction factor of 0.8 and PR 4.0]
Maximum non-domestic GFA	2,000m^2
Maximum Building Height	70mPD (southern portion) and 85mPD (northern portion)

5.10 Site C2 and Site C3 (**Plan 2h**) are bounded by Tuen Mun Road and Castle Peak Road – Castle Peak Bay and are zoned "G/IC" on the current OZP. The sites are part of a former military site (Perwone Barracks) and are mostly flat land with slopes around the boundary of the sites. The sites are currently occupied by low-rise buildings being used by Crossroads Foundation on a temporary basis. There are two built heritage within the sites. They are the Kesarbahadur Hall (located in south-eastern part of Site C3) and the Gurkha Temple (located in the northern part of Site C2), both are part of the former Perowne Barracks.

5.11 The sites abut Castle Peak Road – Castle Peak Bay to the south, across which is the Hong Kong Gold Coast residential development cum hotel, shopping centre and yacht club. To the immediate southeast of the Site C3 is the So Kwun Wat Sewage Pumping Station zoned "G/IC". To the further east is Aegean Coast, a high-rise residential development of about 100mPD, and a piece of land with vegetation cover and open storage uses which is zoned "R(B)" on the current OZP. To the immediate west of Site C2 is a vegetated slope zoned "GB", and to its further west is a medium-rise residential development known as Palm Beach. To the north of the sites are Tuen Mun Road, across which is the Harrow International School.

Visual Appraisal

5.12 Two vantage points are selected. One is at the Hong Kong Gold Coast Dolphin Square and the other one is Tai Lam Country Park. These vantage points are selected as they are popular to the public and/or tourists for leisure and be able to demonstrate the visual impacts of the proposed housing sites on the adjacent neighbourhood area. Photomontages to illustrate the possible visual impacts of the developments in the proposed housing sites are in **Plan 5k** and **Plan 5l** as viewed from Hong Kong Gold Coast Dolphin Square and Tai Lam Country Park respectively. The proposed maximum building height of Sites C2 and C3 is 70mPD/85mPD and the adjoining developments ranges from about 60mPD to 95mPD. When viewed from the Hong Kong Gold Coast Dolphin Square, the proposed developments in Sites C2 and C3 would largely be screened off by the Hong Kong Gold Coast Phase 1. When viewed from Tai Lam Country Park, the proposed height bands (i.e. 70mPD/85mPD) within the sites could create a varying building height profile. The proposed developments in Sites C2 and C3 would not be incompatible with the surrounding. In order to enhance the permeability of the proposed development, building separations should be designated to serve as visual corridors. The visual corridors are recommended to align with the entry of Hong Kong Gold Coast Phase 1 towards the waterfront area and open area along the Castle Peak Road – So Kwun Wat Section.

Site at Cafeteria Old Beach – Amendment Item C9 (Plans 1c, 2k, 3h, 4n, 5b and 5k)

5.13 The Site C9 is zoned "G/IC" on the current OZP. It is proposed to rezone the site to "R(B)". The development parameters of the site are as follows:

Zoning Area	About 1.1ha
Development Site Area	About 0.86 ha (exclude area to be required for road widening and cycle track between Tsuen Wan and Tuen Mun, and include a minor strip of land adjoining the site currently zoned "R(B)" to the east under same PR of 1.3 and BH of 6 storeys)
Maximum PR	1.3
Maximum Building Height	6 storeys (excluding basement floor(s))

5.14 Site C9 is located to the southwest of Castle Peak Road – Castle Peak Bay and is fronting onto the Cafeteria Old Beach to the southwest (**Plan 2k**). To the north of the site is Chu Hai College of Higher Education of 8 storeys currently under construction. To the further north are the Castle Peak Bay Immigration Centre and the Immigration Service Institute of Training and Development of 11 and 13 storeys respectively. To the east are residential developments subject to a PR of 1.3 and building height restrictions of 6 to 10 storeys.

Visual Appraisal

5.15 Site C9 is located to the immediate west of an "R(B)" zone and the adjoining developments have the same development restrictions of PR 1.3 and building height at 6 storeys (**Plan 2k**). As shown in the photomontage with the vantage point at the Hong Kong Gold Coast Dolphin Square (**Plan 5k**), the development in Site C9 would only be slightly visible with existing vegetation on the beach. It would blend well into the surroundings.

Kwun Chui Road and So Kwun Wat Road Area – Amendment Items C4, C5, C7 and C8 (Plans 1c, 2i, 2j, 3i, 4j, 4k, 4l, 4m, 5c and 5m)

5.16 The Sites C4, C5, C7 and C8 are at the locality along So Kwun Wat Road. Two of the sites are along Kwun Chui Road (Sites C4 and C5) and the other two sites are along So Kwun Wat Road (Sites C7 and C8).

The sites along Kwun Chui Road

5.17 Site C4 is bounded by Kwun Chui Road to the north and is a piece of flat land with some vegetation at its northeast. The site is zoned "R(B)" with maximum PR of 1.3 and building height of 10 storeys (excluding basement floor(s)) on the current OZP, with minor portions zoned "GB" and "CDA". It is proposed to rezone the site from "R(B)", "GB" and "CDA" to "R(B)17" (**Plan 2i**).

5.18 Site C5 is fronting Kwun Chui Road and situated to the east of Site C4. It is occupied with some residential structures. There is an agricultural lot (Lot 114 RP in D.D. 379) under private ownership within the site (**Plan 2i**). The topography of the site varies where it lowers from Kwun Chui Road and rises again at the south-eastern portion abutting the adjoining residential site, which is under construction. The site is zoned "GB" on the current OZP. It is proposed to rezone the site to "R(B)2".

5.19 To the north of Sites C4 and C5 is a residential development known as Avignon. To the east of the sites is So Kwun Wat Road across which is another site under amendment for housing use (Site C7). The proposed development parameters of Sites C4 and C5 are as follows:

Kwun Chui Road Site – Amendment Item C4

5.20 The maximum building height of the site is proposed at 80mPD. The proposed development parameters are as follows:

Zoning Area	About 2.57 ha
Development Site Area	About 2.53 ha (exclude area to be required for cycle track)
Maximum GFA	72,960m^2 [based on a large site reduction factor of 0.8 and PR 3.6]
Maximum Building Height	80mPD

Site South of Kwun Chui Road – Amendment Item C5

5.21 The maximum building height is proposed at 80mPD. The proposed development parameters are as follows:

Zoning Area	About 1.24 ha
Development Site Area	About 1.20 ha (excluding a private lot and part of the proposed cycle track)
Maximum PR	3.6
Maximum Building Height	80mPD

The Sites along So Kwun Wat Road

5.22 Site C7 and Site C8 are located at the eastern and western sides of So Kwun Wat Road respectively (**Plan 2j**).

5.23 Site C7 is formed flat land at the eastern part and the western part is vegetated slope descending towards So Kwun Wat Road. The site is zoned "R(B)" with maximum PR 1.3 and building height of 6 storeys (excluding basement floor(s)), and "O" on the current OZP. The Pok Oi Hospital Mrs. Cheng Yam On Millennium School is at its south. It is proposed to rezoned the site to "R(B)18".

5.24 Site C8 is formed land with some temporary structures and vegetated slopes at the western parts. The site is currently zoned "R(B)" with maximum PR 1.3 and maximum building height of 6 storeys (excluding basement floor(s)), and the western peripheral parts are zoned "GB" on the current OZP. It is proposed to rezone the site from "R(B)" and "GB" to "R(B)2". The proposed development parameters of Sites C7 and C8 are as follows:

Kwun Chui Road Site – Amendment Item C7

5.25 The proposed development parameters are as follows:

Zoning Area :	About 2.68 ha
Development Site Area :	About 2.68 ha
Maximum GFA :	78,200m^2 [based on large site reduction factor of 0.8 and PR 3.6]
Maximum non-domestic GFA :	890m^2
Maximum Building Height :	90mPD

Site west of So Kwun Wat Road – Amendment Item C8

5.26 The proposed development parameters are as follows:

Zoning Area	About 0.75 ha
Development Site Area	About 0.65 ha (excluding area to be required for cycle track and road widening)

Maximum PR	3.6
Maximum Building Height	90mPD

Visual Appraisal

5.27 Vantage point at the Tai Lam Country Park is selected as it is popular to the tourists for leisure and be able to demonstrate the visual impacts of the proposed housing sites on the adjacent neighbourhood area with valued landscape features, including mountain backdrop, harbour and Tuen Mun Road. The photomontage is in **Plan 5m**.

5.28 Sites C4, C5, C7 and C8 in TME are located at platforms of different site levels ranging from 9.3mPD to 30.3mPD. Two of the four sites are proposed with a maximum building height of 80mPD; and the other two at 90mPD. Along So Kwun Wat Road to the north of Site C5 is an existing residential building, known as Avignon, with a building height of about 57mPD. When viewed from the vantage point, the proposed developments, located at a relatively natural setting with scattered low to medium-rise development, would alter the existing visual context. The proposed developments would also add more visual bulk to the locality. To mitigate the visual impact, adoption of building height variations and building gaps within the sites are encouraged. Incorporation of non-building areas could also improve building permeability and reduce the perceived building bulk of the developments in the proposed housing sites.

6. Conclusion

6.1 Based on the visual appraisal, the four sites in Tuen Mun North (Amendment Items A1 to A4) would generally not create visual incompatibility with the surroundings. The public housing development in the site of Amendment Item A3 (i.e. Site North-east of Leung King Estate) would slightly reduce the visual openness with blockage to the view of the mountain backdrop. Visual enhancement measures, such as building set-back and façade treatment etc., should be explored.

6.2 The two proposed housing sites in Tuen Mun Central (Amendment Items B1 and B2) with maximum building height of 100mPD would generally not be incompatible with the character of the town centre. The building height band concept of the Tuen Mun New Town would not be affected.

6.3 In TME, the development in the proposed housing site in the north-western end of TME (Amendment Item C1) is comparable to the surrounding developments in terms of building height and massing. The local character with medium-rise to high-rise developments would not be affected. The visual appraisal indicated that the developments in the proposed housing sites at the core of TME (Amendment Items C2 and C3) would not be incompatible with the surrounding. In order to enhance the permeability of the proposed development, building separations should be designated to serve as visual corridors. The visual corridors are recommended to align with the entry of Hong Kong Gold Coast Phase 1 towards the waterfront

area and open area along the Castle Peak Road – So Kwun Wat Section. The development in the site of Amendment Item C9 would only be slightly visible with existing vegetation on the beach. It would blend well into the surroundings. The four proposed housing sites at the locality of So Kwun Wat Road (Amendment Items C4, C5, C7 and C8) in TME area would inevitably add more visual bulk to the area. The adoption of building height variations and suitable building gaps within the sites, together with the proposed non building areas would help improve building permeability and reduce the perceived building bulk of the proposed developments.

Attachments

Plans 1a to 1f	**Location Plans**
Plans 2a to 2p	**Site Plans**
Plans 3a to 3n	**Aerial Photos**
Plans 4a to 4s	**Site Photos**
Plans 5a to 5m	**Photomontages**

PLANNING DEPARTMENT
APRIL 2014

Summary of Technical Reviews for Tuen Mun East

1. Background

A preliminary technical review for the proposed amendment items in Tuen Mun East (TME) under the Tuen Mun Outline Zoning Plan was conducted by relevant departments to assess the feasibility of these sites for housing development and for plot ratio increase. In the review, the traffic, drainage, sewerage, water supply, air and noise impacts have been assessed. The findings have concluded that the proposed amendments would not cause insurmountable problems on traffic and infrastructural capacity as well as on environmental aspects. The findings are as follows.

2. Technical Review

2.1 Traffic Review by Transport Department

2.1.1 Under the HyD's project "Widening of Castle Peak Road – Castle Peak Bay" (CPR-CPB), traffic impact assessments (TIA) have been carried out in the investigation and detailed design stages for the traffic in the TME area. The purpose of the traffic review is to assess that the CPR-CPB could be able to cater for the traffic growth due to the proposed OZP amendments and other potential planned developments in TME area. The area of influence (AOI) of the traffic model in the TIA covers the area in TME (from Sam Shing to Siu Lam). The traffic generation and attraction to the CPR-CPB within the area will be reviewed to examine the impact and proposed corresponding improvement measures.

Traffic Review

2.1.2 The existing CPR-CPB is a local road with single 2-lane configuration to serve the residents in TME area towards Tsuen Wan and Tuen Mun. Public transport like green mini bus, bus, and private cars are the major transport for the local. Based on the observed link capacity and junction performance assessment in the TIA, the current link capacity and junction performance in CPR-CPB are not overloaded. However, some existing junctions have occasionally suffered from traffic congestion in different time period, like Tsing Ying Road roundabout (J6) in the morning peak of weekdays, and Sam

Shing Street (J2) and Golden Beach Path (J7) in the weekend (**Plan 1**).

2.1.3 With consideration of PlanD's proposed OZP amendments in April 2014, future potential housing development and natural growth of traffic within the AOI, the existing CPR-CPB is found to be overloaded in both the junctions ($RC^1 < 0$ or $DFC^2 > 1.2$) and link ($v/c^3 \geq 1.2$) capacity if there are no future junction improvement and road widening works.

Recommendations

2.1.4 As mentioned in paragraphs 2.1.2 – 2.1.3, proposed junction improvement works for the Junctions J2 (Sam Shing Street), J5 (Tsing Yung Street), J6 (Tsing Ying Road) and J7 (Golden Beach Path) in CPR-CPB are required to be completed before 2019 (**Plans 2-5** attached) in order to meet the traffic demand from anticipated intake of the proposed housing developments and other sites. After the completion of the widening of CPR-CPB to dual 2-lanes configuration with associated junction improvement works under CPR-CPB in 2019 (**Plan 1** attached), together with the operation of the access road within Sites C2 and C3 and the associated junction improvement works at J10 (So Kwun Wat Road), the junction reserve capacity will be greater than 5% and the v/c ratio of CPR-CPB will be improved to about 0.7. In future, it will provide a reserve for the additional traffic generated from further potential developments in the area.

Conclusion

2.1.5 The traffic review conducted for PlanD's latest proposed OZP amendments for TME concludes that from traffic engineering point of view, the proposed junction improvement and road widening for the CPR-CPB mentioned in paragraph 2.1.4 could accommodate the traffic from the housing developments under the OZP amendments, other potential housing developments and natural growth of traffic demand in TME. Detailed design will be carried out to affirm the proposed junction improvement arrangement and to make any necessary minor adjustment if necessary at later stage.

2.2 Drainage Review by Drainage Services Department

2.2.1 The review provides an overview and quick assessment of the drainage aspect for the consideration of the feasibility of the proposed amendments to the Tuen Mun Outline Zoning Plan. The review could not be used to replace the Drainage Proposal or Drainage Impact Assessment (DIA), which individual development is required to demonstrate that with the implementation of necessary mitigation measures or diversion measures, the development proposal will not cause an unacceptable increase in the risk of flooding in the area.

2.2.2 Having preliminary assessment of the drainage aspect, the below findings and recommendations are listed from public drainage point of view:-

(i) According to DSD drainage record, public stormwater drains are located within or adjacent to the proximity of the housing sites for future connection of the proposed stormwater collection system from the housing site areas;

(ii) In view of the size for some of the proposed housing sites are comparatively small, no significant drainage impact are foreseen; and

(iii) For housing sites located nearby the Tuen Mun Cafeteria Old Beach in which the surface runoff induced from the housing sites could be collected and discharged to sea directly and no major drainage impacts arising from the proposed housing sites are foreseen.

2.2.3 In consideration of the above, it is able to conclude that there are no insurmountable drainage problems foreseen for the proposed housing sites.

2.3 Sewerage Review by Environmental Protection Department

2.3.1 The purpose of the review is for facilitating consideration of the feasibility of the proposed OZP amendments. The review is not meant to replace the Sewerage Impacts Assessment (SIA), which individual developments still need to conduct to assess the impacts to the sewerage system associated with the development and what mitigation measures need to be implemented to render the residual impacts of the development acceptable.

Sewerage Infrastructure Review

2.3.2 In response to the proposed amendments to the Tuen Mun Outline Zoning Plan, EPD has conducted a review of the overall ability of the sewerage infrastructure in the Tuen Mun catchment to accommodate the sewage arising from the proposed housing developments and the increased plot ratio associated with the amendments.

2.3.3 The review found that the sewerage infrastructure in the Tuen Mun catchment, including the Pillar Point Sewage Treatment Works (PPSTW) and the sewerage collection networks have the overall handling capacity to accommodate the increased sewage arising from the roughly 11,000 flats associated with the OZP amendments. To make available the necessary sewage treatment handling capacity to support the housing developments in the targeted year of population intake, EPD will withhold and reallocate some of the sewage handling capacity of the PPSTW, which was preliminary earmarked for licensed dischargers and village houses, to the housing developments. However, there will be the needs to promptly upgrade the carrying capacity of the sewerage collection network by increasing the size of some trunk sewer pipes and increasing the pumping capacity of some sewage pumping stations. The required sewerage collection networks upgrading works would not be insurmountable.

2.4 Water Supply Review by Water Supplies Department

2.4.1 The review is to carry out preliminary assessment on the adequacy of the existing water supply system to cater for the proposed housing sites in Tuen Mun East.

Fresh Water Supply

2.4.2 The proposed new housing sites in Tuen Mun East are within the fresh water supply zone of the existing Siu Lam Fresh Water Service Reservoir. The existing service reservoir has adequate capacity to meet the fresh water demand arising from the housing sites.

2.4.3 The source of fresh water of Siu Lam Fresh Water Service Reservoir is from Tuen Mun Water Treatment Works. The overall water treatment works in New

Territories West has adequate capacity to meet the fresh water demand arising from the new developments.

2.4.4 Fresh water is distributed to the development sites from Siu Lam Fresh Water Service Reservoir via the existing water distribution trunk mains along So Kwun Wat Road, Castle Peak Road and So Kwun Wat. Local improvement to the water mains in the distribution network may be required.

Flushing Water Supply

2.4.5 The proposed housing sites in Tuen Mun East are within the temporary mains flushing supply zone of the existing Siu Lam Fresh Water Service Reservoir. The existing service reservoir can cater for the flushing water demand arising from the sites, but local improvement to the water mains in the distribution network may be required.

2.4.6 The housing sites fall within the salt water flushing supply zone of the future Lok On Pai Salt Water Pumping Station (LOPSWPS), which is currently under construction. No allowance has been made in the LOPSWPS supply system for flushing water supply to the Tuen Mun East housing developments. Some of the pumping capacity of the salt water supply system may be reallocated to meet the flushing water demand of the sites. However, there may be a need to upgrade LOPSWPS supply system. The required upgrading works would not be insurmountable.

Preliminary Findings

2.4.7 The existing water supply infrastructure including water treatment works and service reservoir are adequate to meet the fresh and flushing water demand arising from the proposed housing sites in Tuen Mun East under the proposed amendments to the Tuen Mun Outline Zoning Plan, but local improvement to the water mains in the distribution network and upgrading of LOPSWPS supply system may be required.

2.5 Air and Noise Impact Review by Environmental Protection Department

2.5.1 Some of the sites are along heavily trafficked roads such as Tuen Mun Road and Castle Peak Road, in particular Sites C2 and C3 abutting Tuen Mun Road, which will be subject to severe traffic related noise and air impacts. These sites will have to adopt appropriate mitigation measures, in order to comply with the Hong Kong Planning Standard and Guidelines (HKPSG) requirements. Noise Impact Assessment to address the potential traffic noise impact arising from Tuen Mun Road and Castle Peak Road, and air buffer distance should be provided meeting the HKPSG. These requirements will be included in the land lease conditions for future developer to carry out.

3. Conclusion & Way Forward

3.1 The traffic and other technical reviews confirm that the proposed housing sites and the associated plot ratio increase in TME is acceptable and would not overload the traffic and infrastructural capacity. There is a need for road junctions improvement works and widening of CPR-CPB, and operation of the access road within Sites C2 and C3 by 2019 as stated in paragraph 2.1.4 above. Concerned works departments would take necessary actions to provide the required infrastructures to facilitate the proposed housing developments.

3.2 There are also no insurmountable problems for the proposed housing sites in environmental terms. For sites along the major roads which might be subject to noise and air impact, Noise Impact Assessment and air buffer distance would be required under the lease to mitigate any possible environmental impact.

---

[1] The performance of a signalised road junction is indicated by its reserve capacity (RC). A positive RC indicates that the road junction is operating with spare capacity. A negative RC indicates that the junction is overloaded, resulting in traffic queues and longer delay time.

[2] The performance of a roundabout and a priority junction is indicated by the design flow/capacity (DFC) ratio. A DFC ratio less than 1.0 indicates that the road junction is operating within design capacity. A DFC ratio greater than 1.0 indicates that the junction is overloaded, resulting in traffic queues and longer delay time.

[3] V/C (volume/capacity) ratio is normally used to reflect traffic situation during peak hours. A v/c ratio equal to or less than 1.0 means that the road has sufficient capacity to cope with the volume of vehicular traffic under consideration. A v/c ratio below 1 is considered acceptable. A v/c ratio above 1.0 indicates the onset of mild congestion and a v/c ratio between 1.0 and 1.2 would indicate a manageable degree of congestion. Above 1.2 indicates more serious congestion with traffic speeds progressively deteriorating with further increase in traffic and such v/c ratios are considered unacceptable.

Existing Road & Junctions

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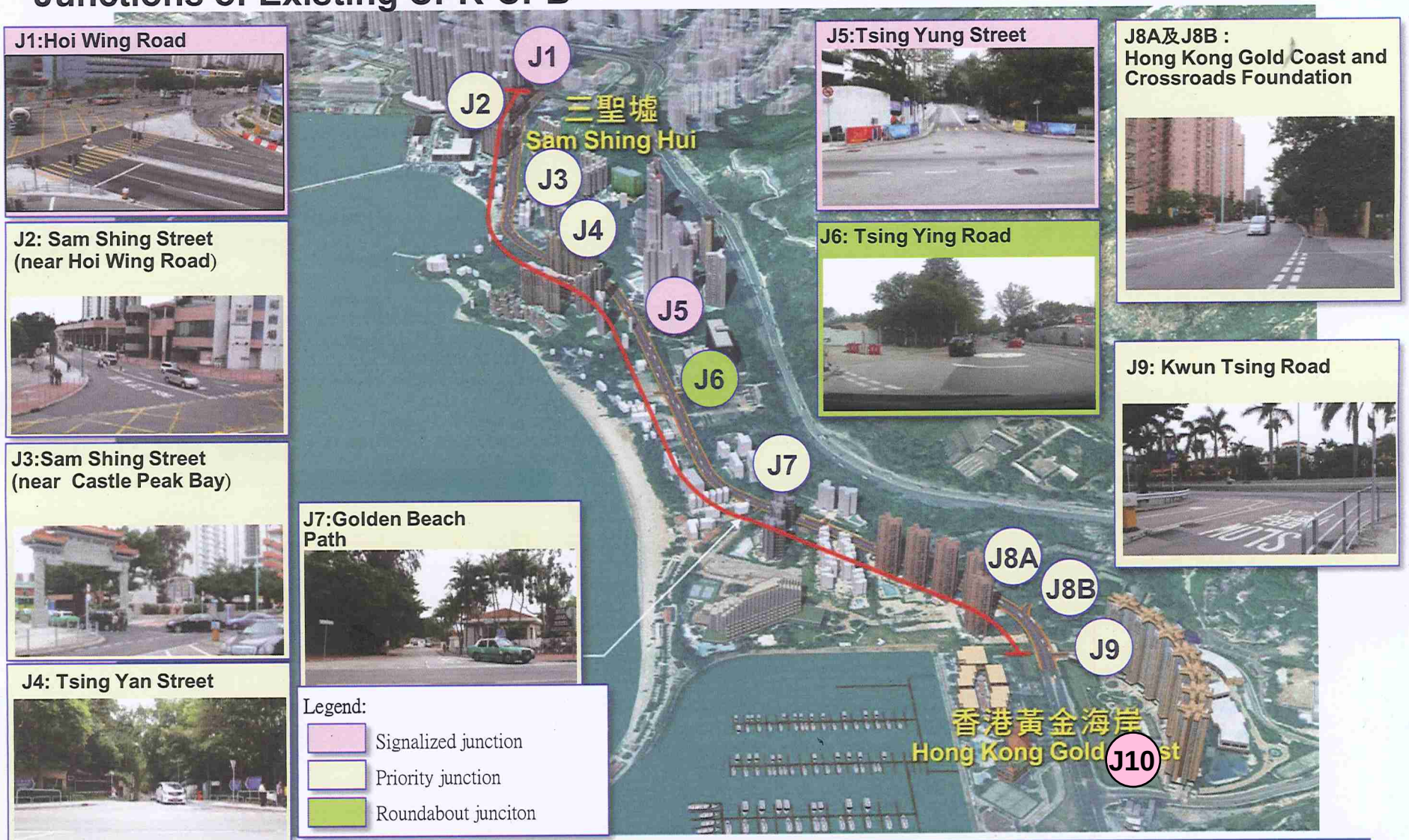
HIGHWAYS DEPARTMENT

Junctions of Existing CPR-CPB



J1:Hoi Wing Road

J2: Sam Shing Street (near Hoi Wing Road)

J3:Sam Shing Street (near Castle Peak Bay)

J4: Tsing Yan Street

J7:Golden Beach Path

Legend:
- Signalized junction
- Priority junction
- Roundabout junciton

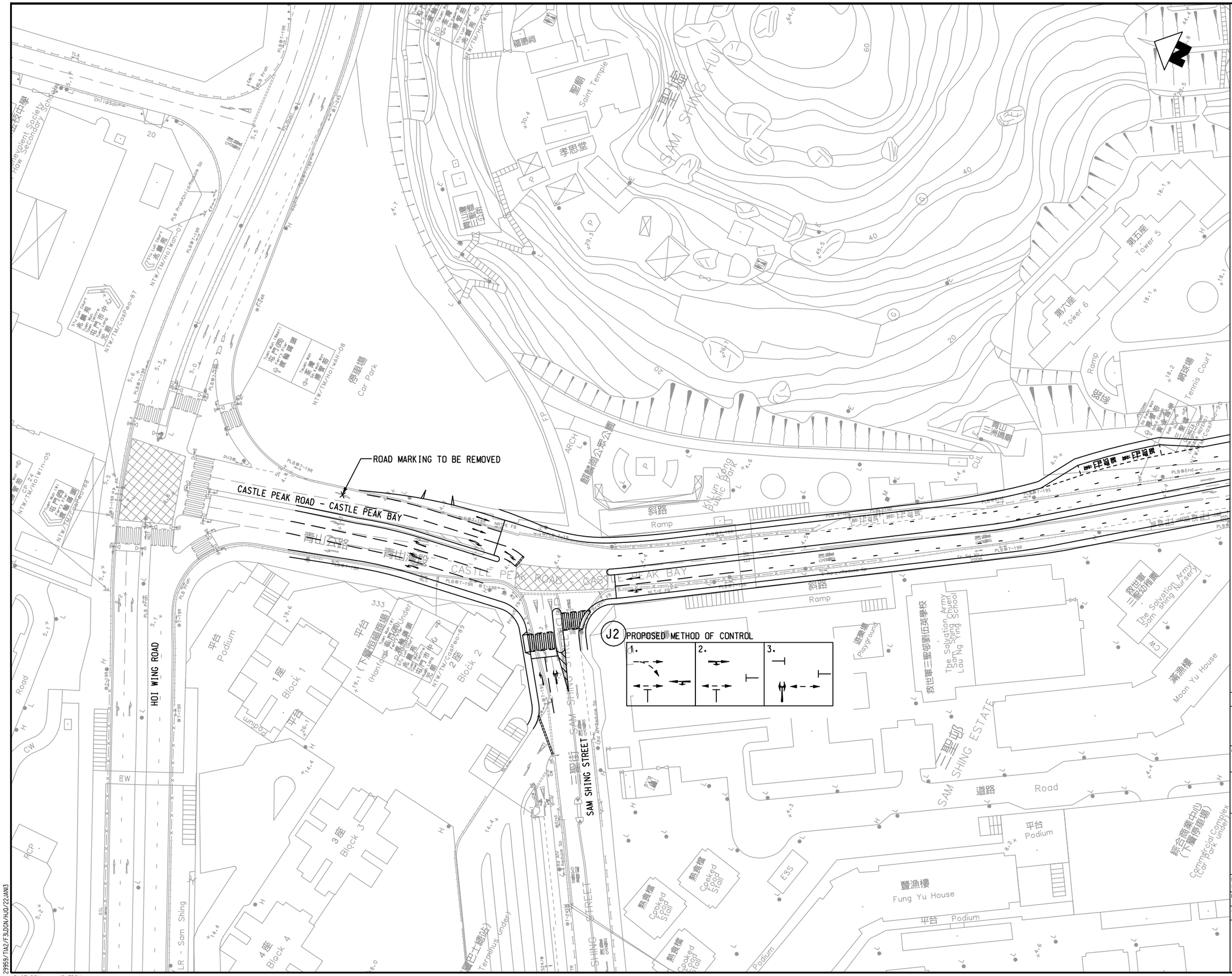
J5:Tsing Yung Street

J6: Tsing Ying Road

J8A及J8B : Hong Kong Gold Coast and Crossroads Foundation

J9: Kwun Tsing Road

Plan 1 of Attachment VIII of RNTPC Paper No. 8/14



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HIGHWAYS DEPARTMENT
HONG KONG

OFFICE
MAJOR WORKS PROJECT MANAGEMENT OFFICE

AGREEMENT NO. CE 58/2011 (HY)
WIDENING OF CASTLE PEAK ROAD - CASTLE PEAK BAY - INVESTIGATION

2021 PROPRSED TRAFFIC ARRANGEMENT CASTLE PEAK - CASTLE PEAK ROAD / HOI WING ROA (J1) AND CASTLE PEAK ROAD - CASTLE PEAK BAY / SAM SHING STRE NEAR HOI WING ROAD (J2)

Drawing No. 圖則編號	3.1		
Designed 設計 TYC	Drawn 繪圖 CKC	Checked 核核 PYT	Scale 比例 1 : 1000
Approved 批准 TSN		Date 日期 11/12	Status 現況 FINAL

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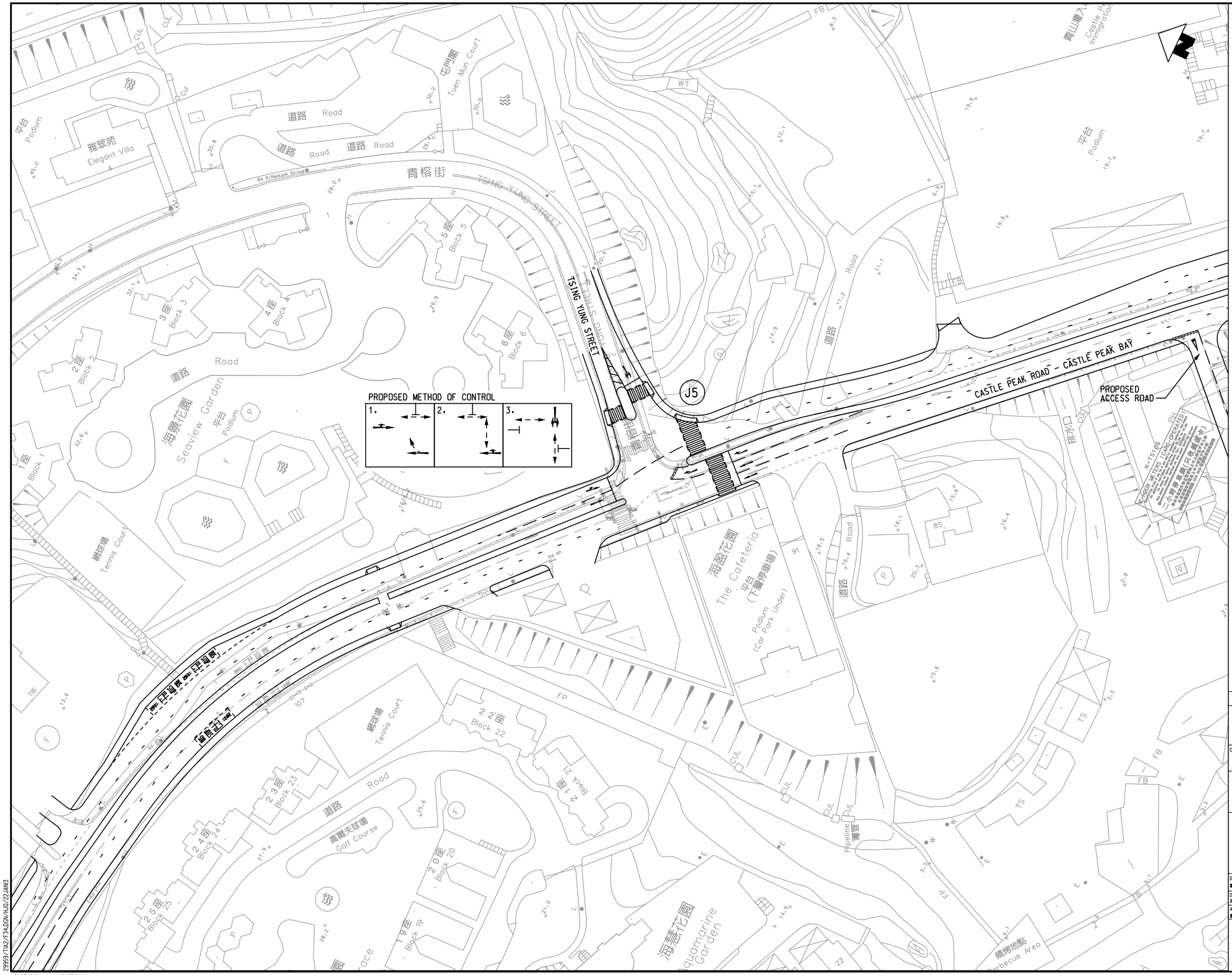

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HIGHWAYS DEPARTMENT
HONG KONG

OFFICE
MAJOR WORKS PROJECT MANAGEMENT OFFICE

AGREEMENT NO. CE 58/2011 (HY)
WIDENING OF CASTLE PEAK ROAD – CASTLE PEAK BAY – INVESTIGATION

2021 PROPOSED TRAFFIC ARRANGEMENT CASTLE PEAK ROAD – CASTLE PEAK BAY TSING YUNG STREET (J5)

Drawing No. 圖則編號	3.2			
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Approved 批准 TSN		Date 日期 10/12	Status 狀況 FINAL	

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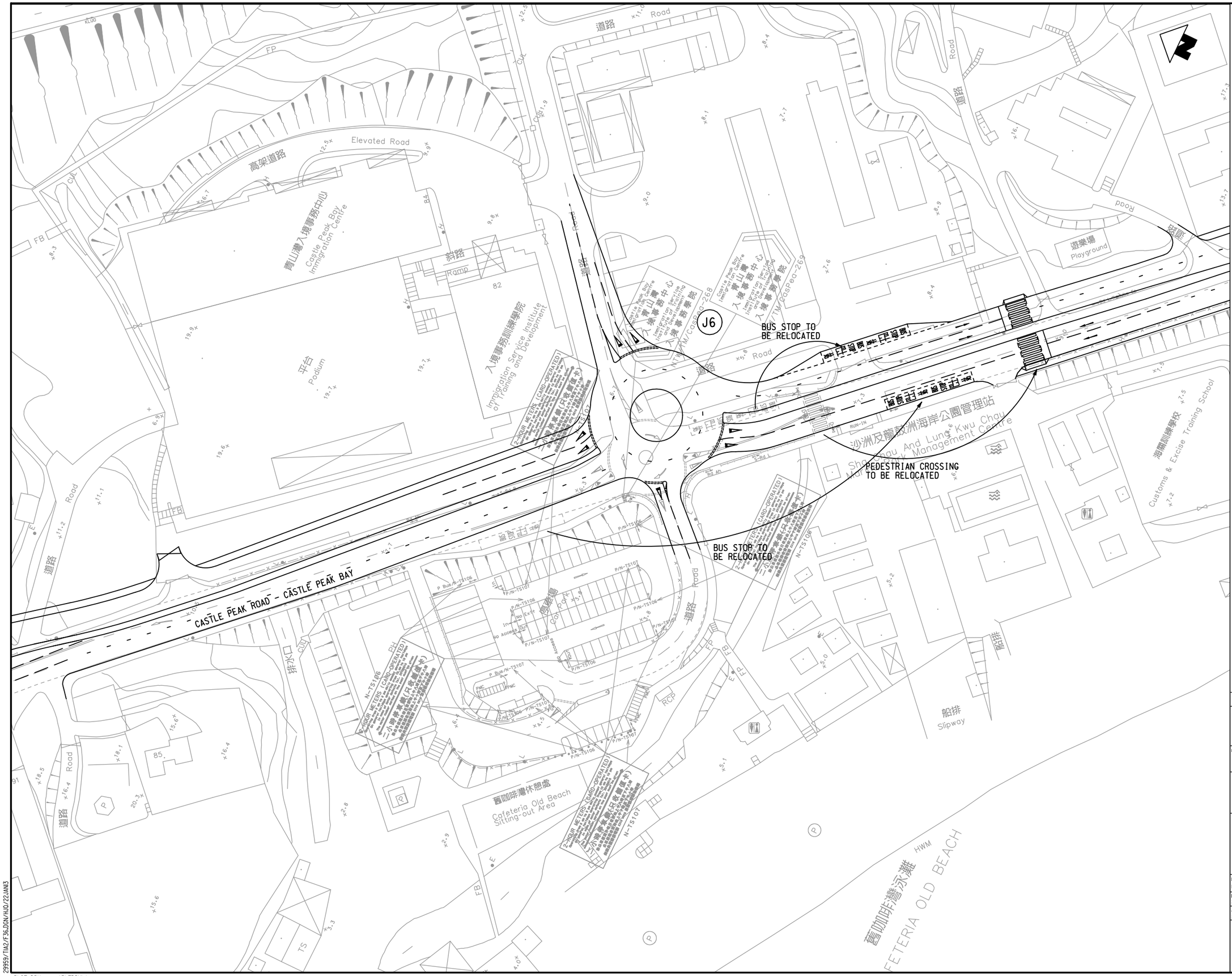

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AGREEMENT NO. CE 58/2011 (HY)
WIDENING OF CASTLE PEAK ROAD - CASTLE PEAK BAY - INVESTIGATION

2021 PROPOSED TRAFFIC ARRANGEMENT CASTLE PEAK ROAD - CASTLE PEAK BAY / ACCESS ROAD TO CAFETERIA OLD BEACH (J6) (ROUNDABOU

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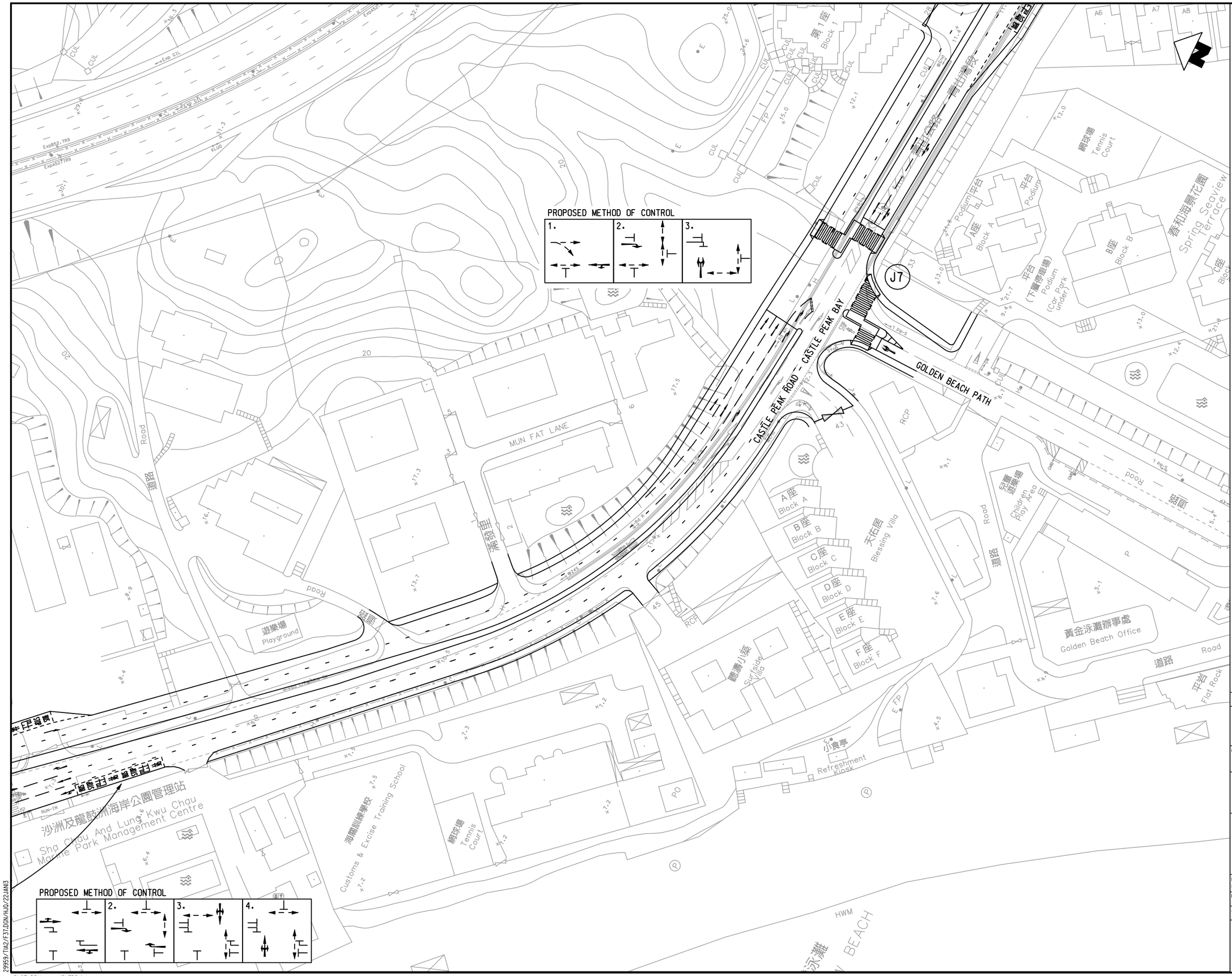

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AGREEMENT NO. CE 58/2011 (HY)
WIDENING OF CASTLE PEAK ROAD - CASTLE PEAK BAY - INVESTIGATION

2021 PROPOSED TRAFFIC ARRANGEMENT CASTLE PEAK BAY / GOLDEN BEACH PATH (J7)

Drawing No. 圖則編號	3.4		
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Summary of the Rezoning Proposals

Amendment Item	Location	Zoning Area (Development Site Area)	Current Zoning	Proposed Zoning	Existing OZP Domestic / Non-domestic Plot Ratio / GFA and Building Height Restriction	Proposed OZP Domestic / Non- domestic Plot Ratio / GFA and Building Height Restriction	Estimated Number of Flats	AVA Requirement	Plans
Tuen Mun North									
A1	West of Kei Lun Wai in Tuen Mun Area 54	About 1 ha (About 1 ha)	G/IC	R(A)24	- Nil - 8 storeys	- 5/9.5 - 120mPD	1,000	Nil	1a, 2a
A2	North of Hing Fu Street in Tuen Mun Area 54	About 0.77 ha (About 0.75 ha)	Mainly G/IC, minor boundary adjustment to include GB and Road	R(A)25	- Nil - 8 storeys	- Domestic plot ratio of 5 - Non-domestic plot ratio of 0.4 to include Neighbourhood Elderly Centre and Integrated Children and Youth Services Centre - 120mPD	700	Nil	1a, 2b
A3	Northeast of Leung King Estate in Tuen Mun Area 29	About 1.32 ha (About 0.77 ha)	G/IC, minor boundary adjustment to include R(A)	R(A)21	- Nil - 3 storeys	- Domestic plot ratio of 6 - Non-domestic plot ratio of 2 to include community health centre, social welfare, and community facilities - 140mPD	830	1 NBA (20m)	1a, 2c
A4	North-east of Shan King Estate in Tuen Mun Area 2	About 0.31 ha (About 0.23 ha)	G/IC	R(A)23	- Nil - 8 storeys	- 6/9.5 - 110mPD	260	Nil	1a, 2d
A5	North of Hing Fu Street in Tuen Mun Area 54	About 0.27ha	G/IC	GB	- Nil - 8 storeys	Nil	Nil	Nil	1a, 2b
						Sub-total for A1 to A5	**2,790**		
Tuen Mun Central									
B1	Hang Fu Street in Tuen Mun Area 16	About 0.88 ha (About 0.48 ha)	G/IC	R(A)22	- Nil - 3 storeys	- 6/9.5 - 100mPD	480	1 NBA (15m)	1b, 2e
B2	Junction of Castle Peak Road – Castle Peak Bay and Hin Fat Lane in Tuen Mun Area 39	About 0.48 ha (About 0.38 ha)	Mainly G/IC, minor boundary adjustment to include GB	R(A)22	- Nil - 3 storeys	- 6/9.5 - 100mPD	380	NBA under planning brief/ lease	1b, 2f
						Sub-total for B1 to B2	**860**		
Tuen Mun East									
C1	Tsing Ha Lane in Tuen Mun Area 20	About 0.61 ha (About 0.61 ha)	R(B)8	R(B)2	- 1.3 - 15 storeys	- 3.6 - 80mPD	370	Nil	1c, 2g
C2	Western portion of former Perwone Barracks (near Kwun Tsing Road), Castle Peak Road – Castle Peak Bay in Tuen Mun Area 48	About 2.40 ha (About 2.18 ha)	G/IC	R(B)15	- Nil - 8 storeys	- 69,780 m^2 - 70mPD	1,160	AVA required under lease	1c, 2h
C3	Eastern portion of former Perwone Barracks (near Kwun Tsing Road), Castle Peak Road – Castle Peak Bay in Tuen Mun Area 48	About 2.75 ha (About 2.72 ha)	G/IC	R(B)14	- Nil - 8 storeys	- Domestic GFA of 87,000m^2 and Non-domestic GFA of 2,000m^2 - 70mPD and 85mPD	1,450	AVA required under lease	1c, 2h

Amendment Item	Location	Zoning Area (Development Site Area)	Current Zoning	Proposed Zoning	Existing OZP Domestic / Non-domestic Plot Ratio / GFA and Building Height Restriction	Proposed OZP Domestic / Non- domestic Plot Ratio / GFA and Building Height Restriction	Estimated Number of Flats	AVA Requirement	Plans
C4	Kwun Chui Road in Tuen Mun Area 56	About 2.57 ha (About 2.53 ha)	Mainly R(B), minor boundary adjustment to include GB and CDA	R(B)17	- 1.3 - 10 storeys	- 72,960m^2 - 80mPD	1,220	1 NBA (20m)	1c, 2i
C5	South of Kwun Chui Road in Tuen Mun Area 56	About 1.24 ha (About 1.20 ha)	GB, minor boundary adjustment to include R(B)	R(B)2	Nil	- 3.6 - 80mPD	720	1 NBA (20m)	1c, 2i
C6	Land parcels north of Mrs. Cheng Yam On Millennium School in Tuen Mun Area 56	About 0.85 ha	O	GB	Nil	Nil	Nil	Nil	1c, 2j
C7	North of Mrs. Cheng Yam On Millennium School in Tuen Mun Area 56	About 2.68 ha (About 2.68 ha)	Mainly R(B) and O, minor boundary adjustment to include GB	R(B)18	- 1.3 - 6 storeys	- Maximum GFA of 78,200m^2 including not less than 890m^2 for kindergarten - 90mPD	1,290	1 NBA (20m)	1c, 2j
C8	Opposite Mrs. Cheng Yam On Millennium School, So Kwun Wat Road in Tuen Mun Area 56	About 0.75 ha (About 0.65 ha)	R(B) & GB	R(B)2	- 1.3 - 6 storeys	- 3.6 - 90mPD	390	Nil	1c, 2j
C9	Former Gordon Hard Camp Site, Castle Peak Road – Castle Peak Bay in Tuen Mun Area 48	About 1.1 ha (About 0.86 ha)	G/IC, minor boundary adjustment to include O	R(B)	- Nil - 2 storeys	- 1.3 - 6 storeys	190	AVA required under lease	1c, 2k
C10	Minor land parcels adjoining to the north and west of former Gordon Hard Camp Site at Castle Peak Road – Castle Peak Bay, Tuen Mun Area 48	About 0.33 ha	G/IC	O	- Nil - 2 storeys	Nil	Nil	Nil	1c, 2k
C11	Minor land parcels adjoining to the north of former Perwone Barracks (near Kwun Tsing Road) at Castle Peak Road – Castle Peak Bay, Tuen Mun Area 48	About 0.09 ha	G/IC	GB	- Nil - 8 storeys	Nil	Nil	Nil	1c, 2h
C12	Strip of land at former Perwone Barracks (near Kwun Tsing Road), Castle Peak Road – Castle Peak Bay in Tuen Mun Area 48	About 0.33 ha	G/IC	Road	- Nil - 8 storeys	Nil	Nil	Nil	1c, 2h
C13	Gurkha Temple at the former Perwone Barracks (near Kwun Tsing Road), Castle Peak Road – Castle Peak Bay in Tuen Mun Area 48	About 0.11 ha	G/IC	G/IC	- Nil - 8 storeys	- Nil - 1 storey	Nil	Nil	1c, 2h
						Sub-total for C1 to C13	**6,790**		
Other Amendment Items									
D1	San On Street in Tuen Mun Area 12	About 715 m^2	I	C1	- 9.5 - 85mPD	- 9.5 - 85mPD	N/A	Nil	1d, 2l
D2	East of Lung Fu Road in Tuen Mun Area 45	About 0.37 ha	Mainly GB, minor boundary adjustment to include OU(Public Recreation and Sports Centre)	REC	Nil	- 0.4 - 2 storeys - Maximum site coverage of 20%	N/A	Nil	1e, 2m
E	Tuen Mun Area 46	About 16 ha	OU(Crematorium, Columbarium, Funeral Services Centre and Open Space)	U	- Nil - 60mPD and 95mPD	Nil	N/A	Nil	1e, 2n

Amendment Item	Location	Zoning Area (Development Site Area)	Current Zoning	Proposed Zoning	Existing OZP Domestic / Non-domestic Plot Ratio / GFA and Building Height Restriction	Proposed OZP Domestic / Non- domestic Plot Ratio / GFA and Building Height Restriction	Estimated Number of Flats	AVA Requirement	Plans
F	Tuen Fu Road, Fu Tai in Tuen Mun Area 52	About 1.73 ha	CDA	R(B)16	- 3.0 - 106mPD	- 3.0 - 106mPD - Maximum site coverage of 30%	N/A	Nil	1f, 2o
G	Lok Yi Street in Tuen Mun Area 59	About 2,000 m^2	OU(Supermarket, Restaurant and Other Commercial and Recreational Facilities)	R(B)19	- 4,643m^2 - 3 storeys	- Domestic GFA of 1,900m^2 and Non-domestic GFA of 100m^2 - 3 storeys	N/A	Nil	1c, 2p
						Grand Total	**10,440**		

Attachment X of
RNTPC Paper No. 8/14

Provision of GIC Facilities and Open Space in Tuen Mun

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	52.00 ha	62.99	101.80	+49.80 ha
Local Open Space	10 ha per 100,000 persons	52.00 ha	100.83	112.10	+60.10 ha
Secondary School	1 whole-day classroom for 40 persons aged 12-17	652 classrooms	974	1,004	+352 classrooms
Primary School	1 whole-day classroom for 25.5 persons aged 6-11	927 classrooms	1052	1,056	+129 classrooms
Kindergarten/ Nursery	26 classrooms for 1,000 children aged 3 to 6	260 classrooms	344	361	+101 classrooms
District Police Station	1 per 200,000 to 500,000 persons	1.09	1.00	1	-0.09
Divisional Police Station	1 per 100,000 to 200,000 persons	2.72	2.00	3.00	+0.28
Hospital	5.5 beds per 1,000 persons	2,989 beds	1,822beds	1,822 beds	-1167 beds*
Clinic/Health Centre	1 per 100,000 persons	5.43	3.00	5.00	-0.43
Magistracy (with 8 courtrooms)	1 per 660,000 persons	0.82	1.00	1.00	+0.18
Integrated Children and Youth Services Centre	1 for 12,000 persons aged 6-24	6.91	13.00	13.00	+6.09
Integrated Family Services Centre	1 for 100,000 to 150,000 persons	3.47	4.00	4.00	+0.53
Library	1 district library for every 200,000 persons	2.72	3.00	3.00	+0.28
Sports Centre	1 per 50,000 to 65,000 persons	8.00	5.00	8.00	0.00
Sports Ground/ Sport Complex	1 per 200,000 to 250,000 persons	2.08	1.00	2.00	-0.08
Swimming Pool Complex - standard	1 complex per 287,000 persons	1.81	2.00	2.00	+0.19

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

地盤編號已按改變了的情況作出修訂。新地盤編號顯示在附件對照表中以供參考。
The site numbers have been revised to accord with the changed circumstances. New site numbers are shown in a comparison table attached for reference.

負責人

84. 路政署陳先生回應表示，署方與運輸署所進行的交通評估現正處於初步階段，由於交通評估內容較爲廣泛，故需要更多時間才有結果。 路政署及運輸署

85. 主席促請署方再次出席區議會會議時提供最合適的設計方案，並多謝兩位路政署代表出席是次會議。

(c) 屯門河美化工程 - 連接屯門河兩岸行人橋工程項目

(屯門區議會 2013 年 7 月 23 日第三次特別會議的會議記錄第 109 至 125 段)

86. 主席表示，區議會於 2013 年 7 月 23 日舉行的第三次特別會議上就有關議題進行討論。及後，香港房屋協會(下稱房協)於 2013 年 12 月 20 日提交文件，匯報項目的最新進展。有關文件已於當日經電郵發予各議員參考。房協表示會在項目有進展或有議員提出要求時，再到屯門區議會作出匯報。

III. 討論事項

(a) 諮詢擬議修訂《屯門分區計劃大綱圖》
(屯門區議會文件 2014 年第 2 號)

87. 主席歡迎發展局首席助理秘書長(規劃及地政)1 莊永桓先生、規劃署屯門及元朗西規劃專員劉榮想先生、高級城市規劃師/屯門 1 劉長正先生、運輸署高級工程師/房屋及策劃/新界西何偉基先生、工程師/房屋及策劃/新界西李偉全先生、康樂及文化事務署署理高級行政主任(策劃事務)2 林佩施女士，以及房屋署建築師/37 羅匡仲先生和規劃師/28 羅滿智先生出席是次會議。

88. 由於議題內容可能會涉及其擁有的土地，主席在討論有關議題前申報利益，並就應否繼續主持會議徵詢議員的意見。

89. 有議員表示，既然主席已申報利益，在討論有關議題時可由副主席代爲主持會議。

90. 主席接受上述議員的建議，只列席會議，並請副主席暫代他主持會議。

[此時會議由副主席代爲主持。]

91. 有議員表示，是項議題牽涉區內重要問題，希望能讓旁聽席的本區居民派代表在會議上表達意見。他指出，區議會過往曾邀請團體代表列席，並讓他們在會議上表達意見。

92. 相關的當區議員表示，多位區內居民對此議題表示關注，並於會議室外等候多時，惟旁聽席的座位已滿。爲此，她要求酌情讓他們進入會議室，並於旁聽席附近站立旁聽。經討論後，副主席請秘書處安排於會議室外的居民有秩序地進入會議室旁聽會議。

93. 有議員再次提出有關讓居民派代表列席會議及發表意見的要求。另有議員請秘書澄清區議會大會是否曾安排團體代表列席會議。秘書回應表示，以他記憶所及，區議會大會過去並沒有邀請團體代表列席會議。縱然有類似的建議，區議會亦需於會前準備，不應臨時才作出安排。

94. 提出要求的議員表示，他過去曾是一個督導小組的主席，並曾同意讓一些家長代表列席會議。

95. 副主席表示，若然區議會有需要邀請居民代表出席會議，亦應先於會議前安排，不宜臨時作出決定。

96. 有議員認爲，區議會不應只以有否先例作爲決定是否容許居民列席會議的原則。她要求釐清有關安排會否違反《屯門區議會會議常規》的規定；若否，則區議會可以考慮開此先例。

97. 副主席表示，根據《屯門區議會會議常規》第 14 條的規定，公職人員經主席批准後，可根據相關程序以口頭形式提出討論事項或提交文件，在區議會會議上討論。由此可見，除區議員之外，應只有公職人員才可以參與區議會會議。

98. 有議員表示，若區議會於是次會議上開此先例，則往後區議會的其他會議亦須跟隨。

99. 有議員指出，雖然他尊重居民表達意見的權利，以及列席會議的自由，但認爲應控制旁聽會議的人數，及慎重考慮有關容許居民列席會議及發言的要求，以免影響會議進度。

100. 副主席重申，只有公職人員才可以列席區議會會議。故此，若有議員希望更改有關規定，應先提出予財務、行政及宣傳委員會(下稱財委會)討論及考慮。

101. 身兼財委會主席的議員表示，作爲財委會主席，他認爲現有的《屯門區議會會議常規》規定有必要繼續維持，否則將來不同的地區團體可能亦會就不同議題提出參與會議的要求，而不同的議員亦可能希望有關持份者列席會議，因而造成秩序混亂。他亦表示，代議政制已於香港推行了 30 多年，而現時每一個區議會選區都已有一個當區議員爲該區爭取權益，是該區的代表。因此，由於旁聽席上的居民已有代表他們的區議員出席會議，故已能代表他們發言。另一方面，他指出，在旁聽席的居民一直都很守秩序，故亦同意容許於會議室外等候的居民進入會議室內站立，旁聽會議。

102. 副主席同意應依照《屯門區議會會議常規》的現有規定進行會議。此外，他亦認爲，如有需要邀請居民團體參與會議，必先於事前作出安排，以免未及通知各個希望於會議上表達意見的其他團體及人士。另一方面，由於同一地區可能會有持不同意見的機構或人士，故他亦擔心於會議上提出意見之居民代表未爲該區其他持份者所接受。

103. 提出要求的議員表示，他知悉立法會的一些專責委員會亦曾邀請團體代表列席會議。此外，他認爲是項議題非常重要，故多位居民特地請假前來希望表達他們對此議題的意見及關注。有見及此，他雖然承認是次安排有不足之處，但仍希望其他議員能同意讓居民代表列席會議，並以三分鐘爲限提出意見。

104. 有議員提醒提出要求的議員應先考慮有關讓居民代表列席會議及發言的限制。爲此，他要求區議會先確定希望發言的居民代表人數，才作決定，以免影響會議進行。

105. 有議員認爲不應再就是否讓居民代表列席及發言一事進行討論，以免阻礙會議進行。他指出，若然旁聽席上的愛琴海岸居民代表相信其當區議員，他們大可坐於她身旁，並即席向她發表意見，以便她代爲於會議上提出。

106. 身兼環境、衞生及地區發展委員會(下稱環委會)主席的議員表示，有關讓居民代表列席及發言的要求於人情上是成立的，然而區議會應依法理處理問題。他認爲，由於是次決定會爲將來起示範作用，故區議會不應草率作出決定。此外，他以是項議題爲例，指出議題牽涉十多幅土地，若每幅土地均需安排居民代表列席會議及發言，而居民代表當中分爲正反兩面的意見，則會嚴重影響會議進度。由此可見，在決定是否可以讓居民代表列席及發言之前，應先釐清相關細節，包括：議題性質、參與人數及發言時間等。他認爲以上各項細節應於財委會會議上討論，並決定是否有需要修訂《屯門區議會會議常規》。另一方面，他表示知悉於旁聽席的居民主要關注文件中「第55區掃管笏路與青山公路 – 掃管笏段交界用地」的發展，並擔心是次會議可能會落實該地的發展計劃。他指出，由於該地發展之歷史背景與其他文件上所提及的土地全完不同，故他認爲區議會不應於是次會議上就此地的發展作出決定，並建議待有充分討論後才再作定案。

107. 相關的當區議員表示，文件中的擬議修訂牽涉屯門東共9幅的土地，當中涉及包括三聖邨在內的20多個屋苑，於旁聽席的除了愛琴海岸居民之外，亦有其他屋苑的居民，故她並未能完全代表他們發言。此外，她質疑規劃署在事前未作諮詢的情況下，以突襲形式推出此9幅土地的修訂建議，並於是次會議上作假諮詢，務求盡快通過《屯門分區計劃大綱圖》的擬議修訂。故此，她認爲區議會容許在席的持份者表達意見是合理的。

108. 有議員認爲，任何人士表達意見的自由都不應被剝奪，但認爲區議會不應在討論《屯門分區計劃大綱圖》議題前節外生枝。他指出，不同的議題都可能會有不同人士提出不同意見，故此，作爲民意代表

的當區議員應爲該區的團體和人士於區議會會議上提出意見。由於代表該區的區議員已有出席是次會議，故已可以代表相關居民表達意見。此外，他亦相信各議員對「第 55 區掃管笏路與青山公路 – 掃管笏段交界用地」的發展歷史及相關居民的意見已有充份理解，並得悉不同黨派的議員就此地的發展的意見大致相同，有見及此，他認爲區議會應盡快開始討論是項議題，以免浪費時間。

109. 身兼環委會主席的議員表示，早於 1997 年回歸時，屯門區議會已就有關屯門東的 9 幅土地之發展計劃進行討論。當時，區議會並沒有反對有關將該地作爲興建房屋用途的計劃，更有建議要求於掃管笏興建公共房屋。考慮到該地在購物及交通等各方面的不便，他曾爲有關興建公共房屋的建議提出強烈反對，但有關作爲興建房屋用途的計劃卻未有改變。因此，他認爲規劃署並非以突襲形式推出屯門東 9 幅土地的修訂建議，並相信只是相關的當區議員對過去的情況不太了解，故希望藉此機會將真實情況告知相關居民。

110. 相關的當區議員對上述意見表示不認同。她強調自己已於會議前細閱相關文件，發現當中列出的計劃與以前的並不相同，其中包括三幅已被擬訂爲「政府、機構或社區」用地之土地，以及六幅已被擬定提高地積比率達 3 倍的土地。故此，她認爲當局必須先諮詢相關居民。

111. 有議員建議區議會應於是次會議上攔截政府提出的諮詢。此外，她認爲，居民十分希望區議員可以聽到他們的意見，若然其他議員認爲於會議上容許居民列席及發言存在技術上的困難，則可以考慮以區議會名義於青山公路一帶找地點舉行居民論壇，並邀請所有區議員參加。

112. 身兼財委會主席的議員表示，作爲財委會主席，他有責任爲區議會的會議常規及行政管理把關，並希望藉此機會申明財委會的立場。他表示，世界各地的議會均是奉行代議政制的，各項特別建議必須事先提出或申請，並在有充分討論之後才能作出決定。他以當年清拆新發邨計劃爲例，指出當時計劃遭居民大力反對，並要求原邨安置。當時舉辦了很多不同的居民大會，各個相關政府部門代表均會親自參與會議，並與居民溝通。有見及此，他認爲區議會可考慮以其他

途徑讓居民表達意見，但不應改變現時行之有效的規定。

113. 副主席表示，他聽到不同的意見後，認爲區議會應遵照現有的《屯門區議會會議常規》繼續進行會議。此外，由於是日舉行的是會議，而非公聽會，居民應以其他不同的途徑表達意見，從而使相關的政府部門知悉他們的訴求。故此，他決定不會安排居民代表於會議上列席會議及表達意見。

114. 接著，發展局莊先生向議員介紹有關文件的內容。他表示，政府以多管齊下的土地供應策略，持續並有系統地採取一系列措施，以開拓可供發展用途的新增土地，增加短、中和長期的土地供應。此外，《二零一三年施政報告》提出了有關增加土地供應的措施，包括檢討土地用途，以及在規劃許可的情況下，適度提高發展密度，以增加住宅單位供應。爲落實上述各項措施，當局經檢討《屯門分區計劃大綱圖》(下稱大綱圖)土地的用途和密度後，建議作出相應的修訂。

115. 規劃署劉專員以投影片向議員簡介共 21 項的大綱圖擬議修訂，有關投影片的內容載於附件三。他指出，是次建議會對大綱圖作出 15 項有關房屋發展的修訂，包括：改劃未有指定用途的「政府、機構或社區」土地；將並無特殊生態價值、荒廢或已平整、毗鄰發展土地的一些「綠化地帶」納入發展，以及在規劃許可的情況下，適度提高政府土地的地積比率。有關修訂共可供應約 10,800 個住宅單位，「修訂項目A1 至A4」及「修訂項目B、C1 至C9 及C11」分別佔約 2,800 個資助房屋單位及 8,000 個住宅單位，後者則仍未決定爲資助房屋單位或私人房屋單位。另外六項其他擬議修訂項目主要反映城市規劃委員會(下稱城規會)於較早前曾批准的一些改劃及申請，以及其他技術性修訂等。

116. 他續表示，當局明白各位相關議員及居民對大綱圖擬議修訂可能造成的影響有所擔憂，故規劃署及其他相關政府部門在制訂有關修訂方案時，已就相關的基礎設施，包括道路網絡、社區設施、休憩用地，以及有關交通、環境、通風及景觀等多方面作出評估，並確保各項配套設施均已足夠，而受到的影響亦屬可接受程度。此外，他亦就以下各項作出補充：

(a) 整體而言，康樂及文化事務署(下稱康文署)負責提供的區內康樂設施及休憩用地已經足夠，而各房屋發展項目中亦會預留合適的休憩用地；

(b) 教育方面，現時區內的整體中學及小學設施足夠，但後者可能會因爲個別地區的人口增長而出現不足情況，故當局已於屯門第 54 區及屯門東掃管笏附近預留小學用地，以備不時之需。此外，雖然現時區內整體的幼稚園供應足夠，但當局亦會因應教育局的建議，於修訂項目 C6 興建幼稚園設施配合需求，以及

(c) 當局明白相關人士可能擔心改劃未有指定用途的「政府、機構或社區」土地會影響社區福利設施的供應，但相關改劃事實上並不會導致有關「政府、機構或社區」設施消失，因爲個別社區福利設施只需要樓面面積，是可以融入大型房屋發展項目之中，不一定需要一幅獨立的土地。此外，社會福利署(下稱社署)已就有關區內的社區福利設施提出多項相關的建議，並提供了一些社區福利設施的清單供當局考慮。故此，規劃署會聯同其他相關的部門在各大型房屋項目發展中提供合適的社會福利設施。

117. 他總結表示，規劃署會繼續與運輸署、教育局、康文署及社署等相關政府部門緊密聯繫，就有關改劃及發展提供適當的配套設施及相關服務。

118. 運輸署何先生指出，大綱圖擬議修訂的規劃主要位於屯門第 54 區及青山公路沿路一帶，政府會與各相關運輸服務營辦商作密切聯繫，並提供適切的交通運輸服務。就屯門第 54 區的發展而言，政府一直有爲該區的交通進行評估，並已因應附近的房屋發展而擴闊了青麟路及紫田路。稍後，政府將於屯門第 54 區的中心興建一條新的道路。建成後，此路可貫穿屯門第 54 區的中心位置，並可接駁沿路的房屋發展，故將來該區的道路網絡會較現時更爲完善。此外，路政署已爲青山公路(青山灣段)進行了交通影響評估，並建議了一系列的改善方案，以便容納大綱圖內擬議增建的房屋發展可能帶來的交通流量。當中包括在三聖街、青榕街、舊咖啡灣及黃金泳灘此四個路口進行適時的道路改善工程，以配合是次修訂的住宅發展所增加的交通流量。現時，青山公路除了青山灣段之外，已變爲雙線雙程行車。爲配合屯門東的發展及青山公路的預期交通增長，政府已計劃擴闊青山灣段的道路，以確保其行車道有足夠的容量應付該區長遠的發

展，務求令交通保持暢順。

119. 副主席鼓勵議員多就文件內容提出建議，並就討論的程序諮詢議員的意見。

120. 有議員建議區議會不應於是次會議上接受大綱圖中各項有關青山公路沿線的擬議修訂，並希望當局與相關居民會面，以便進行磋商。故此，她認爲是次討論應只集中於修訂項目 A、B 及 D。

121. 副主席表示，由於有關青山公路沿線的擬議修訂牽涉多幅土地，故認爲應分開處理個別的修訂項目，以免阻礙有關的修訂程序。

122. 有議員同意副主席的建議，並擔心區議會完全不接受大綱圖中各項有關青山公路沿線的擬議修訂可能會阻礙建屋進度。此外，他表示會尊重每位議員的發言權利，並提議各議員可就其關注的修訂項目發言。

123. 有議員建議順著修訂項目的次序進行討論，並只就有爭議性的修訂項目提出意見。此外，區議會亦可考慮於日後的其他會議再跟進相關備受爭議的修訂項目。

124. 有議員同意應順著修訂項目的次序進行討論，並認爲若議員對個別修訂項目沒有其他意見，則應先通過該項目，然後再就一些有爭議性的項目進行討論。

125. 副主席總結上述議員的意見，表示會順著文件中各修訂項目的次序進行討論，並請各議員留意時間控制。

126. 接着，多位議員就大綱圖各項擬議修訂項目提出意見/查詢，內容綜述如下：

修訂項目 A1：第 54 區麒麟圍以西

127. 有議員希望當局能夠確認擬於該區興建的社區會堂及體育館會位於紫田路轉角位附近。此外，她知悉當局除了計劃於該區興建公共房屋之外，亦有打算加建私人樓宇，故她希望得知相關比例。另一方面，由於修訂項目牽涉位於該區的新生農場的範圍，故她擔心有關規劃會對新生農場造成影響，並希望知悉當局會否爲此作出重置安排。

128. 身兼社委會主席的議員指出，區內幼兒教育及小一學位不足，問題的高峰期預計會於 2016-17 年出現。故此，早前社委會已建議當局在規劃時特別留意區內的教育問題，並提議於屯門第 54 區預留地方興建特殊學校，以便擴建匡智屯門晨曦學校及匡智屯門晨崗學校。爲反映上述意見，社委會亦已於早前去信教育局提出建議。

修訂項目 A2：第 54 區興富街以北

129. 有議員表示，文件中列明屯門第 54 區興富街以北會用作興建居者有其屋，但卻同時指出該位置須改劃爲「綜合發展區(1)」，故希望得悉當中原因。此外，她認爲現時屯門第 14 區及寶田邨的配套設施並不足夠，故希望當局於屯門第 54 區興富街以北位置預留地方加入社區設施，以補不足。

130. 有議員指出，此地盤面積較細，附近亦建有中轉房屋，認爲不宜再以插針形式興建居者有其屋。他建議當局考慮於該區加建一些社區設施，以供該區的一些低收入人士享用。

131. 有議員建議將輕鐵路線延長至屯門第 54 區，以配合該區發展。

修訂項目 A3：第 29 區良景邨東北面

132. 有議員表示，她過去曾於區議會及屯門西北分區委員會會議上表達反對當局擬於該區興建單棟式公共房屋的意見。由於當局現時表示會在興建單棟式公共房屋的同時，加入相關的社區設施，故她希望局方可以尊重當區居民的意願及訴求，先到區內諮詢居民的意見，並將修訂建議提交城規會考慮通過，才落實有關方案。另有議員對上述意見表示贊成，並建議當局考慮於寶田邨興建社區會堂等配套設施。

133. 有議員指出，雖然當局已回應議員的訴求，計劃於區內興建社區設施，但她仍然不贊成於區內以「見縫插針」形式興建單棟式公共房屋，並建議當局考慮於擬建公共房屋的位置興建一所小學或綜合大樓。

134. 有議員表示，規劃署及房屋署分別以「第 29 區」及「第 29 西區」標示該地，認爲各政府部門應統一有關名稱，以免造成混亂。

135. 此時，有議員建議區議會應先決定哪些修訂項目不需要作出討論，以節省時間。

136. 經討論後，區議會議決對下列各項修訂項目沒有其他意見/查詢：

(a) 修訂項目 A4：第 2 區石排頭路及鳴琴路交界處；

(b) 修訂項目 A5：第 54 區興富街地盤北面；

(c) 修訂項目 C10：第 56 區鄭任安夫人千禧小學北面數塊用地

(d) 修訂項目 D1：第 12 區新安街 2 號；

(e) 修訂項目 D2：第 45 區龍富路以東，以及

(f) 修訂項目 E：第 46 區。

137. 有議員建議區議會應先決定各項修訂項目的處理及跟進方法。

138. 有議員對上述意見表示同意，並認爲議員的意見可分成原則性反對或技術性調整等多個種類，故提議區議會可先通過個別修訂項目，並將其他具爭議性修訂項目轉交區議會轄下的「屯門區發展及規劃工作小組」跟進，以免阻礙政府的計劃。他以修訂項目 C5 爲例，表示對早前運輸署的相關回應表示不滿，並指出區議會曾提出將掃管笏路與屯門公路連接，但當局卻未有跟進，故建議將此修訂項目轉交區議會轄下的「屯門區發展及規劃工作小組」跟進。

139. 規劃署劉專員回應上述各議員提出的意見/查詢，內容綜述如下：

(a) 由於「修訂項目 A2」的地盤外形不規則，設計上可能會較其他地盤困難，故當局建議將該地盤改劃爲「綜合發展區(1)」，所有發展需向城規會提交規劃申請，確保發展項目有良好設計，不會因地盤形狀的限制對周邊造成不良的影響；

(b) 政府會按計劃於屯門第 54 區興建社區會堂及體育館；

(c) 新生農場位置原本爲政府農場。是次規劃並不會導致新生農場有搬遷的需要；

(d) 有關新生農場北面的住宅用地方面，其東面會用作公共房屋的發展，以提供約 4,000 個單位；其西面則會用作私人房屋的發展，並可提供約 4,200 個單位；

(e) 當局曾於 2012 年就「修訂項目A1 至A4」諮詢區議會轄下的環委會。此外，房屋署會於稍後時間再就有關修訂項目諮詢區議會轄下的相關委員會，以及

(f) 政府會於會後整理及分析議員就此 21 個修訂項目所提出的意見，並考慮作出適當的修訂。稍後，當局向城規會建議修訂分區計劃大綱圖時會反映議員的意見。城規會在考慮各方面意見後，才會決定是否落實有關修訂。

140. 副主席多謝規劃署劉專員的回應，並請署方代表多與各相關議員溝通。

141. 有議員重申，爲免阻礙政府的修訂計劃，認爲區議會應將具爭議性的修訂項目轉交區議會轄下的「屯門區發展及規劃工作小組」跟進。有關「修訂項目 C 5」方面，他認爲此項目的發展問題有其歷史原因，故同意區議會不應於是次會議上對此表示支持，並建議署方先將此項目抽起，稍後再作討論。此外，他認爲其實各議員均會明白文件中提及的 11 幅土地早晚也會用作建築樓宇，因區議會一直都沒有反對有關安排，但只是未有料到當局會一次過將所有計劃提交予區議會考慮通過。爲減輕修訂可能造成的影響，他建議署方再次考慮他早前提出的要求，即延長及擴建掃管笏路，並與屯門公路連接，以配合青山公路沿線因應相關修訂而增加的數千個住宅單位的發展。

142. 有議員同意區議會可先原則上通過沒有反對意見的修訂項目，如議員希望就個別修訂項目提出有關道路或設施方面的問題，可以書面形式將意見交予政府部門考慮。若各議員同意此安排，則是次會議可聚焦討論一些具爭議性的項目，而區議會亦可考慮將相關項目押後於其他會議再行跟進。

143. 有議員同意上述兩位議員的意見。他表示，政府努力覓地建屋乃正常之事，但亦應留意各項相關配套措施及對受影響居民的補償安排。此外，他表示自己已就相關議題去信發展局，並提出有關要求政府考慮另覓地點興建住宅單位的要求。他認爲，「修訂項目 C5」的面積細小，相對文件中整體供應量約 10,800 個單位而言更屬微不足道，但卻造成附近居民極大回響。有見及此，他提議政府考慮搬遷屯門診所的美沙酮中心，騰出位置興建房屋，以收一石二鳥之效。

144. 有議員表示，上述議員以屯門鄉事委員會主席的名義去信發展局，但事前卻沒有諮詢屯門鄉事委員會委員的意見，故他希望在此爲屯門鄉事委員會作出澄清。

145. 相關的當區議員指出，當局從未有就「修訂項目 C2 至 C9」及「修訂項目 C11」此 9 幅土地的發展計劃進行諮詢，故認爲應給予更多時間讓區議會及當區居民作出充分討論。此外，由於「修訂項目 C5」的發展極具爭議性，故才有多位居民就此提出意見。雖然居民未有就其他屬「修訂項目 C」範圍的土地之發展提出反對，但這並不代表他們對此等土地的發展沒有意見。有見及此，她認爲署方應先諮詢居民意見，才進行刊憲的工作。

146. 有議員表示，由於當局改動了很多青山公路沿線項目的地積比率及高度限制，故認爲除了「修訂項目 C5」之外，區議會亦不應同意「修訂項目 C2，C3 及 C 11」的發展計劃。他希望當局能維持青山公路沿線項目的低密度及低高度環境。此外，他指出，早前路政署及運輸署曾承諾會改善青山公路的交通，故他促請當局在作出跟進及令交通情況有所改善後，才再提出興建住宅樓宇的建議。

147. 有議員表示，區議會應會原則上反對「修訂項目 C1 至 C5」，故建議署方先就「修訂項目 C1 至 C5」與青山公路沿線的居民進行會議，然後再諮詢區議會。

148. 相關的當區議員重申，由於當局從未就「修訂項目 C」範圍的土地發展計劃進行諮詢，故認爲區議會不應在是次會議爲此等項目進行討論。

149. 副主席請規劃署劉專員向議員解釋有關諮詢及刊憲等的程序。

150. 規劃署劉專員回應表示，區議會是一個諮詢架構，署方會將議員的意見整合，並提交予城規會考慮。在是次會議之後，各相關議員可就各項修訂收集居民意見，然後再向署方表達。城規會在審議修訂大綱圖時會考慮議員的意見。城規會同意修訂大綱圖後需按城規條例公布，並進行刊憲，開始爲期兩個月的法定諮詢程序。屆時，若議員及公眾人士對相關修訂仍有意見，可向城規會提出申述。城規會於收到申述後，會邀請申述人出席相關的聆訊。因此，當局在落實有關修訂之前必先經過多項程序，議員亦可透過多個渠道及機會表達意見。

151. 副主席認爲，區議會應難以於是次會議上就各修訂項目取得共識，署方或需要考慮先與相關地區的居民作出溝通，然後再諮詢區議會意見。

152. 有議員表示，爲提升會議效率，他建議區議會向規劃署表明各項不同意的修訂項目，以便署方就議員的關注及意見作出跟進。

153. 有議員對相關的當區議員指當局從未就「修訂項目 C」範圍的土地發展計劃進行諮詢的說法表示不同意。他指出，當局自 90 年代開始已就青山公路沿線的軍事用地轉爲住宅用地的發展計劃進行多次諮詢，但後來因爲沒有市民提出爭議而未有再進行諮詢工作。他認爲，由於區議會曾同意當局就青山公路沿線的發展計劃，故現時只需提醒政府不能改變早前區議會已同意的地積比率和高度限制便可。有關「修訂項目 C5」方面，政府應知悉此項目一直備受爭議，故同意應押後討論。

154. 有議員認爲，由於「修訂項目 A」的土地及「修訂項目 C」的土地同爲具爭議性的修訂項目，故區議會不應於是次會議上就此兩類修訂作出結論。

155. 有議員表示，政府於 1973 年開始興建屯門公路，及後在掃管笏附近興建黃金海岸及愛琴海岸，而掃管笏居民均未有提出反對，但現時的愛琴海岸居民卻就個別修訂項目表示不滿。他認爲，香港有發展的需要，而地區的發展及規劃均需要土地，若大家均對政府於自己物業附近建屋提出反對，則會阻礙香港發展。有關「修訂項目 C5」方面，他建議可透過興建隧道及行人天橋，將愛琴海岸及附近的黃金海岸商場貫通，令該地增值，更預計新建成的 7 層高物業的呎價可達 15,000 元。此外，他亦建議愛琴海岸居民透過當區議員向政府反映意見，並提出補償方案。另一方面，他認爲政府應改善諮詢及溝通方式，並安排與居民進行諮詢會或居民大會，以達致雙贏。

156. 有議員指出有關屯門東的規劃諮詢不應追溯至 90 年代，並認爲早前的諮詢並不可被視爲現時的定案。她表示，早前當局表示會將一些「政府、機構或社區」用地改劃成「住宅」用地，已經引起了居民的反對。故此，她認爲，既然署方要重新作出諮詢，則應認真與各持份者進行溝通，但署方只是於是次會議前一星期才將文件發給議員參考。由於時間不足的關係，故她認爲區議會不可倉促通過各項修訂。

157. 相關的當區議員認爲規劃署是以偷襲形式作出諮詢，企圖蒙混過關獲得區議會通過。她認爲，「修訂項目 C5」的地積比率只有 1 倍，將來建成的樓宇只能提供 60 至 100 個住宅單位，屬低密度的高樓價住宅，故認爲此項目並不可以解決政府希望處理的劏房戶及公共房屋等問題。此外，她警告規劃署不可於該區的現有樓房前興建住宅樓宇，並提醒署方，區議會於 2013 年 4 月 8 日及 9 日已經通過於該地興建公園的建議。

158. 有議員表示，他知悉政府正急於找地建屋，但既然文件上的建議修訂受到居民大力反對，而相關修訂可帶來的住宅單位亦不多，倒不如集中資源於洪水橋發展項目之上，以加快發展的步伐。此外，他建議稍後舉行的跟進會議只需集中討論議員同意的修訂項目，並認爲當局應擱置其他議員不同意的項目。

159. 有議員認爲，由於多個修訂項目中的地積比率有重大的改變，故建議署方應先作充分諮詢及進行詳細研究。此外，他建議區議會考慮安排居民代表列席跟進此議題的會議，以便他們發表意見。

160. 副主席表示，規劃署可因應議員沒有提出其他意見/查詢的修訂項目展開下一步的程序，區議會會就此議題再召開特別會議，或將此議題轉交區議會轄下的「屯門區發展及規劃工作小組」跟進。

161. 有議員指出，署方未有就「修訂項目 F」諮詢當區居民便表示有關修訂的規劃申請已獲得核准，要求發展局到該區諮詢居民意見。

162. 有議員表示，當區議員在收到政府部門的修訂消息後，有責任與居民作出溝通，否則便屬失職。

163. 規劃署劉專員就有議員指署方未有就「修訂項目 F」進行諮詢工作一事作出澄清，並認爲提出指控的議員之說法有欠公道。他表示，該地盤被劃爲綜合發展區時已經通過了所有城市規劃的程序，當中包括了諮詢的工作。此外，相關發展商在開展其發展計劃時，亦有按規定提交規劃申請，而署方亦有按程序將相關的規劃申請諮詢公眾。同時，署方亦有就有關申請通知當區的區議員。故此，署方並非沒有進行諮詢工作，而當區區議員亦不可以說自己全不知情。

164. 副主席表示，區議會稍後會安排另一次會議再跟進此項議題。他多謝各相關政策局及政府部門代表出席是次會議，並請他們考慮區議會的意見。

發展局
規劃署
運輸署
康文署
房屋署

[由於主席須趕赴另一會議，他於此時離席。]

Comparison of site numbering system

Consultation Stage	Current System
A1	A1
A2	A2
A3	A3
A4	A4
A5	A5
B	B1
C1	B2
C2	C1
C3 (Withdrawn)	Retained in AVA as Other Housing Site
C4	C2, C3
C5 (Withdrawn)	Retained in AVA as Other Housing Site
C6	C7
C7	C8
C8	C5
C9	C4
C10	C6
C11	C9
N/A	C10
N/A	C11
N/A	C12
N/A	C13
D1	D1
D2	D2
E	E
F	F
N/A	G

註一：此會議記錄（初稿）尚待工作小組通過。
註二：地盤編號已按改變了的情況作出修訂。新地盤編號顯示在附件對照表中以供參考。
Note 1: Draft minutes yet to be confirmed by the Working Group.
Note 2: The site numbers have been revised to accord with the changed circumstances. New site numbers are shown in a comparison table attached for reference.

Attachment XIb of RNTPC Paper No. 8/14

屯門區發展及規劃工作小組(2012-2015 年)
第八次會議
會議記錄(初稿)

日期：2014 年 1 月 27 日(星期一)
時間：上午 10 時 06 分
地點：屯門區議會會議室

出席者：
劉皇發議員，GBM，GBS，JP（召集人）
梁健文先生，BBS，MH
蘇炤成先生
嚴天生先生
古漢強先生
陳雲生先生，MH，JP
陳樹英女士
黃麗嫦女士
蘇愛群女士，MH
李洪森先生，MH
林頌鎧先生
徐　帆先生
程志紅女士
陳文華先生
周錦祥先生，MH
張恒輝先生
何君堯先生
蘇嘉雯女士
何嘉雯女士（秘書）　民政事務總署屯門民政事務處一級行政主任(區議會)1

缺席者：
陶錫源先生，MH
朱耀華先生
吳觀鴻先生
龍瑞卿女士
林德亮先生，MH，JP
羅煌楓教授，JP

應邀嘉賓：

馬紹祥先生	發展局副局長
莊永桓先生	發展局首席助理秘書長(規劃及地政)1
劉榮想先生	規劃署屯門及元朗西規劃專員
何偉基先生	運輸署高級工程師/房屋及策劃/新界西
李偉全先生	運輸署工程師/房屋及策劃/新界西
甄偉鵬先生	康樂及文化事務署高級行政主任(策劃事務)2
羅滿智先生	房屋署規劃師(28)
藍鳳屏女士	房屋署建築師(18)

負責人

列席者：

何杏梅女士	屯門區議員
朱順雅女士	屯門區議員
曾憲康先生	屯門區議員
劉淦權先生	民政事務總署屯門民政事務專員
勞俊衡先生	民政事務總署屯門民政事務助理專員
劉振輝先生	民政事務總署屯門民政事務處高級行政主任(區議會)
李華利先生	土木工程拓展署高級工程師/2(新界西及北)
陳美聯女士	地政總署屯門地政處行政助理/(地政)
劉長正先生	規劃署高級城市規劃師/屯門 1

負責人

歡迎及介紹

召集人歡迎各小組成員、列席的區議員及部門代表出席工作小組第八次會議。

2. 此外，他亦請各小組成員及列席的區議員留意，如發現會議討論的事項涉及其個人利益，應在討論該事項前申報。他會根據《屯門區議會會議常規》第 39(11)條，決定曾就某事項申報利益關係的議員可否就該事項發言或參與表決，可否留在席上旁聽，或應否避席。所有申報利益的個案均會記錄在會議記錄內。

I. 通過 2013 年 11 月 29 日舉行的屯門區發展及規劃工作小組 (2012-2015 年)第七次會議的會議記錄

3. 召集人表示，秘書處已於 2014 年 1 月 21 日把上述會議記錄初稿分發予各與會者，其後沒有收到任何修訂建議。沒有議員即場提出修訂建議，上述會議記錄遂獲得通過。

II. 討論事項

(a) 諮詢擬議修訂《屯門分區計劃大綱圖》 (屯門區議會文件 2014 年第 2 號)

4. 召集人表示，由於他於是次《屯門分區計劃大綱圖》(下稱大綱圖)建議修訂的範圍內擁有土地，即擬議修訂 D2 項，故先申報利益。在 1 月 7 日舉行的區議會會議上，區議會決定對擬議修訂 D2 項沒有其他意見/查詢。當時，區議會亦同意只會於是次會議上討論涉及建議房屋用途的用地，而不會就其擁有利益的土地，即擬議修訂 D2 項，進行討論。此外，在 1 月 20 日舉行的區議會特別會議上，他亦曾就有關《整全廢物管理十年藍圖》的議題申報利益。當時議員同意他繼續主持會議，但不會發表意見。故此，他就應否繼續沿用 1 月 20 日之做法徵詢議員的意見。

5. 由於沒有小組成員或列席的區議員提出其他意見，故工作小組同意召集人沿用 1 月 20 日之做法，即繼續主持會議，但不會發表意見。

負責人

6. 召集人歡迎發展局副局長馬紹祥先生、首席助理秘書長(規劃及地政)1 莊永桓先生、規劃署屯門及元朗西規劃專員劉榮想先生、高級城市規劃師/屯門 1 劉長正先生、運輸署高級工程師/房屋及策劃/新界西何偉基先生、工程師/房屋及策劃/新界西李偉全先生、康樂及文化事務署(下稱康文署)高級行政主任(策劃事務)2 甄偉鵬先生，房屋署規劃師(28)羅滿智先生，以及建築師(18)藍鳳屏女士出席是次會議。

7. 召集人指出，在 1 月 7 日舉行的區議會會議上，區議會曾就此議題進行討論，並同意對個別修訂項目(即 A4、A5、C10、D1、D2，E 及 F)沒有其他意見/查詢，以及將 14 個修訂項目(即 A1、A2、A3、B、C1 至 C9 及 C11)轉交本工作小組跟進。他建議順次序就區議會轉交本工作小組跟進的項目進行討論，工作小組同意此安排。

8. 他續表示，各位政策局及政府部門代表應已清楚區議會於 1 月 7 日會議時提出的意見，故他先請發展局馬副局長作出回應。

9. 馬副局長表示，相信大家明白「住屋」是十分重要的民生問題，更是穩定社會的基礎。故此，政府接納了長遠房屋策略督導委員會的建議，計劃於未來十年內提供約 47 萬個住宅單位，當中資助及私人房屋的比例為六比四。要達致上述目標，政府正以多管齊下的土地供應策略，持續有效地採取一系列措施，增加土地供應。有關措施包括：盡量利用現有已開發土地、開拓可供發展用途的新增土地，以及繼續加強增加短、中、長期的土地供應等。此外，2014 年的施政報告亦提出了一系列增加土地供應的措施，包括：檢討土地用途，以及在規劃許可的情況下，適度提高發展密度。為落實上述各項措施，當局經檢討大綱圖土地的用途和密度後，建議作出相應的修訂。他指出，是次建議會對大綱圖作出 15 項有關房屋發展的修訂，包括：改劃未有指定用途的「政府、機構或社區」土地；將並無特殊生態價值、荒廢或已平整、毗鄰發展土地的一些「綠化地帶」納入發展，以及在規劃許可的情況下，適當地提高政府土地的地積比率。有關修訂共可供應約 10,800 個住宅單位，其中四幅用以興建約 2,800 個資助房屋單位的土地位於屯門北；位於屯門中的 16 區及 39 區，以及屯門東的 9 幅用地，則合共可提供約 8,000 個住宅單位。

10. 他續表示，鑑於屯門區議會對「修訂項目C5」，即有關於第55區掃管笏路與青山公路-掃管笏段交界用地進行房屋發展的意見，政府在詳細考慮後，決定保留此土地作「政府、機構或社區」用途，以正面回應屯門區議會的訴求。故此，屯門東的規劃用地將會由9幅變為8幅，而可提供的單位亦會由約7,000個變為約6,900個。有關休憩用地及社區設施方面，屯門區現時及擬議發展基本上符合《香港規劃標準與準則》的要求。與修訂項目相關的14幅土地落實作房屋用途後，估計只會為屯門區帶來約26,000人，而整個規劃區的規劃人口將約為544,000人，故現時區內的休憩用地及社區設施應可滿足有關的需求。另一方面，各項修訂的發展密度與旁邊的環境並無不兼容，當局已諮詢各相關的政府部門，以確定各項擬議的房屋發展不會對該地的通風、交通、景觀及環境產生重大影響。總而言之，香港的土地資源十分寶貴，為滿足社會對住宅的需求，區議會及各地區人士的支持均十分重要。故此，他希望各位屯門區議員可以支持政府的建議，早日增加房屋供應。

11. 接着，多位小組成員及列席的區議員就大綱圖各項擬議修訂項目提出意見或查詢，並獲政策局及政府部門代表的回應，有關內容綜述如下：

修訂項目A1：第54區麒麟圍以西

12. 有小組成員要求當局澄清此用地作資助房屋或私人房屋用途，而擬建的學校、社區會堂及體育館是否將會建於此用地旁邊的「政府、機構或社區」用地。她續表示，由於修訂項目中的住宅(甲類)用地牽涉位於該區的新生農場之範圍，故擔心有關規劃會對新生農場造成影響，更有可能需要重置。

13. 規劃署劉專員回應表示，「修訂項目A1」將會用以興建租住的公共房屋。此外，位於「修訂項目A1」北面的地盤現為「政府、機構或社區」用地，已被預留作為興建室內運動場及社區中心之用；東北面的地盤亦將會用作興建學校。另一方面，是項規劃並不會對新生農場造成影響。有關新生農場北面的「住宅(甲類)」用地方面，其東面會用作公共房屋發展，可提供約4,000個單位；其西面則會用作私人房屋發展，可提供約4,200個單位。

修訂項目 A2 及 A3：第 54 區興富街以北及第 29 區良景邨東北面

14. 有小組成員表示，該區的配套設施及泊車位置不足，違例泊車的情況更是十分嚴重，故要求當局於該區增加相關的配套設施，並考慮讓該區居民優先入住於該區新建成的屋苑。此外，她指出，規劃署及房屋署分別以「第 29 區」及「第 29 西北區」標示該地，令人感到混淆，故希望各政府部門統一有關名稱。

15. 有小組成員同意上述議員的意見，並對政府擬將「修訂項目 A3」土地的用途由「政府、機構或社區」改為「住宅(甲類)」用地的建議有所保留。她要求政府在該區興建健康中心、圖書館、婦女活動室、安老院及公立診所等配套設施，並就有關發展提供更多資料。另有小組成員對有關意見表示贊同，他亦要求政府考慮於該區增建停車設施及其他相關配套設施，以彌補早前將區內兩個臨時停車場改為建築樓宇地盤，而導致泊車位置不足的情況。

16. 有小組成員希望清楚知悉政府擬於「修訂項目 A3」土地興建配套設施的資料。此外，她表示，屯門西北區的現有配套設施不足，寶田邨建成後，會增加鄰近設施(包括：良景邨及建生邨的社區會堂)的負荷。故她要求當局在計劃於該區加建樓宇時，留意相關的配套設施是否足夠。另一方面，她亦擔心在該區的新樓宇落成後，其人流增長會加重良景邨單程路的負荷。她指出，由於此路段的維修及保養需由良景邨業主立案法團負責，令有關居民感到不公平，並就於該區增建樓宇的建議提出反對。

17. 有小組成員要求政府考慮改善區內交通配套，以配合「修訂項目 A1 至 A3」一帶的發展。她建議當局於兆康苑加設輕鐵站，並設置能疏導人流的設施。此外，土木工程拓展署曾於 2012 年 11 月向環境、衞生及地區發展委員會(下稱環委會)提交文件，當中提及有關屯門第 4A(東)及第 4A(西)號地盤的發展。當時，她要求政府考慮將這兩個地盤擬建的設施對調，即建議當局於第 4A(東)號地盤興建社區會堂及體育館，並以第 4A(西)號地盤作為發展學校之用。她希望運輸署及房屋署可就有關發展情況提供資料。

18. 規劃署劉專員綜合回應如下：

(a) 早前房屋署及土木工程拓展署就屯門第54區進行研究，考慮到基礎設施的配合情況，政府不會增加「修訂項目A1及A2」的地積比率，而只會考慮將「修訂項目A3及A4」的地積比率由5倍增加至6倍；

(b) 房屋署曾於2012年在環委會的會議就「修訂項目A1至A4」進行諮詢，故有關發展計劃已不是首次徵詢區議會的意見；

(c) 政府會於「修訂項目A1」的北面興建社區會堂及體育館；

(d) 房屋署正與相關的政府部門，就「修訂項目A3」的發展進行研究，並考慮提供13,700平方米面積的社區設施，包括：診所，以及老人院舍等；

(e) 康文署的資料顯示，現時屯門區的圖書館設施已經足夠。如有需要，署方會為區內市民提供流動圖書館的服務；以及

(f) 政府會考慮於有關的發展計劃內加設停車位置。

19. 運輸署何先生回應表示，為配合可能增加的車流及疏導交通，在「修訂項目A1」北面會興建新的道路，以及擴闊青麟路和紫田路，而附近的新路亦會加設供巴士上落乘客的地方。此外，因應「修訂項目A3」的發展，當局正考慮將良景邨單程路改為由政府管理。

20. 房屋署羅先生回應表示，現時擬於屯門第54區的修訂建議，與2012年11月房屋署在環委會介紹有關該區的公營房屋的資料，包括地積比率和單位數目等，均大致相同。

21. 有小組成員對運輸署的回應表示不滿。他指出，政府擬議的發展可能會為該區增加約2萬多人，考慮到政府以鐵路為主要公共交通運輸工具的政策、兆康苑居民的訴求，以及環保概念，他建議當局考慮於兆康苑增建輕鐵站，不應只於該區擴闊路面及提供巴士服務。

22. 運輸署何先生回應表示，改善道路可配合不同地區的發展需要。土木工程拓展署花了不少時間研究屯門第54區的交通，根據有關的交通評估報告，現時建議的公共交通改善措施及配套，已經足夠應付屯門第54區的人口增長可能帶來的交通需求。

負責人

23. 有小組成員表示，當年政府進行諮詢時只是建議於「修訂項目A3」的地方興建一棟公共房屋，與現時的發展計劃並不相同，故認為當局應為現時的發展計劃(包括：有關良景邨單程路的管理及改善計劃)向相關的居民提供詳細資料。

24. 有小組成員要求運輸署澄清有關公共交通配套的細節，包括用以配合該區發展的新增巴士路線之詳細資料。此外，她認為，若署方不考慮於兆康苑增設輕鐵站，亦應考慮將 K58 巴士路線轉為全日行走的路線，以方便居民。

25. 有小組成員希望當局能向市民清楚交代有關「修訂項目 A3」的全盤發展計劃，特別是有關良景邨單程路的發展情況，不要在全盤有議員提問時才逐項作出回應。

26. 有小組成員表示，規劃署代表回應指「修訂項目 A3」所設的老人院舍實為社會福利署的合約院舍，對該區居民而言其實並無直接得益。此外，為免對鄰近社區會堂造成負擔，她建議於寶田邨興建社區會堂及圖書館。另一方面，她亦希望政府增加區內整體的配套設施，特別是於屯門第 29 區增加停車位置。

27. 規劃署劉專員表示，政府會按計劃進行有關「修訂項目 A2 及A3」的配套設施工作，相關細節將會於環委會及相關的工作小組繼續跟進。

28. 房屋署藍女士回應表示，署方會於屯門西北分區委員會詳細交代有關屯門第 29 區的擬建發展計劃。

29. 運輸署何先生指出，署方在實行相關的改善道路措施前，已考慮了屯門第 54 區的整體交通情況。此外，有關公共交通路線方面，由於各個新屋苑入伙的時間及分布情況均有所不同，故署方會因應個別屋苑的發展情況與各相關公共運輸交通工具營辦商進行協商，從而提供更詳細的設計路線及班次建議。在落實相關建議前，署方會先就有關建議諮詢區議會。

30. 有小組成員表示，他並不反對政府於區內增加人口，但現時屯門西北區的人口密度愈來愈高，故建議政府應及早解決有關的道路及交通問題。

31. 有小組成員指出，過去區議會曾於不同的會議上提出有關改善屯門第 54 區交通的訴求，他促請當局於受規劃影響的地區預留路面，改善交通，並希望發展局馬副局長能帶領各相關部門作出行動，以一籃子的形式改善各項規劃工作。此外，他亦建議政府善用規劃範圍內的政府農場及青山醫院宿舍等土地進行發展。

32. 有小組成員對房屋署只打算於屯門西北分區委員會就有關屯門第 29 區擬建發展計劃作出詳細的回應表示失望。

33. 有小組成員要求有關部門代表出席屯門西北分區委員會的會議，以解釋有關發展對該區的影響。

34. 有小組成員希望當局重新考慮於屯門第 54 區興建「D7 路」，並於紫田路通往兆康苑的十字路口興建天橋，以確保行人的安全。

35. 規劃署劉專員就有關要求政府善用政府農場及青山醫院宿舍等土地進行發展之建議作出回應。他表示，現時區內的政府農場為新生精神康復會營運的新生農社，為精神病康復者提供復康服務。此外，現時的青山醫院宿舍亦有其用途。雖然如此，長遠而言當局仍會考慮小組成員提出的意見，盡量騰出更多空間，提供更多土地供發展之用。

修訂項目 B：第 16 區恆富街及海榮路交界處

36. 工作小組對此修訂項目沒有其他意見或查詢。

修訂項目 C1：第 39 區行將空置的培愛學校校舍用地

37. 有小組成員建議當局考慮將第 39 區行將空置的培愛學校校舍用地改為長者日間護理中心，為該區內 5 間安老院的長者提供活動空間。此外，他亦提議日後當局就此項目進行諮詢時，邀請社會福利署的代表出席會議。另一方面，他亦對有關改劃擬議高度限制至主水平基準上 100 米的建議表示反對。

38. 有小組成員表示，該區為屯門區內主要的商業區之一。由於屯門公路擴闊工程的影響，該區的一些泊車位已被移除。故此，他希望當局能考慮於此區添置泊車設施。

39. 有小組成員指出，由於該區的培愛學校校舍出現結構安全問題，故認為此校舍必須拆卸。此外，他認同當局有關將該地用作住宅(甲類)用途的發展，亦同意上述小組成員有關長者日間護理中心的建議。故此，他提議當局考慮將該地用作興建住宅樓宇，並附設長者日間護理中心或其他社區設施作綜合發展。

40. 規劃署劉專員回應表示，考慮到培愛學校校舍殘舊，不敷應用，故政府已於屯門第 16 區提供了新的校舍予培愛學校，以便於 2014 年 9 月重置。現時於屯門第 39 區的地盤可騰出供住屋發展。此外，規劃署在改劃土地作房屋發展的過程中，已與社會福利署密切聯繫，並考慮就地區的需要提供相應的社會福利設施。社會福利署已就屯門區的用地改劃向規劃署提交了有關社會福利設施的意見，以便後者考慮於適當時候在規劃當中加入相關的福利設施。另一方面，規劃署亦會考慮是次會議上各小組成員就房屋發展項目提出的整體意見，包括增設泊車設施的建議等。

41. 提出興建長者日間護理中心的小組成員表示，規劃署應考慮居民所需，不能以其他地方已有長者日間護理中心為藉口而拒絕其建議，並應盡快為培愛學校校舍進行加固工作。此外，他對有關綜合發展的建議表示反對，並認為應對長者作適切的照顧，故希望提出有關綜合發展意見的小組成員三思。

42. 有小組成員指出，她並非對該地是否交由社會福利署使用持反對意見，而是希望政府明白每個社區希望尋求均衡發展。她認為，該區欠缺社區會堂及社區中心等能為市民提供活動空間的設施，故建議當局考慮相應增加此類項目，並就興建社區設施的種類諮詢當區區議員。此外，由於是項修訂只能增加約 400 戶，故認為當局應再三考慮應否作此發展。若然政府認為有必要發展屯門東，則亦應同時考慮興建屯荃鐵路，並以此地點作為屯荃鐵路的起點站。

43. 提出綜合發展建議的小組成員表示，他的建議並無違反提出興建長者日間護理中心的小組成員之意願。他認為，由於培愛學校校舍出現了建築安全問題，可能會對使用者構成危險，故必須清拆。此外，他建議以綜合發展的形式進行改劃，並增加該區的社區設施。

44. 提出興建長者日間護理中心的小組成員表示，若培愛學校校舍出現了嚴重建築安全問題，則必須盡快進行重置的工作。此外，他認為改變土地用途必然會對該區造成環境及交通等方面的影響。故此，他建議當局在計劃改變土地用途時，先考慮鄰近持分者的訴求和意見。最後，他要求政府保留現時該地的土地用途，並維持現時的高度限制。

45. 提出綜合發展建議的小組成員認為於該區增加私人樓宇所可能造成的影響並不大。他指出，為增加房屋供應，讓更多市民可以「上樓」，政府只要於該處同時加入綜合發展，則於該區興建住宅並非不可行。

46. 規劃署劉專員回應表示，屯門第 14 區的規劃已經包括了社區會堂的設施。有關交通問題方面，政府現時已將有關屯荃鐵路的方案納入《鐵路發展策略 2000》檢討和修訂的研究當中，並預計於今年內有研究結果。至於建築物高度方面，該地毗鄰市中心區，政府建議改劃擬議高度限制為主水平基準上 100 米，此發展高度與鄰近地區的高度限制相若。

47. 提出興建長者日間護理中心的小組成員強調，他反對政府於該區改變土地用途。

修訂項目 C2 至 C11

48. 有列席的議員表示，由於「修訂項目 C 項」均牽涉青山公路沿線的地區，她建議綜合討論這些修訂項目，而小組成員亦可就個別修訂項目進行補充。

49. 召集人表示，工作小組應按會議開始時所同意的安排，順序就每一個修訂項目進行討論。

50. 有列席的議員表示，她於 2013 年年底才知悉各項擬議修訂項目的內容，而有關議題已於 2014 年 1 月 7 日舉行的區議會會議進行討論，故認為是項諮詢十分倉促，她亦沒有足夠時間諮詢青山公路沿線居民的意見。故此，她要求各相關政府部門在進行改劃計劃時，特別是有關改劃未有指定用途的「政府、機構或社區」土地及增加地積比率的修訂，先進行諮詢，讓相關居民清楚有關改動，並有機會就各項擬議改劃發表意見。

負責人

51. 有小組成員支持上述議員的意見。他表示，「修訂項目C項」牽涉的土地共約有40多公頃，是很大範圍的住宅單位發展，故政府必須先為此地方解決交通問題。他認為，政府有需要考慮興建屯荃鐵路，若然未能成事，亦應考慮將現有的輕鐵延伸至此區，以疏導人流。此外，他反對「修訂項目C5」，並建議政府考慮搬遷屯門診所的美沙酮中心，將擬議在「修訂項目C5」發展的住宅單位改於屯門第10區的政府用地進行。

52. 有列席的議員建議當局先到區內諮詢居民，才將修訂建議提交城市規劃委員會(下稱城規會)考慮。

53. 有小組成員表示，由於是否興建屯荃鐵路可能會取決於地區的人口數目及發展規模，故建議政府加大發展屯門東及掃管笏一帶，使其人口數目足以成為興建屯荃鐵路的理據之一。此外，她提議政府在發展屯門東及掃管笏一帶的同時，在該區加設一些工商或社區設施，方便居民的生活需要。

54. 身兼環委會主席的小組成員表示，環委會一直反對有關「修訂項目C5」的改劃建議，故他對政府撤回「修訂項目C5」表示歡迎。此外，他指出，「修訂項目C項」的土地當中包括了區議會早前已同意改劃為住宅用途之土地，故他相信小組成員可能只會希望就有關地積比率方面的改動提出意見。故此，他建議將有關項目交由屯門東南分區委員會再行跟進，而其他的修訂項目則可繼續於此會議上進行討論。另有小組成員對此意見表示支持。

55. 身兼環委會主席的小組成員續表示，若然政府同意興建屯荃鐵路，此鐵路亦可能需時10多年才能落成。他認為，現時青山公路經常出現擠塞情況，而青山公路擴闊工程的北段工程亦備受爭議，掃管笏路更形成了瓶頸地帶。有見及此，他建議政府將掃管笏路與屯門公路連接，令將來的新增人口可沿掃管笏路通往屯門公路，以紓緩青山公路的擠塞情況。

56. 有列席的區議員同意上述小組成員的意見。他認為，每一幅土地均有其特徵，若以一籃子的形式進行討論，則可能未能完全令人理解該地點的發展需要。此外，他亦認為，物業的增加有可能令該區的價值有所提升，但建議政府在發展地區之前先解決該區的交通問題。

57. 有小組成員對政府撤回「修訂項目 C5」表示高興。他表示，由於「修訂項目 C 項」的改劃牽涉屯門東的整體發展，故要求當局在進行有關改劃時，就其土地用途、交通安排，以及地積比率等方面諮詢當區居民。

58. 身兼交通及運輸委員會(下稱交委會)主席的小組成員指出，交委會一直支持擴闊青山公路，並建議政府將掃管笏路與屯門公路連接，故希望當局在改劃時考慮上述建議。此外，由於有小組成員表示「修訂項目 C 項」牽涉的土地共約有 40 多公頃，但他計算後發現這些土地合共只有約 13 公頃，故就此作出澄清。

59. 有列席的議員表示，旁聽席上有很多愛琴海岸的居民到會議室旁聽會議，她認為自己作為當區區議員，有責任代他們要求當局澄清就有關「修訂項目 C5」的發展安排。她指出，發展局早於 2013 年 2 月，在未有諮詢當區居民的情況下，將該地加入政府的賣地計劃。自此以後的 11 個月內，區議會及相關居民曾多次要求當局在未有完成各項城市規劃程序之前，不可將此地加入政府的賣地計劃，並希望政府考慮將該地改建為休憩公園。她要求馬副局長就上述訴求作出回應。

60. 有小組成員表示，他贊成「修訂項目 C1」，但認為對「修訂項目 C2 至 C9 和 C 11」的建議應再作深思熟慮，並認為運輸署須就「修訂項目 C2 至 C9 和 C 11」的整體交通規劃進行研究及交代。此外，他亦要求馬副局長就「修訂項目 C5」的發展作出明確澄清，並交代當局是否永久取消有關發展計劃，還是暫時撤回有關發展建議。

61. 有列席的議員指出，「修訂項目 C4」涉及的土地範圍面積很大，現為未有指定用途的「政府、機構或社區」土地，但她預計在改劃後此地可能會有 2 千多個新落成單位。她表示，由於此區沒有足夠交通配套及社區設施，故建議政府保留現時的「政府、機構或社區」用途，並就將來規劃諮詢地區持分者。此外，由於「修訂項目 C4」的發展對屯門東及鄰近居民的影響甚大，故她建議當局仿效 2008 及 2009 年的做法，進行詳細的地區諮詢。

62. 馬副局長就有關「修訂項目 C5」的發展作出補充時表示，發展局及其他有關的政府部門一直以來均有聆聽屯門區議會和當區居民的意見，並就有關建議進行研究。現時，政府已決定將「修訂項目 C5」的發展計劃撤回，並會從賣地計劃剔除有關用地。

負責人

63. 規劃署劉專員就各小組成員及列席的議員就「修訂項目C項」提出的意見作出下列的綜合回應：

(a) 政府不會向城規會建議將「修訂項目C 5」的土地改劃為住宅用地。現時，該地於大綱圖上被列為「政府、機構或社區」用地，高度限制為三層；

(b) 由於屯門東已有足夠的休憩用地，故政府於短期內並無計劃將「修訂項目C 5」之土地用途改為休憩用地；

(c) 屯門東修訂項目所牽涉的土地合共少於 14 公頃，並非有小組成員所提及的 40 多公頃；

(d) 屯門東經改劃後的土地共約可提供 6,900 個住宅單位，政府在進行規劃時，已就有關環境、通風，景觀及交通等各方面進行評估，有關規劃對上述各項可能造成的影響可以接受；

(e) 現時的規劃設計已經考慮到市民對社區設施方面的需要，當中亦評估了新改劃之社區配套，包括：學校、休憩用地，以及商業和購物設施等。此外，由於「修訂項目 C4」的土地面積較大，故政府不只會將土地用作建屋，更會考慮將一些能便利市民的商業及購物設施設置其中。規劃署與各相關政府部門會繼續跟進此方面的工作；

(f) 現時的屯門東並沒有中學設施，而幼稚園設施略有不足。雖然教育局表示屯門區已有足夠中學及小學，但政府仍為屯門東預留了興建學校的地盤，為此區的長遠發展作出準備。此外，規劃署亦已接受了教育局的建議，於「修訂項目C6」的地盤提供幼稚園設施；

(g) 政府知悉區議會有關增加區內社會福利設施的訴求。由於社會福利署須參照人口數目標準作為興建相關社會福利設施的依據，故政府會留意將來區內的發展，並會適時按人口規劃標準增加社會福利設施；以及

(h) 規劃是一個持續的過程，政府須配合社會不同時期的需要而作出相應的規劃。現時，政府正面對房屋短缺的問題，故增建房屋已成為施政的重點。要達到增加房屋供應的目標，政府除了須檢討現有土地用途外，亦會在規劃許可的情況下，適當地提高政府土地的地積比率。過程中，政府為各相關項目作出評估後，會諮詢區議會。區議員可為其地區的市民反映意見。在歸納意見之後，規劃署會按程序將意見交予城規會考慮。城規會若同意有關建議，便會將改劃修訂建議刊登憲報，作為期兩個月的公開展示。在此期間，所有人士均可以就修訂提出申述，城規會會按城規條例安排聆訊會議，讓市民直接表達意見。

64. 運輸署李先生表示，運輸署明白各小組成員及有關居民對各項修訂項目的意見，特別是有關發展對青山公路交通方面的影響。現時，路政署正進行青山公路青山灣段擴闊工程，此計劃能配合屯門東的未來發展。路政署青山公路青山灣段擴闊工程的相關交通影響評估報告顯示，是項改善方案足以應付未來「修訂項目 C 項」的改劃所可能增加的交通流量。另一方面，運輸署已要求路政署在設計青山公路青山灣段擴闊工程時，一併為「將掃管笏路與屯門公路連接」的建議進行初步研究。現時，顧問公司已經開始就此方面進行相關研究。

65. 召集人邀請政府考慮再行諮詢居民，才將建議提交城規會。

66. 有小組成員認為，「修訂項目 C 項」的改劃對鄰近居民或多或少都會構成影響。此外，她亦希望局方為有關「修訂項目 C5」的「短期」發展計劃提供更詳盡的解釋，並澄清「短期」的實際期限。另一方面，她認為政府應改善青山公路的擠塞問題，完善相關的交通配套，並就有關「將掃管笏路與屯門公路連接」的研究提供資料。

67. 有小組成員認為，青山公路青山灣段擴闊工程只是為應付現時的擠塞情況而進行，與未來的規劃並無關係。此外，有關「將掃管笏路與屯門公路連接」的建議已提出了二十多年，但政府一直未有實行。故此，他希望運輸署為有關研究提供進度方面的資料。

68. 有小組成員表示，由於屯門第 10 區的政府用地的用途為住宅，故有關將擬於「修訂項目 C5」發展的住宅單位改於屯門第 10 區的政府用地進行的建議並不需要提交城規會考慮。他指出，第 10 區附近的屯門診所美沙酮中心由衞生署管轄，其樓宇落成已達 40 多年，建議當局考慮將之搬遷，並於該地作房屋發展。

[此時，召集人需暫時離開會議室，故會議交由區議會副主席繼續主持。工作小組同意此安排。]

69. 有小組成員要求馬副局長作出明確承諾，以確保「修訂項目C5」的發展計劃其任期內不會進行。

70. 有小組成員要求政府正面回應她有關屯門東整體規劃的問題。她表示，政府曾於2008年為屯門東的住宅發展進行研究，並決定將其住宅發展的面積降低達三成。為此，她希望知悉當時政府在屯門東規劃的人口數目估算。此外，為方便參考和比較，她亦希望知道現時政府就有關「修訂項目C項」的改劃所預計的屯門東人口數字估算。另一方面，她對政府在設計青山公路青山灣段擴闊工程時，一併為「將掃管笏路與屯門公路連接」進行初步研究的做法表示歡迎，並建議政府在上述研究未有結果之前，不要就「修訂項目C項」的土地向城規會提交改劃建議。

71. 有列席的議員認為政府應為「修訂項目C項」的改劃進行諮詢。她認為政府應舉行大型諮詢會，全面諮詢居民意見。此外，她指出，「修訂項目C項」的配套設施（例如學校、街市及集體交通運輸工具）不足，故要求政府多關注此方面的工作，以方便現時的當區居民。她亦要求馬副局長就有關收回「修訂項目C5」的發展計劃一事作出澄清，並交代其決定的有效限期。另一方面，她指出，區議會早於2007及2008年已就於「修訂項目C5」興建公園的建議達成共識，故她堅持將該地改劃為休憩用地的訴求。

72. 召集人表示，為能讓市民可以放心，他請馬副局長再次就「修訂項目C5」的發展作出澄清。

73. 馬副局長表示，由於每屆政府均有任期，當局在本屆政府任期內不會改變「修訂項目C5」的土地用途。

74. 規劃署劉專員補充時表示，「修訂項目C5」現時於大綱圖上為沒有指定用途的「政府、機構或社區」用地，規劃署亦沒有收到其他部門就此土地的用途提出發展的意見。此外，他重申，由於屯門東已有足夠的休憩用地，故政府現時並無計劃將「修訂項目C5」之土地用途改為休憩用地。

負責人

75. 他續表示，屯門東現時約有 36,000 人口，而該區現時仍有很多土地可作發展，連帶大綱圖的各項改劃在內，署方預計將來的人口可有約 73,000 人。雖然人口增長，但屯門東佔地甚廣，範圍由三聖、掃管笏一帶伸延至大欖涌，故人口增長並不會只集中於個別地方。

76. 召集人指出，工作小組已就此議題作出深入的討論，各小組成員及列席的議員均已就各項修訂建議提出了意見及查詢，而有關政策局及部門代表亦已作出了詳細回應。若與會人士對有關修訂仍有其他意見，可以再循其他途徑及渠道提出。

77. 有小組成員重申她的建議，要求政府在相關屯荃鐵路的研究未有結果之前，不就「修訂項目 C 項」土地向城規會提交改劃建議。

78. 規劃署劉專員回應時表示，擬議修訂項目並非建基於鐵路運輸及連接掃管笏路與屯門公路。相關研究尚未完成，署方不可能因此而將現時所有工作暫停。雖然如此，署方已經清楚議員的意見，並會就各項建議作出詳細考慮。

79. 召集人表示，工作小組是次討論已有十多位小組成員及列席的區議員表達了意見及提問，他提議政府於短期內向區議會作出書面回應。

80. 規劃署劉專員對召集人的提議表示同意。 規劃署

81. 召集人多謝馬副局長及各部門代表出席是次會議，並就各項意見及提問作出詳細的回應。

III.<u>其他事項</u>

82. 應小組成員就屯門區重點項目計劃中有關「推動青少年發展」項目進度的查詢，屯門民政事務專員表示，自工作小組於 2013 年 11 月舉行會議之後，秘書處已經電郵將由屯門民政處擬備的「邀請夥拍團體簡介」修訂稿及「報章廣告」擬稿送予各工作小組成員參考。截至指定日期，秘書處並沒有收到工作小組成員提出任何意見。現時，屯門民政處正與民政事務總署就一些內部程序進行跟進工作，待有關工作完成後，處方便會安排發出相關的「邀請夥拍團體簡介」及「報章廣告」，並會通知各小組成員。

83. 有小組成員要求處方在發出報章廣告後通知各小組成員，並獲屯門民政事務專員的答允。

負責人

84. 由於小組成員再沒有提出其他事項，召集人於下午 12 時 50 分宣布會議結束。

屯門區議會秘書處
日期：2014 年 2 月 12 日
HAD TM DC/13/35/DC/28 Pt.6

Comparison of site numbering system

Consultation Stage	Current System
A1	A1
A2	A2
A3	A3
A4	A4
A5	A5
B	B1
C1	B2
C2	C1
C3 (Withdrawn)	Retained in AVA as Other Housing Site
C4	C2, C3
C5 (Withdrawn)	Retained in AVA as Other Housing Site
C6	C7
C7	C8
C8	C5
C9	C4
C10	C6
C11	C9
N/A	C10
N/A	C11
N/A	C12
N/A	C13
D1	D1
D2	D2
E	E
F	F
N/A	G

Gist of Consultation Forum on Proposed Amendments to Tuen Mun Outline Zoning Plan – Tuen Mun East

Date :	22 February 2014 (Saturday)
Time:	3:00pm to 6:00pm
Venue:	On Ting/ Yau Oi Community Centre, On Ting Estate, Tuen Mun
Attendance:	
Mr. W S LAU	District Planning Officer/ Tuen Mun and Yuen Long West, Planning Department
Mr. C C LAU	Senior Town Planner/Tuen Mun 1, TMYLWDPO, PlanD
Miss Fiona CHEUNG	Town Planner/Tuen Mun 2, TMYLWDPO, PlanD
Mr. Andrew LEE	Engineer/Housing & Planning/New Territories West, Transport Department
Members of Public	About 50 plus persons (including a TMDC member)

Gist

1. To further collect views of the residents of Tuen Mun East (TME) on the concerned proposed amendments in TME, a consultation forum was held on 22.2.2014. Comments received at the forum are summarised as follow:

2. Most residents who had expressed their views objected to rezoning of sites for housing development in TME and the associated increase in plot ratio (PR). Their concerns were:

Changing the Character of TME

(a) The increase in PR was drastic and would completely change the character of TME from low to medium density to high density. This would adversely affected the quality of their living environment.

(b) The zoning amendments contradicted with previous planning principles and recommendations in previous studies including the HK 2030 and the Tuen Mun East Study.

Adverse Impact on Traffic

(c) Increase in population would worsen traffic congestion on Tuen Mun Road and Castle Peak Road. The widening of Castle Peak Road – Castle Peak Bay project would be unable to resolve traffic congestion.

(d) The public transport services in TME was unsatisfactory and residents had been requesting for mass public transport including Tuen Mun to Tsuen Wan Railway Link, extension of the Light Rail Transit to Tuen

Mun East; and connection of So Kwun Wat Road to Tuen Mun Road to improve accessibility.

Provision of GIC Facilities and Open Space

(e) There was inadequate provision of GIC facilities and open space in TME.

Provision of Commercial Facilities

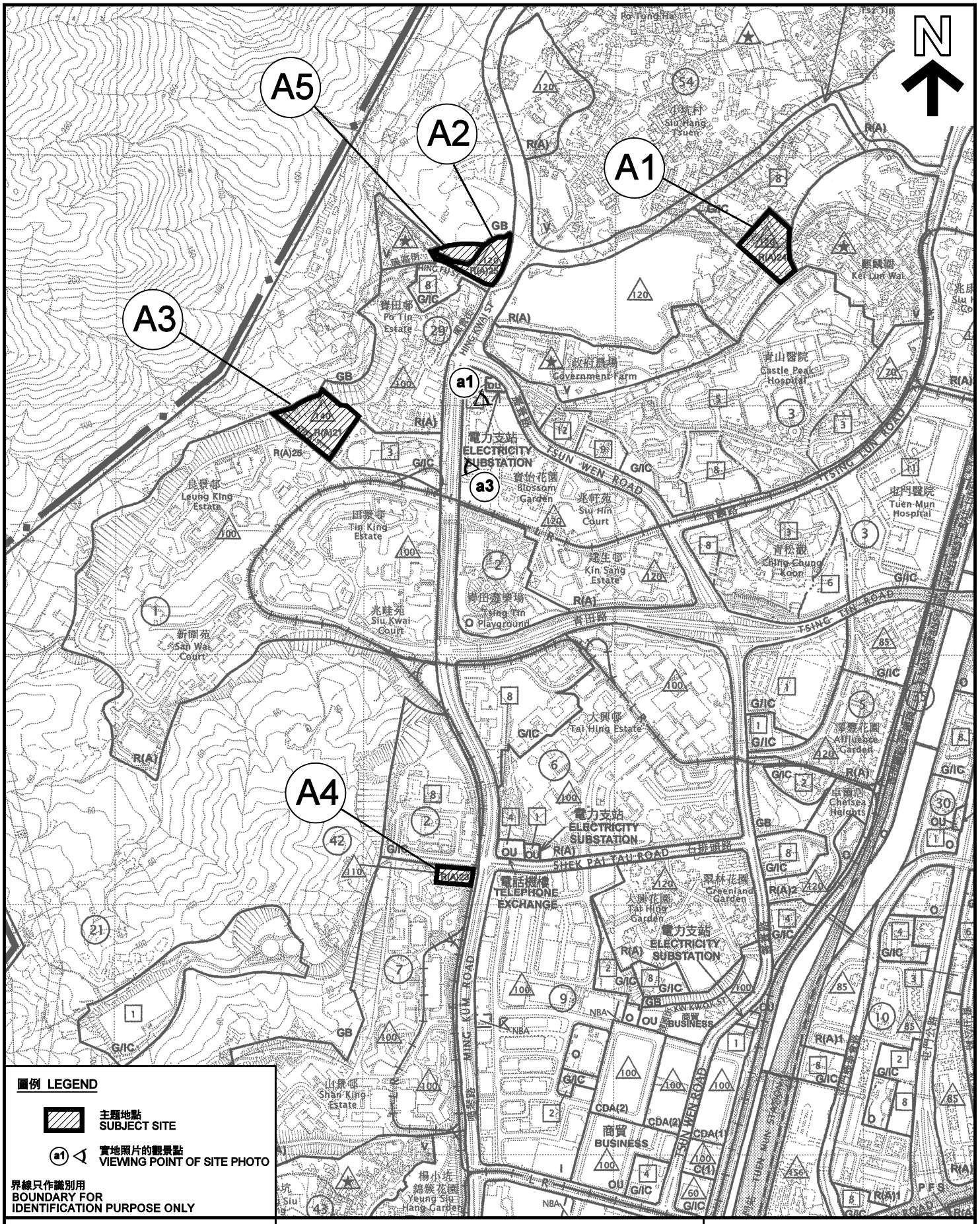
(f) There were too many unwelcome facilities in Tuen Mun, but few good things for residents including employment opportunities in Tuen Mun. There was also a lack of commercial and market facilities to meet the needs of residents in TME.

Inadequate Public Consultation

(g) There was inadequate public consultation and the public consultation period was too short.

Amendment Item B1

3. Attendees who lived in Nerine Cove raised objection to the amendment item B1 (opposite Nerine Cove) in Tuen Mun Central mainly for the reasons of inadequate public transport and traffic facilities; insufficient G/IC facilities and adverse visual and air ventilation impacts.



圖例 LEGEND

主題地點
SUBJECT SITE

實地照片的觀景點
VIEWING POINT OF SITE PHOTO

界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2014年4月19日擬備，
所根據的資料為於2013年3月12日
核准的分區計劃大綱圖編號 S/TM/31
EXTRACT PLAN PREPARED ON 19.4.2014
BASED ON OUTLINE ZONING PLAN No.
S/TM/31 APPROVED ON 12.3.2013

位置圖 LOCATION PLAN

於屯門分區計劃大綱核准圖編號S/TM/31內
擬就屯門土地用途作出修訂
PROPOSED AMENDMENTS TO THE LAND USE ZONINGS
IN TUEN MUN AREA ON THE APPROVED TUEN MUN
OUTLINE ZONING PLAN NO. S/TM/31

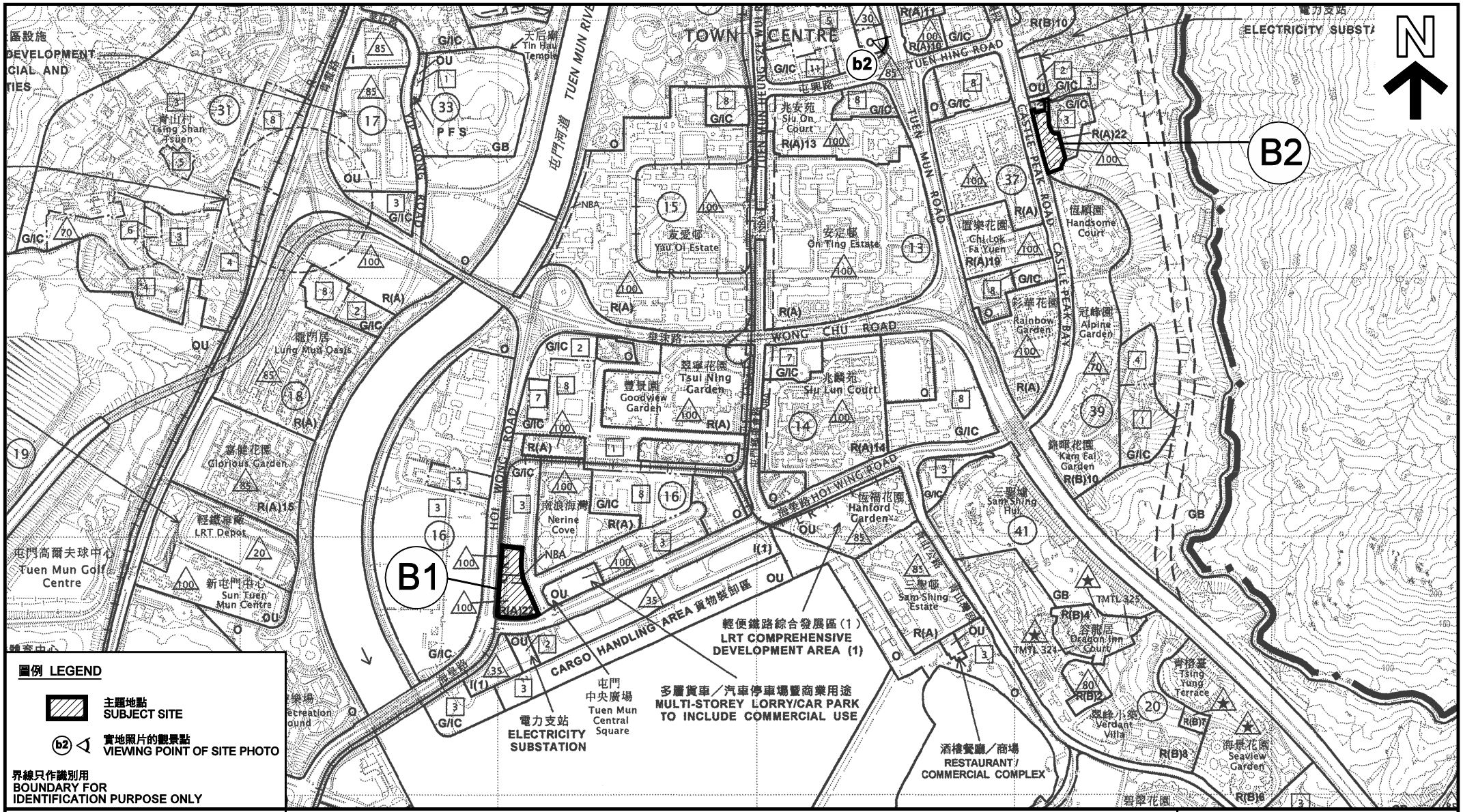
SCALE 1 : 10 000 比例尺

米 METRES 200 0 200 400 米 METRES

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/TM/14/29

圖 PLAN
1a



圖例 LEGEND

主題地點 SUBJECT SITE

b2 實地照片的觀景點 VIEWING POINT OF SITE PHOTO

界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2014年3月19日擬備，
所根據的資料為於2013年3月12日
核准的分區計劃大綱圖編號 S/TM/31
EXTRACT PLAN PREPARED ON 19.3.2014
BASED ON OUTLINE ZONING PLAN No.
S/TM/31 APPROVED ON 12.3.2013

位置圖 LOCATION PLAN

於屯門分區計劃大綱核准圖編號S/TM/31內
擬就屯門土地用途作出修訂
PROPOSED AMENDMENTS TO THE LAND USE ZONINGS
IN TUEN MUN AREA ON THE APPROVED TUEN MUN
OUTLINE ZONING PLAN NO. S/TM/31

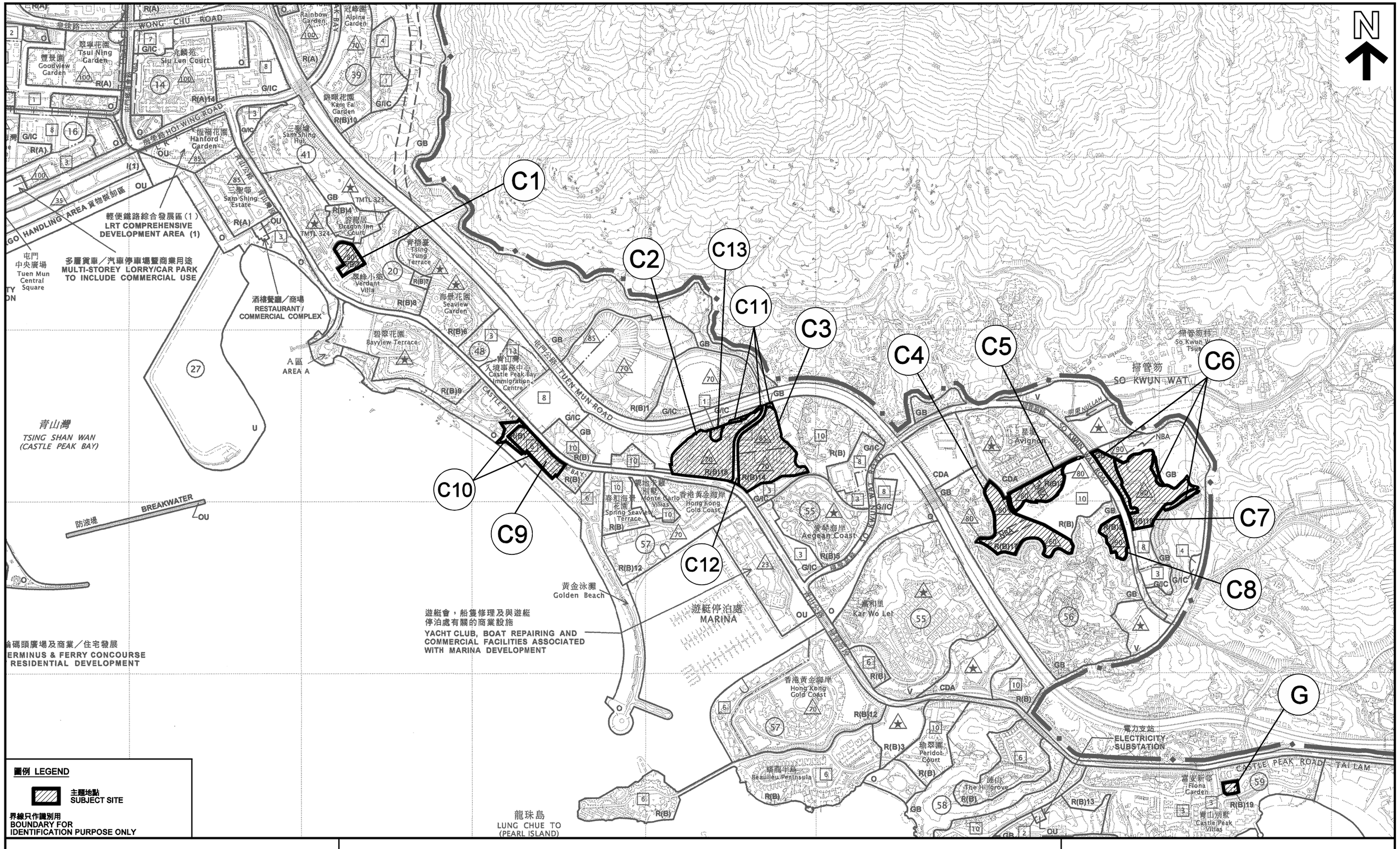
SCALE 1 : 10 000 比例尺

米 METRES 200 0 200 400 米 METRES

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/TM/14/29

圖 PLAN
1b



本摘要圖於2014年4月19日擬備，
所根據的資料為於2013年3月12日
核准的分區計劃大綱圖編號 S/TM/31
EXTRACT PLAN PREPARED ON 19.4.2014
BASED ON OUTLINE ZONING PLAN No.
S/TM/31 APPROVED ON 12.3.2013

位置圖 LOCATION PLAN

於屯門分區計劃大綱核准圖編號S/TM/31內
擬就屯門土地用途作出修訂
PROPOSED AMENDMENTS TO THE LAND USE ZONINGS IN TUEN MUN AREA ON THE APPROVED TUEN MUN OUTLINE ZONING PLAN NO. S/TM/31

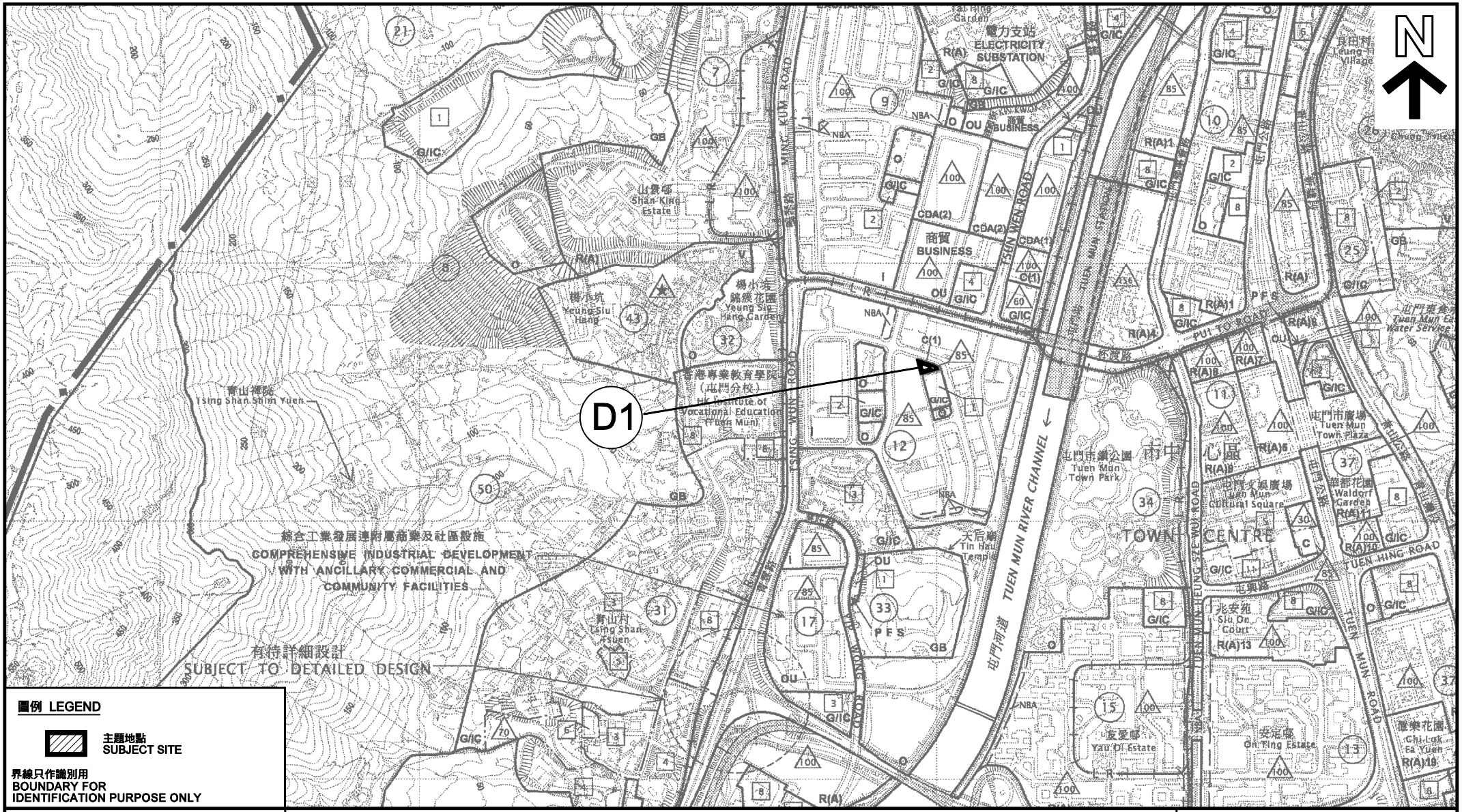
SCALE 1 : 10 000 比例尺

米 METRES 200 0 200 400 米 METRES

規劃署
PLANNING DEPARTMENT

參考編號 REFERENCE No.
M/TM/14/29

圖 PLAN
1c



圖例 LEGEND

主題地點
SUBJECT SITE

界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2014年4月7日擬備，
所根據的資料為於2013年3月12日
核准的分區計劃大綱圖編號 S/TM/31
EXTRACT PLAN PREPARED ON 7.4.2014
BASED ON OUTLINE ZONING PLAN No.
S/TM/31 APPROVED ON 12.3.2013

位置圖 LOCATION PLAN

於屯門分區計劃大綱核准圖編號S/TM/31內
擬就屯門土地用途作出修訂
PROPOSED AMENDMENTS TO THE LAND USE ZONINGS
IN TUEN MUN AREA ON THE APPROVED TUEN MUN
OUTLINE ZONING PLAN NO. S/TM/31

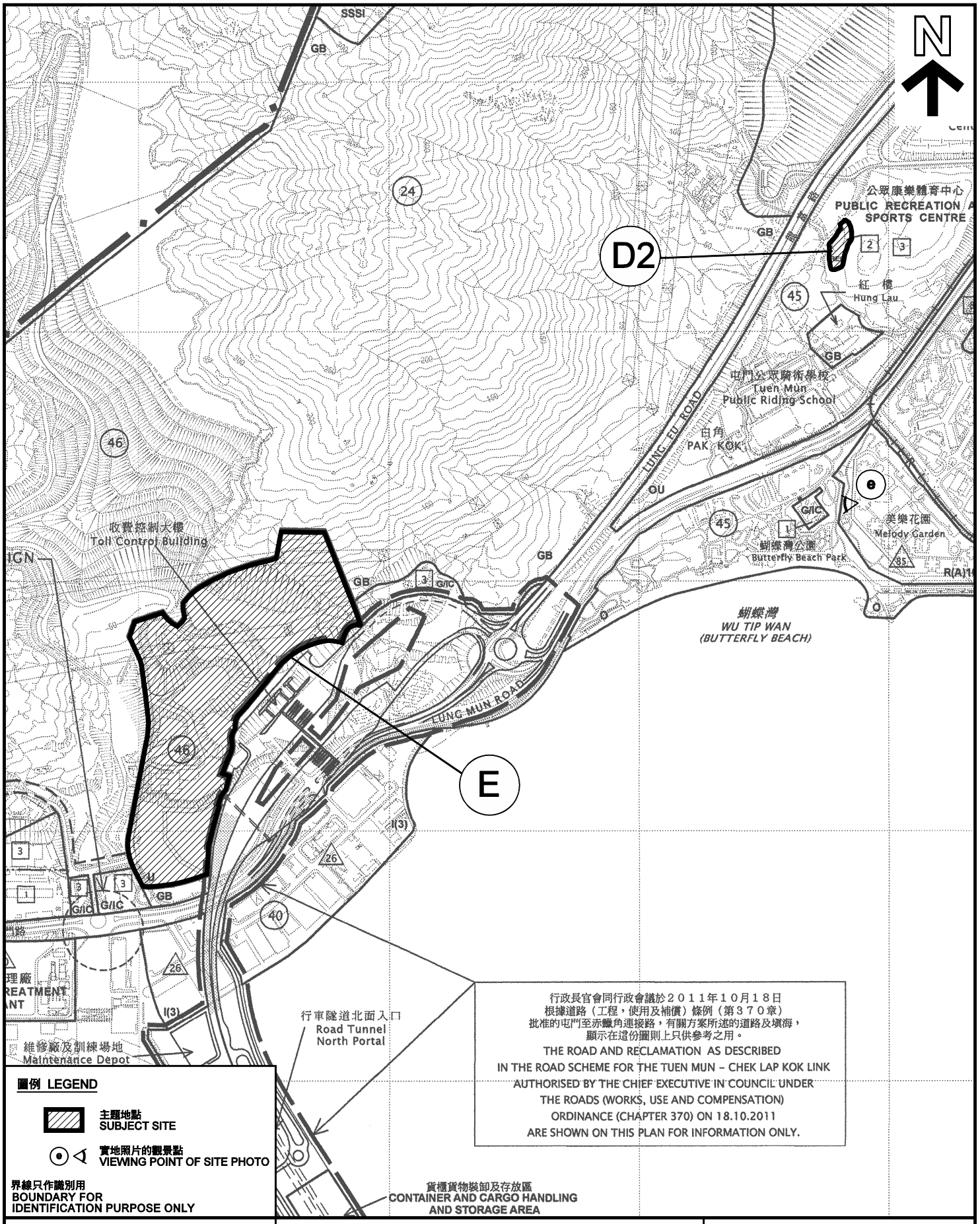
SCALE 1 : 10 000 比例尺

米 METRES 200 0 200 400 米 METRES

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/TM/14/29

圖 PLAN
1d



行政長官會同行政會議於２０１１年１０月１８日
根據道路（工程，使用及補償）條例（第３７０章）
批准的屯門至赤鱲角連接路，有關方案所述的道路及填海，
顯示在這份圖則上只供參考之用。
THE ROAD AND RECLAMATION AS DESCRIBED
IN THE ROAD SCHEME FOR THE TUEN MUN – CHEK LAP KOK LINK
AUTHORISED BY THE CHIEF EXECUTIVE IN COUNCIL UNDER
THE ROADS (WORKS, USE AND COMPENSATION)
ORDINANCE (CHAPTER 370) ON 18.10.2011
ARE SHOWN ON THIS PLAN FOR INFORMATION ONLY.

圖例 LEGEND

主題地點
SUBJECT SITE

實地照片的觀景點
VIEWING POINT OF SITE PHOTO

界線只作識別用
BOUNDARY FOR
IDENTIFICATION PURPOSE ONLY

本摘要圖於2014年4月19日擬備，
所根據的資料為於2013年3月12日
核准的分區計劃大綱圖編號 S/TM/31
EXTRACT PLAN PREPARED ON 19.4.2014
BASED ON OUTLINE ZONING PLAN No.
S/TM/31 APPROVED ON 12.3.2013

位置圖 LOCATION PLAN

於屯門分區計劃大綱核准圖編號S/TM/31內
擬就屯門土地用途作出修訂
PROPOSED AMENDMENTS TO THE LAND USE ZONINGS
IN TUEN MUN AREA ON THE APPROVED TUEN MUN
OUTLINE ZONING PLAN NO. S/TM/31

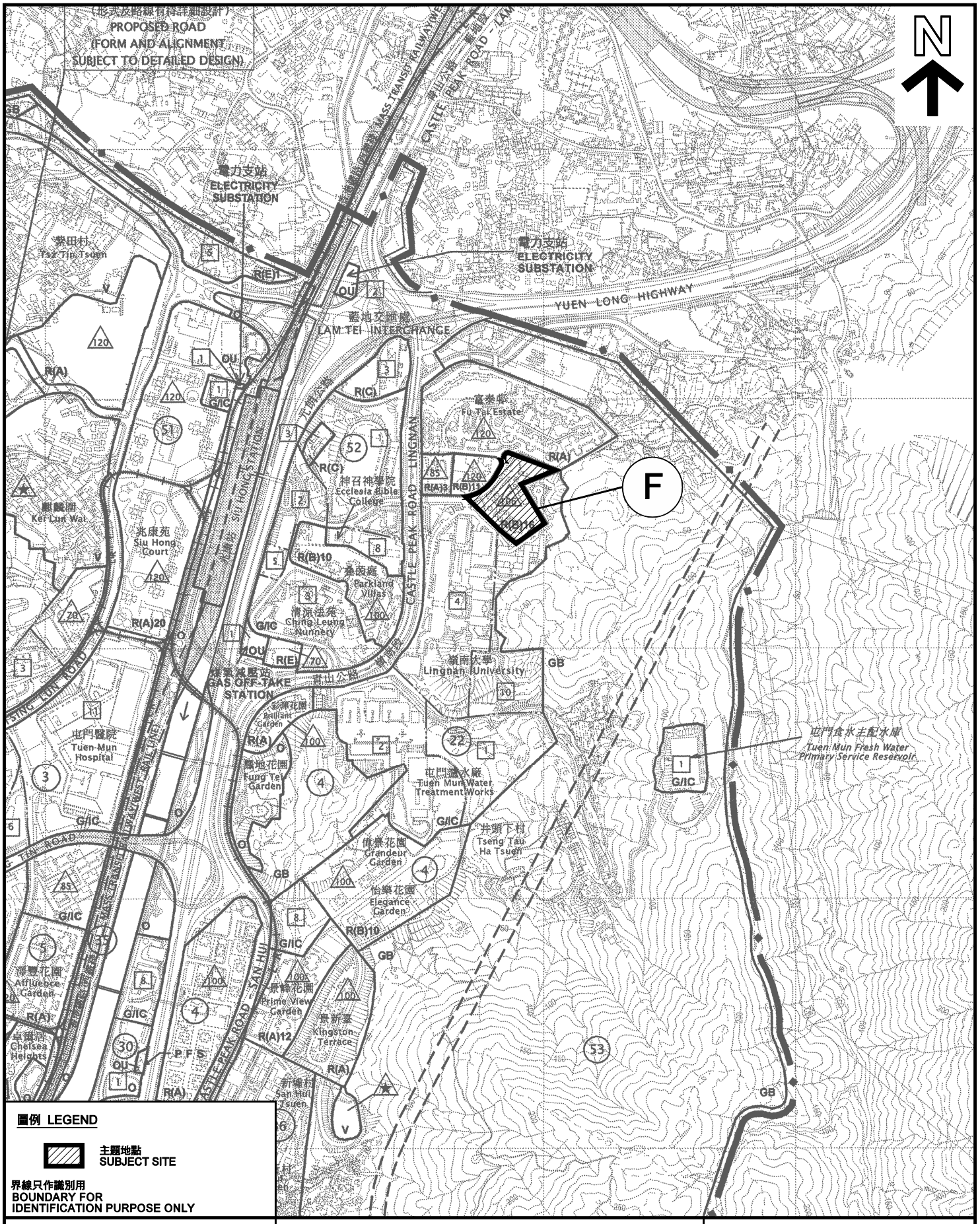
SCALE 1 : 10 000 比例尺

米 METRES 200 0 200 400 米 METRES

規劃署
PLANNING
DEPARTMENT

參考編號
REFERENCE No.
M/TM/14/29

圖 PLAN
1e



圖例 LEGEND

主題地點
SUBJECT SITE

界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2014年4月19日擬備，
所根據的資料為於2013年3月12日
核准的分區計劃大綱圖編號 S/TM/31
EXTRACT PLAN PREPARED ON 19.4.2014
BASED ON OUTLINE ZONING PLAN No.
S/TM/31 APPROVED ON 12.3.2013

位置圖 LOCATION PLAN

於屯門分區計劃大綱核准圖編號S/TM/31內
擬就屯門土地用途作出修訂
PROPOSED AMENDMENTS TO THE LAND USE ZONINGS
IN TUEN MUN AREA ON THE APPROVED TUEN MUN
OUTLINE ZONING PLAN NO. S/TM/31

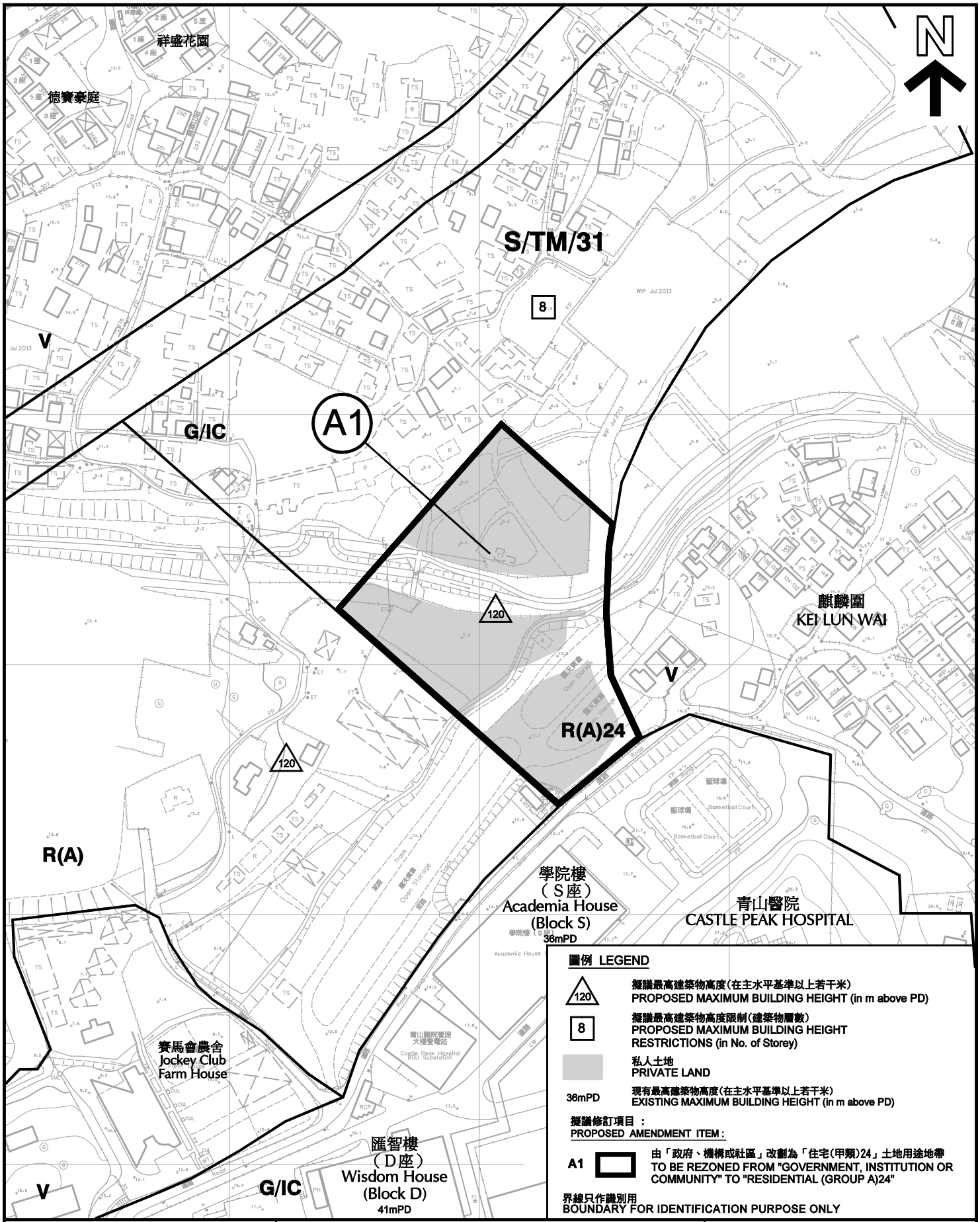
SCALE 1 : 10 000 比例尺

米 METRES 200 0 200 400 米 METRES

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/TM/14/29

圖 PLAN
1f



本摘要圖於2014年4月21日擬備，所根據的資料為測量圖編號 6-NW-21C
EXTRACT PLAN PREPARED ON 21.4.2014 BASED ON SURVEY SHEET No. 6-NW-21C

平面圖 SITE PLAN

屯門分區計劃大綱圖編號S/TM/31的擬議修訂 - 項目A1

PROPOSED AMENDMENTS TO TUEN MUN OUTLINE ZONING PLAN No. S/TM/31 - ITEM A1

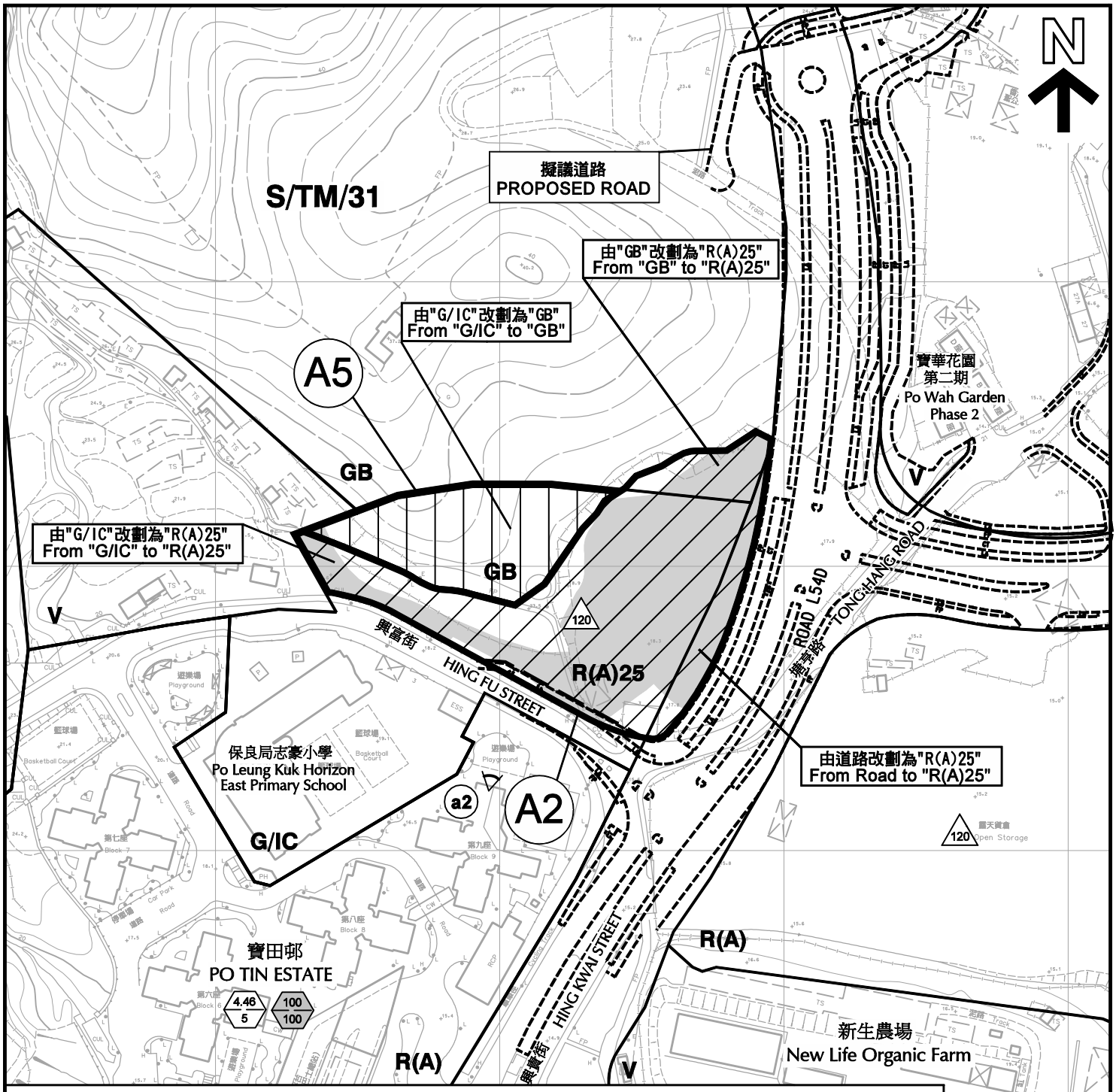
SCALE 1 : 2 000 比例尺

米 METRES 40 0 40 80 米 METRES

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/TM/14/29

圖 PLAN
2a



圖例 LEGEND

120 擬議最高建築物高度(在主水平基準以上若干米)
PROPOSED MAXIMUM BUILDING HEIGHT
(in m above PD)

a2 實地照片的觀景點
VIEWING POINT OF SITE PHOTO

4.46 / 5 現有地積比率
EXISTING PLOT RATIO
分區計劃大綱圖上列明之地積比率限制
PLOT RATIO RESTRICTION UNDER OZP

100 / 100 現有建築物高度(在主水平基準以上若干米)
EXISTING BUILDING HEIGHT (in m above PD)
分區計劃大綱圖上列明之最高建築物高度限制(在主水平基準以上若干米)
MAXIMUM BUILDING HEIGHT RESTRICTION UNDER OZP
(in m above PD)

私人土地
PRIVATE LAND

擬議修訂項目：
PROPOSED AMENDMENT ITEM :

A2 由「政府、機構或社區」、「綠化地帶」及道路改劃為「住宅(甲類)25」土地用途地帶
TO BE REZONED FROM "GOVERNMENT, INSTITUTION OR COMMUNITY", "GREEN BELT" AND ROAD, TO "RESIDENTIAL (GROUP A)25"

發展地盤面積
DEVELOPMENT SITE AREA

A5 由「政府、機構或社區」改劃為「綠化地帶」土地用途地帶
TO BE REZONED FROM "GOVERNMENT, INSTITUTION OR COMMUNITY" TO "GREEN BELT"

界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2014年4月21日擬備，所根據的
資料為測量圖編號 5-NE-25D
EXTRACT PLAN PREPARED ON 21.4.2014
BASED ON SURVEY SHEET No. 5-NE-25D

平面圖 SITE PLAN

屯門分區計劃大綱圖編號S/TM/31的擬議修訂
- 項目A2及A5

PROPOSED AMENDMENTS TO TUEN MUN
OUTLINE ZONING PLAN No. S/TM/31
- ITEMS A2 AND A5

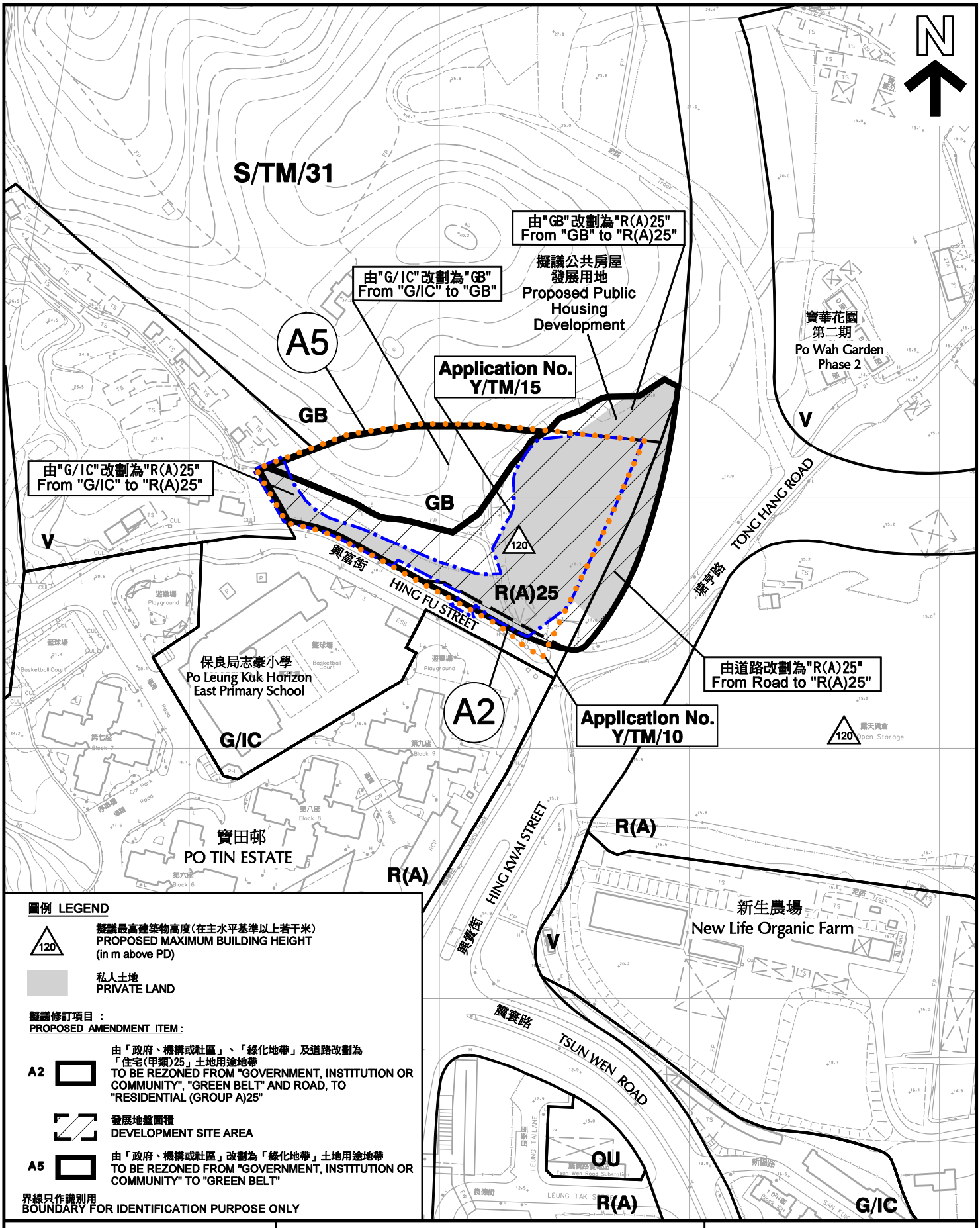
SCALE 1 : 2 000 比例尺

米 METRES 40 0 40 80 米 METRES

規劃署
PLANNING
DEPARTMENT

參考編號
REFERENCE No.
M/TM/14/29

圖 PLAN
2b



圖例 LEGEND

120 擬議最高建築物高度(在主水平基準以上若干米)
PROPOSED MAXIMUM BUILDING HEIGHT
(in m above PD)

私人土地
PRIVATE LAND

擬議修訂項目：
PROPOSED AMENDMENT ITEM :

A2 由「政府、機構或社區」、「綠化地帶」及道路改劃為「住宅(甲類)25」土地用途地帶
TO BE REZONED FROM "GOVERNMENT, INSTITUTION OR COMMUNITY", "GREEN BELT" AND ROAD, TO "RESIDENTIAL (GROUP A)25"

發展地盤面積
DEVELOPMENT SITE AREA

A5 由「政府、機構或社區」改劃為「綠化地帶」土地用途地帶
TO BE REZONED FROM "GOVERNMENT, INSTITUTION OR COMMUNITY" TO "GREEN BELT"

界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2014年4月17日擬備，所根據的資料為測量圖編號 5-NE-25D
EXTRACT PLAN PREPARED ON 17.4.2014
BASED ON SURVEY SHEET No. 5-NE-25D

平面圖 SITE PLAN

屯門分區計劃大綱圖編號S/TM/31的擬議修訂
- 項目A2及A5

PROPOSED AMENDMENTS TO TUEN MUN OUTLINE ZONING PLAN No. S/TM/31
- ITEMS A2 AND A5

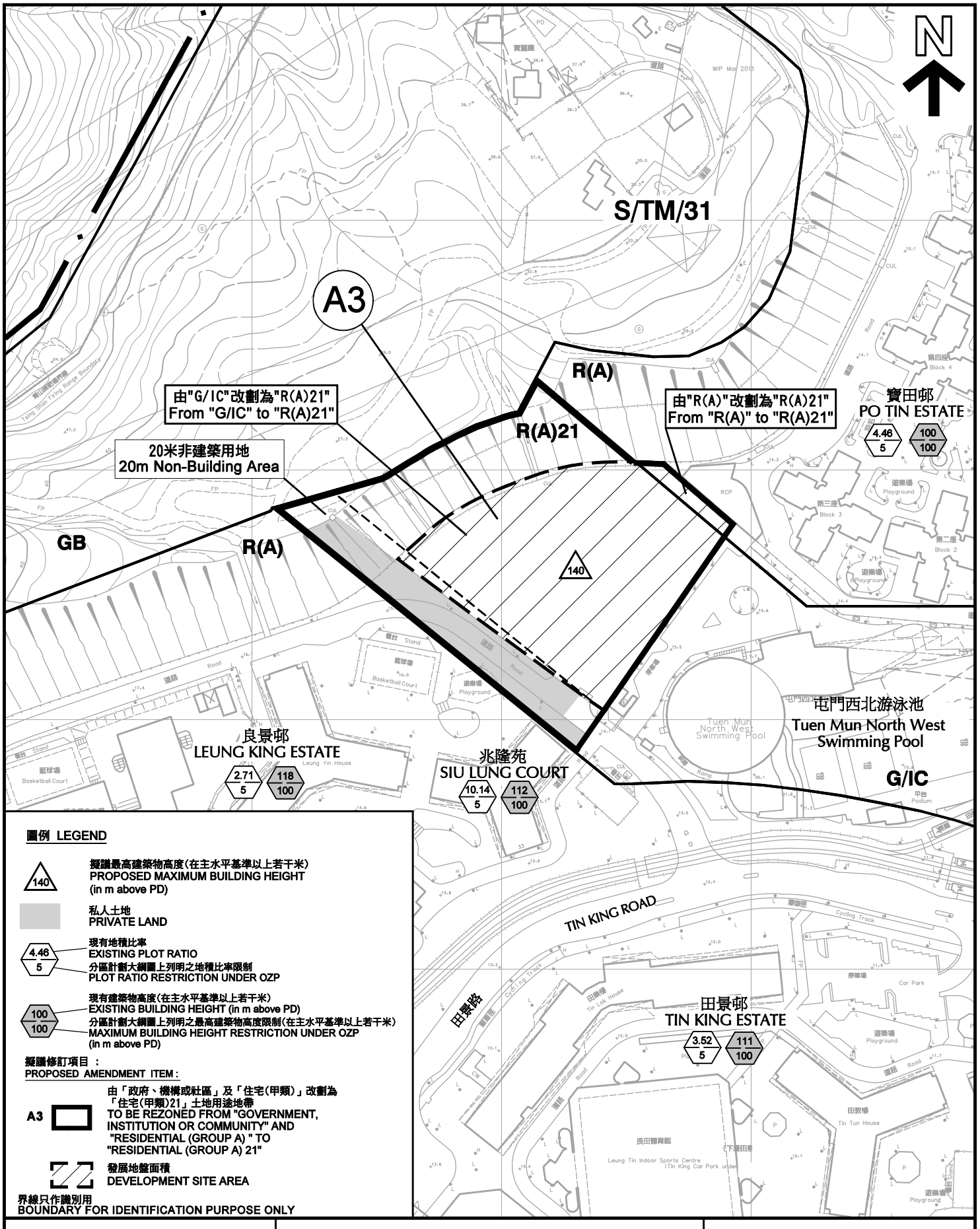
SCALE 1 : 2 000 比例尺

米 METRES 40 0 40 80 米 METRES

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/TM/14/29

圖 PLAN
2b-1



圖例 LEGEND

140 — 擬議最高建築物高度(在主水平基準以上若干米)
PROPOSED MAXIMUM BUILDING HEIGHT (in m above PD)

私人土地
PRIVATE LAND

4.46 / 5 — 現有地積比率 EXISTING PLOT RATIO / 分區計劃大綱圖上列明之地積比率限制 PLOT RATIO RESTRICTION UNDER OZP

100 / 100 — 現有建築物高度(在主水平基準以上若干米) EXISTING BUILDING HEIGHT (in m above PD) / 分區計劃大綱圖上列明之最高建築物高度限制(在主水平基準以上若干米) MAXIMUM BUILDING HEIGHT RESTRICTION UNDER OZP (in m above PD)

擬議修訂項目 :
PROPOSED AMENDMENT ITEM :

A3 — 由「政府、機構或社區」及「住宅(甲類)」改劃為「住宅(甲類)21」土地用途地帶
TO BE REZONED FROM "GOVERNMENT, INSTITUTION OR COMMUNITY" AND "RESIDENTIAL (GROUP A) " TO "RESIDENTIAL (GROUP A) 21"

發展地盤面積
DEVELOPMENT SITE AREA

界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2014年4月21日擬備，所根據的資料為測量圖編號 5-NE-25C、D、5-SE-5A及B
EXTRACT PLAN PREPARED ON 21.4.2014 BASED ON SURVEY SHEET No. 5-NE-25C, D, 5-SE-5A & B

平面圖 SITE PLAN

屯門分區計劃大綱圖編號S/TM/31的擬議修訂
- 項目A3

PROPOSED AMENDMENTS TO TUEN MUN OUTLINE ZONING PLAN No. S/TM/31
- ITEM A3

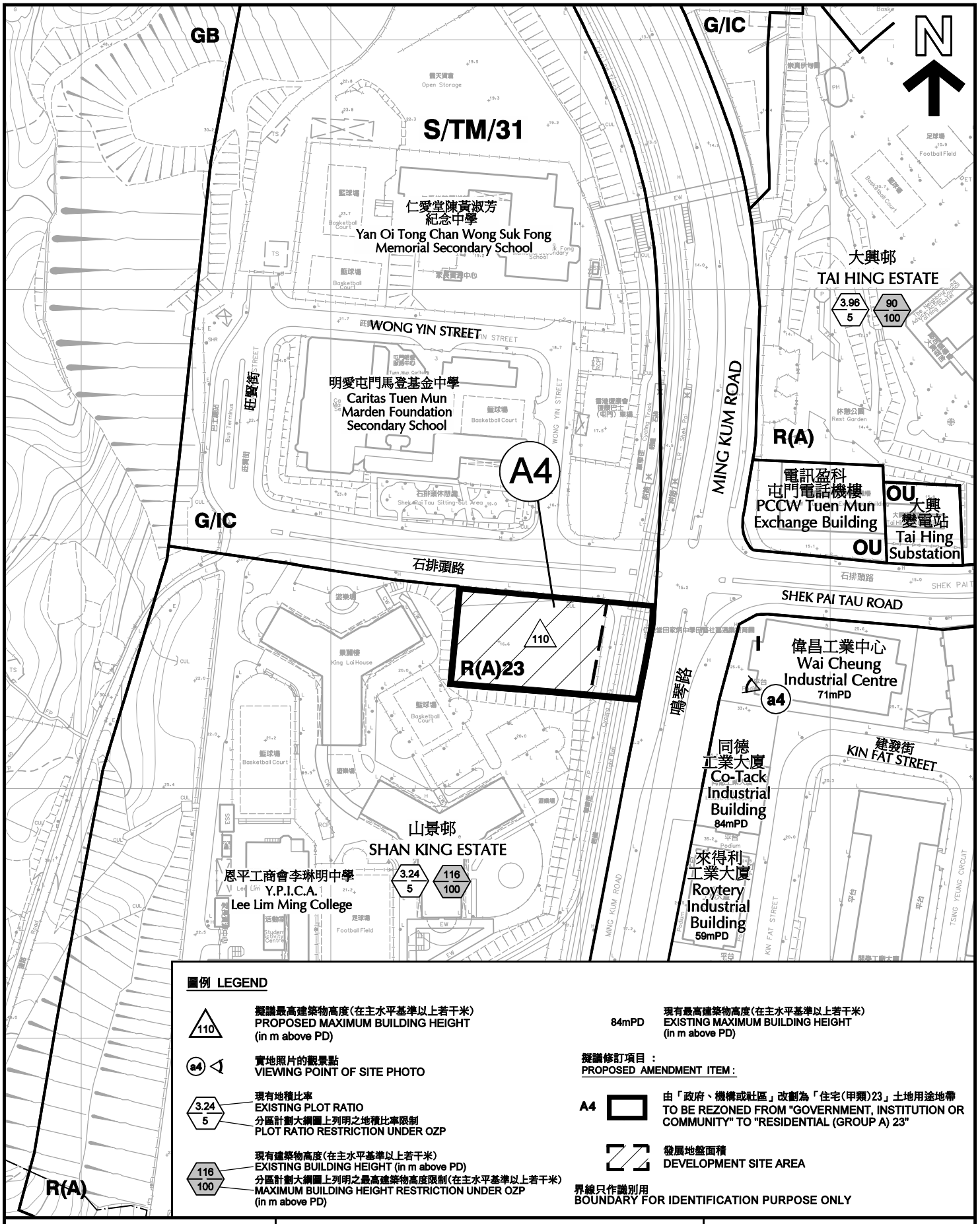
SCALE 1 : 2 000 比例尺

米 METRES 40 0 40 80 米 METRES

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/TM/14/29

圖 PLAN
2c



圖例 LEGEND

110 — 擬議最高建築物高度(在主水平基準以上若干米)
PROPOSED MAXIMUM BUILDING HEIGHT (in m above PD)

84mPD — 現有最高建築物高度(在主水平基準以上若干米)
EXISTING MAXIMUM BUILDING HEIGHT (in m above PD)

a4 — 實地照片的觀景點
VIEWING POINT OF SITE PHOTO

擬議修訂項目：
PROPOSED AMENDMENT ITEM :

3.24 / 5 — 現有地積比率
EXISTING PLOT RATIO
分區計劃大綱圖上列明之地積比率限制
PLOT RATIO RESTRICTION UNDER OZP

A4 — 由「政府、機構或社區」改劃為「住宅(甲類)23」土地用途地帶
TO BE REZONED FROM "GOVERNMENT, INSTITUTION OR COMMUNITY" TO "RESIDENTIAL (GROUP A) 23"

116 / 100 — 現有建築物高度(在主水平基準以上若干米)
EXISTING BUILDING HEIGHT (in m above PD)
分區計劃大綱圖上列明之最高建築物高度限制(在主水平基準以上若干米)
MAXIMUM BUILDING HEIGHT RESTRICTION UNDER OZP (in m above PD)

發展地盤面積
DEVELOPMENT SITE AREA

界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2014年4月21日擬備，所根據的資料為測量圖編號 5-SE-5D
EXTRACT PLAN PREPARED ON 21.4.2014 BASED ON SURVEY SHEET No. 5-SE-5D

平面圖 SITE PLAN

屯門分區計劃大綱圖編號S/TM/31的擬議修訂 - 項目A4

PROPOSED AMENDMENTS TO TUEN MUN OUTLINE ZONING PLAN No. S/TM/31 - ITEM A4

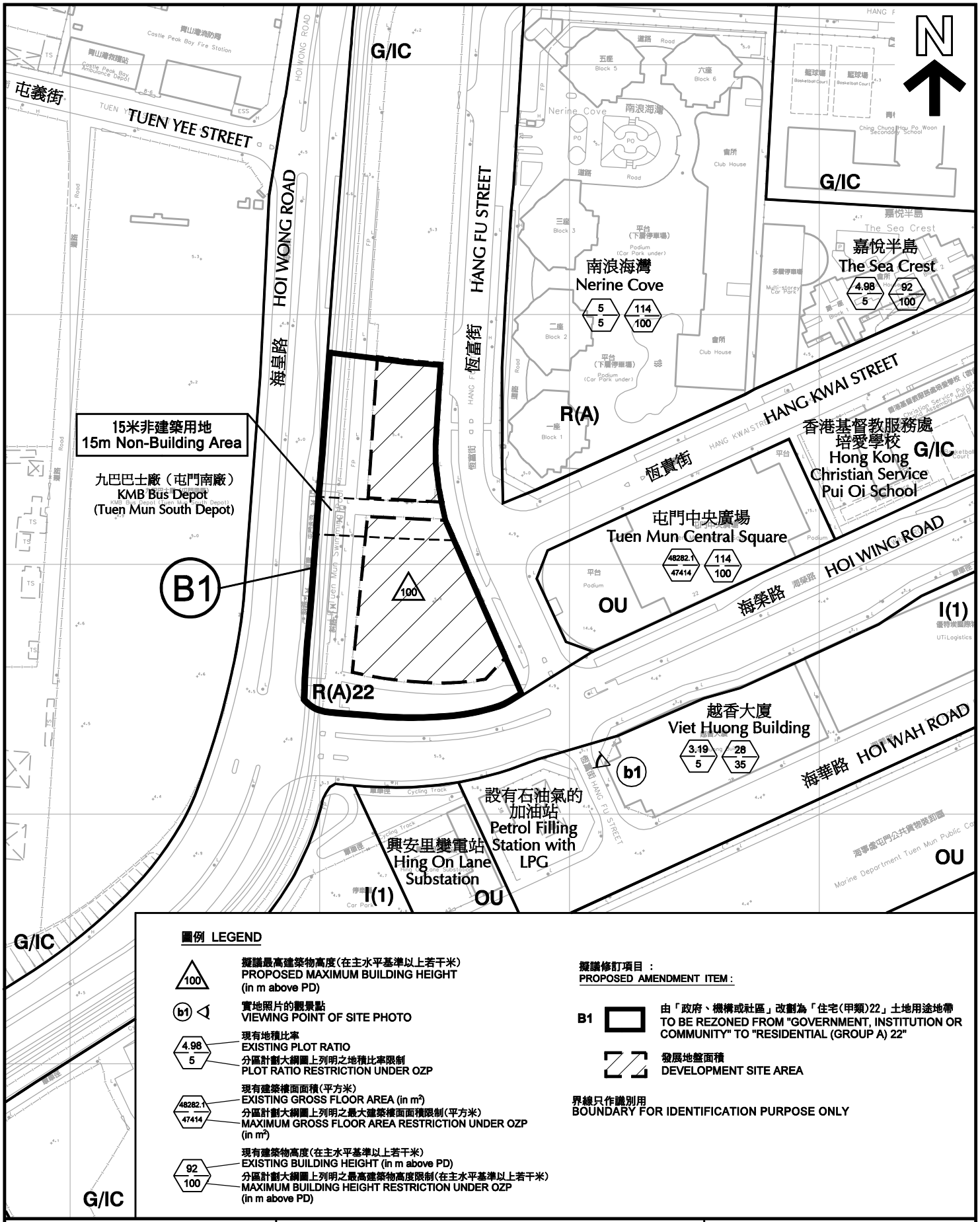
SCALE 1 : 2 000 比例尺

米 METRES 40 0 40 80 米 METRES

規劃署
PLANNING DEPARTMENT

參考編號 REFERENCE No. M/TM/14/29

圖 PLAN 2d



圖例 LEGEND

100 — 擬議最高建築物高度(在主水平基準以上若干米)
PROPOSED MAXIMUM BUILDING HEIGHT
(in m above PD)

b1 — 實地照片的觀景點
VIEWING POINT OF SITE PHOTO

4.98 / 5 — 現有地積比率
EXISTING PLOT RATIO
分區計劃大綱圖上列明之地積比率限制
PLOT RATIO RESTRICTION UNDER OZP

48282.1 / 47414 — 現有建築樓面面積(平方米)
EXISTING GROSS FLOOR AREA (in m²)
分區計劃大綱圖上列明之最大建築樓面面積限制(平方米)
MAXIMUM GROSS FLOOR AREA RESTRICTION UNDER OZP
(in m²)

92 / 100 — 現有建築物高度(在主水平基準以上若干米)
EXISTING BUILDING HEIGHT (in m above PD)
分區計劃大綱圖上列明之最高建築物高度限制(在主水平基準以上若干米)
MAXIMUM BUILDING HEIGHT RESTRICTION UNDER OZP
(in m above PD)

擬議修訂項目：
PROPOSED AMENDMENT ITEM :

B1 — 由「政府、機構或社區」改劃為「住宅(甲類)22」土地用途地帶
TO BE REZONED FROM "GOVERNMENT, INSTITUTION OR COMMUNITY" TO "RESIDENTIAL (GROUP A) 22"

發展地盤面積
DEVELOPMENT SITE AREA

界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2014年4月23日擬備，所根據的資料為測量圖編號 5-SE-15B、D、6-SW-11A及C
EXTRACT PLAN PREPARED ON 23.4.2014 BASED ON SURVEY SHEETS No. 5-SE-15B, D, 6-SW-11A & C

平面圖 SITE PLAN

屯門分區計劃大綱圖編號S/TM/31的擬議修訂
- 項目B1

PROPOSED AMENDMENTS TO TUEN MUN OUTLINE ZONING PLAN No. S/TM/31
- ITEM B1

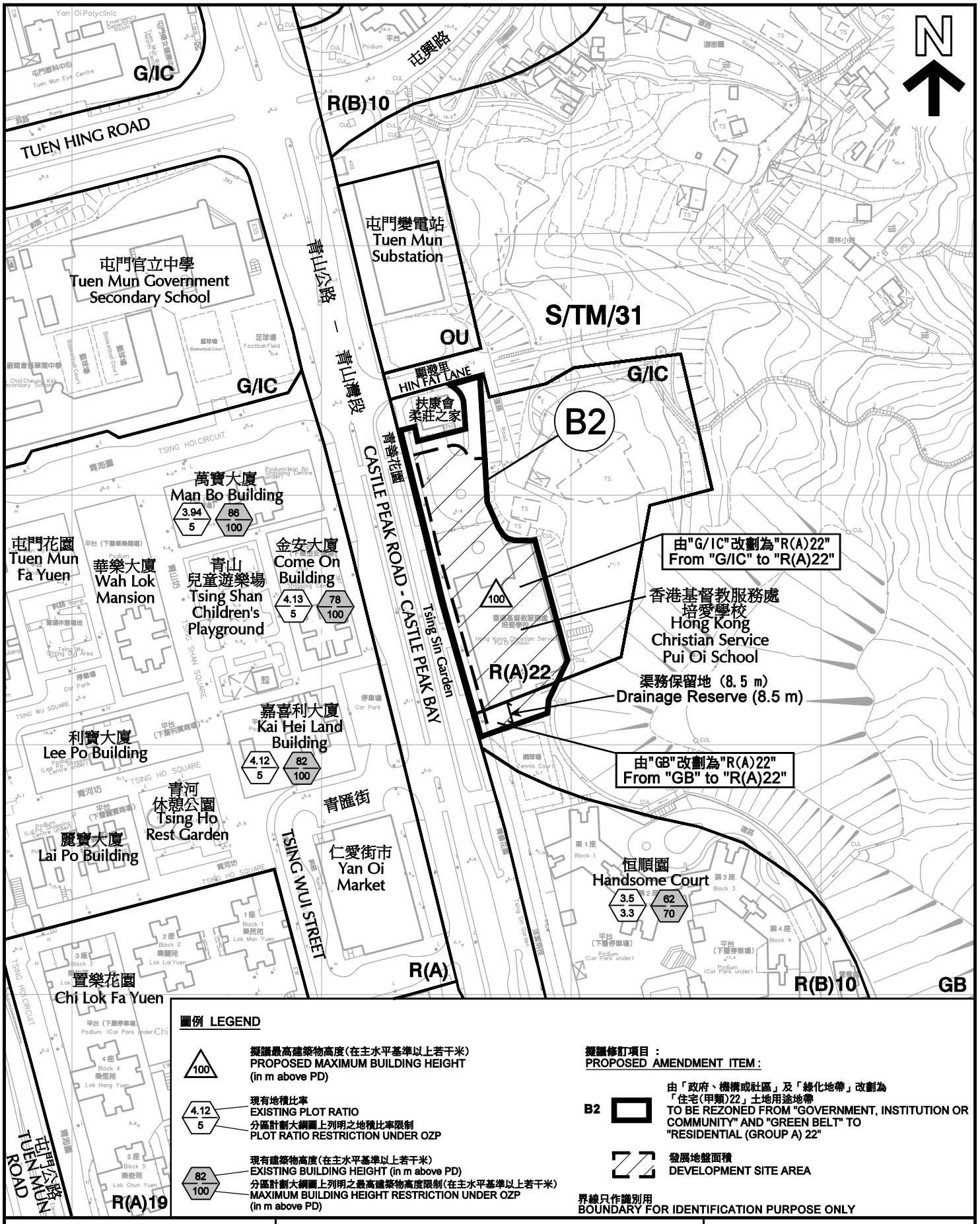
SCALE 1 : 2 000 比例尺

米 METRES 40 0 40 80 米 METRES

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/TM/14/29

圖 PLAN
2e



圖例 LEGEND

100 — 擬議最高建築物高度(在主水平基準以上若干米)
PROPOSED MAXIMUM BUILDING HEIGHT (in m above PD)

4.12 / 5 — 現有地積比率 EXISTING PLOT RATIO / 分區計劃大綱圖上列明之地積比率限制 PLOT RATIO RESTRICTION UNDER OZP

82 / 100 — 現有建築物高度(在主水平基準以上若干米) EXISTING BUILDING HEIGHT (in m above PD) / 分區計劃大綱圖上列明之最高建築物高度限制(在主水平基準以上若干米) MAXIMUM BUILDING HEIGHT RESTRICTION UNDER OZP (in m above PD)

擬議修訂項目：
PROPOSED AMENDMENT ITEM :

B2 — 由「政府、機構或社區」及「綠化地帶」改劃為「住宅(甲類)22」土地用途地帶
TO BE REZONED FROM "GOVERNMENT, INSTITUTION OR COMMUNITY" AND "GREEN BELT" TO "RESIDENTIAL (GROUP A) 22"

發展地盤面積
DEVELOPMENT SITE AREA

界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2014年4月21日擬備，所根據的資料為測量圖編號 6-SW-6D
EXTRACT PLAN PREPARED ON 21.4.2014 BASED ON SURVEY SHEETS No. 6-SW-6D

平面圖 SITE PLAN

屯門分區計劃大綱圖編號S/TM/31的擬議修訂 - 項目B2
PROPOSED AMENDMENTS TO TUEN MUN OUTLINE ZONING PLAN No. S/TM/31 - ITEM B2

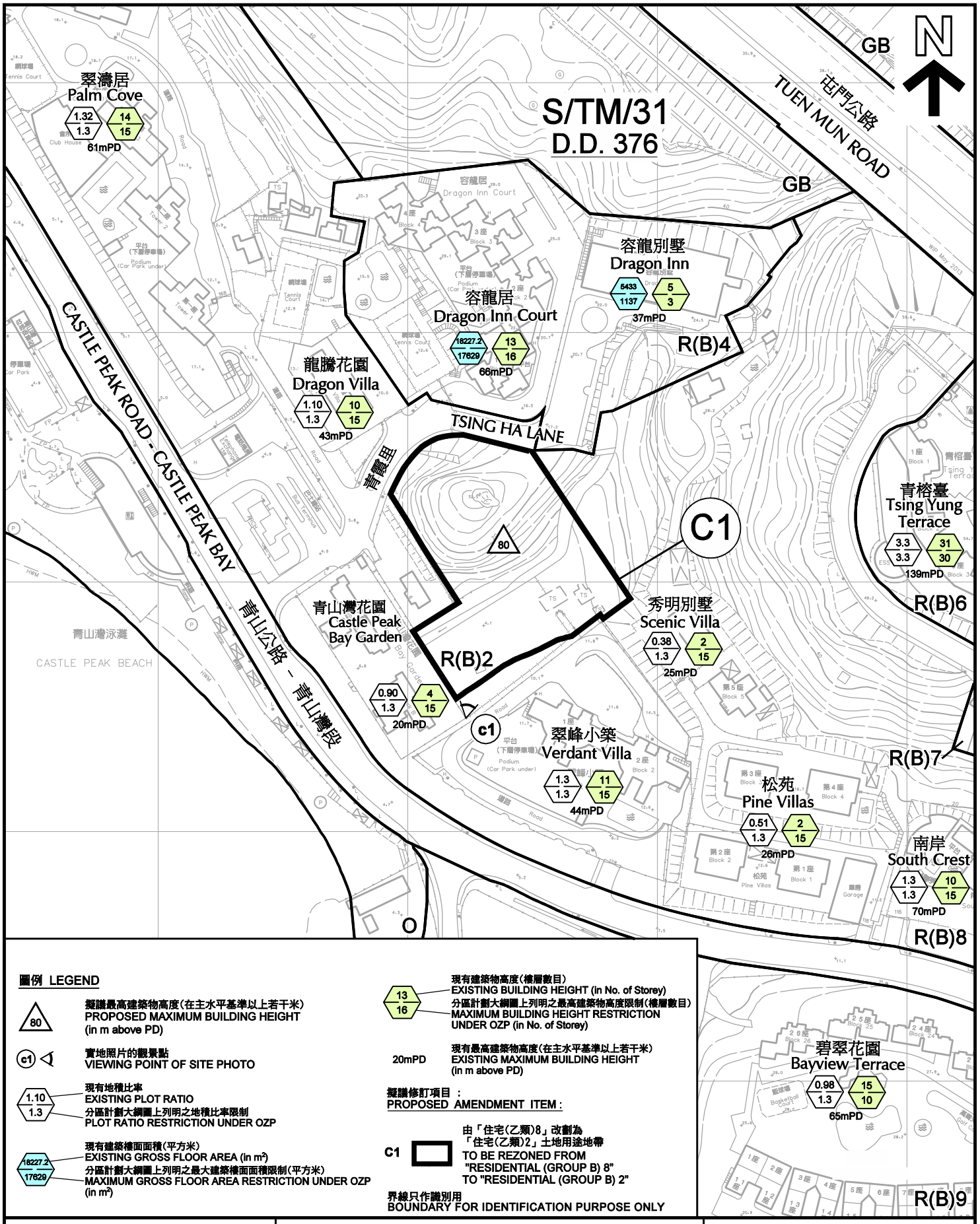
SCALE 1 : 2 000 比例尺

米 METRES 40 0 40 80 米 METRES

規劃署
PLANNING DEPARTMENT

參考編號 REFERENCE No.
M/TM/14/29

圖 PLAN
2f



圖例 LEGEND

- 80 — 擬議最高建築物高度(在主水平基準以上若干米) PROPOSED MAXIMUM BUILDING HEIGHT (in m above PD)
- c1 — 實地照片的觀景點 VIEWING POINT OF SITE PHOTO
- 1.10 / 1.3 — 現有地積比率 EXISTING PLOT RATIO; 分區計劃大綱圖上列明之地積比率限制 PLOT RATIO RESTRICTION UNDER OZP
- 18227.2 / 17629 — 現有建築樓面面積(平方米) EXISTING GROSS FLOOR AREA (in m²); 分區計劃大綱圖上列明之最大建築樓面面積限制(平方米) MAXIMUM GROSS FLOOR AREA RESTRICTION UNDER OZP (in m²)
- 13 / 16 — 現有建築物高度(樓層數目) EXISTING BUILDING HEIGHT (in No. of Storey); 分區計劃大綱圖上列明之最高建築物高度限制(樓層數目) MAXIMUM BUILDING HEIGHT RESTRICTION UNDER OZP (in No. of Storey)
- 20mPD — 現有最高建築物高度(在主水平基準以上若干米) EXISTING MAXIMUM BUILDING HEIGHT (in m above PD)

擬議修訂項目 : PROPOSED AMENDMENT ITEM :

- C1 — 由「住宅(乙類)8」改劃為「住宅(乙類)2」土地用途地帶 TO BE REZONED FROM "RESIDENTIAL (GROUP B) 8" TO "RESIDENTIAL (GROUP B) 2"

界線只作識別用 BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2014年3月21日擬備，所根據的資料為測量圖編號 6-SW-11D
EXTRACT PLAN PREPARED ON 21.3.2014 BASED ON SURVEY SHEET No. 6-SW-11D

平面圖 SITE PLAN

屯門分區計劃大綱圖編號S/TM/31的擬議修訂 - 項目C1

PROPOSED AMENDMENTS TO TUEN MUN OUTLINE ZONING PLAN No. S/TM/31 - ITEM C1

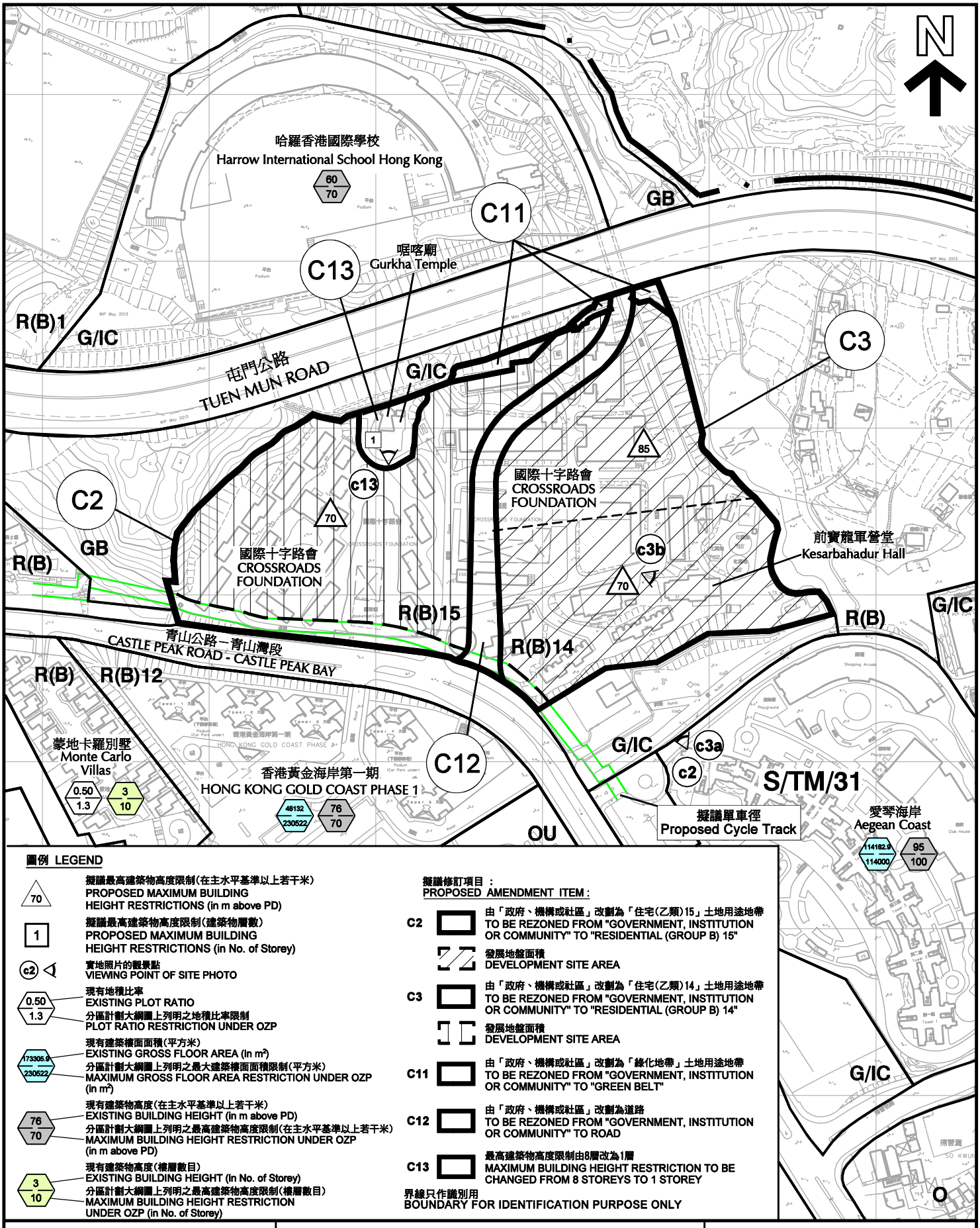
SCALE 1 : 2 000 比例尺

米 METRES 40 0 40 80 米 METRES

規劃署 PLANNING DEPARTMENT

參考編號 REFERENCE No. M/TM/14/29

圖 PLAN 2g



圖例 LEGEND

- 70 — 擬議最高建築物高度限制(在主水平基準以上若干米) PROPOSED MAXIMUM BUILDING HEIGHT RESTRICTIONS (in m above PD)
- 1 — 擬議最高建築物高度限制(建築物層數) PROPOSED MAXIMUM BUILDING HEIGHT RESTRICTIONS (in No. of Storey)
- c2 — 實地照片的觀景點 VIEWING POINT OF SITE PHOTO
- 0.50 / 1.3 — 現有地積比率 EXISTING PLOT RATIO; 分區計劃大綱圖上列明之地積比率限制 PLOT RATIO RESTRICTION UNDER OZP
- 173305.6 / 230522 — 現有建築樓面面積(平方米) EXISTING GROSS FLOOR AREA (in m²); 分區計劃大綱圖上列明之最大建築樓面面積限制(平方米) MAXIMUM GROSS FLOOR AREA RESTRICTION UNDER OZP (in m²)
- 76 / 70 — 現有建築物高度(在主水平基準以上若干米) EXISTING BUILDING HEIGHT (in m above PD); 分區計劃大綱圖上列明之最高建築物高度限制(在主水平基準以上若干米) MAXIMUM BUILDING HEIGHT RESTRICTION UNDER OZP (in m above PD)
- 3 / 10 — 現有建築物高度(樓層數目) EXISTING BUILDING HEIGHT (In No. of Storey); 分區計劃大綱圖上列明之最高建築物高度限制(樓層數目) MAXIMUM BUILDING HEIGHT RESTRICTION UNDER OZP (in No. of Storey)

擬議修訂項目 : PROPOSED AMENDMENT ITEM :

- C2 — 由「政府、機構或社區」改劃為「住宅(乙類)15」土地用途地帶 TO BE REZONED FROM "GOVERNMENT, INSTITUTION OR COMMUNITY" TO "RESIDENTIAL (GROUP B) 15"
- 發展地盤面積 DEVELOPMENT SITE AREA
- C3 — 由「政府、機構或社區」改劃為「住宅(乙類)14」土地用途地帶 TO BE REZONED FROM "GOVERNMENT, INSTITUTION OR COMMUNITY" TO "RESIDENTIAL (GROUP B) 14"
- 發展地盤面積 DEVELOPMENT SITE AREA
- C11 — 由「政府、機構或社區」改劃為「綠化地帶」土地用途地帶 TO BE REZONED FROM "GOVERNMENT, INSTITUTION OR COMMUNITY" TO "GREEN BELT"
- C12 — 由「政府、機構或社區」改劃為道路 TO BE REZONED FROM "GOVERNMENT, INSTITUTION OR COMMUNITY" TO ROAD
- C13 — 最高建築物高度限制由8層改為1層 MAXIMUM BUILDING HEIGHT RESTRICTION TO BE CHANGED FROM 8 STOREYS TO 1 STOREY

界線只作識別用 BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2014年4月21日擬備，所根據的資料為測量圖編號 6-SW-12C、D、17A及B
EXTRACT PLAN PREPARED ON 21.4.2014 BASED ON SURVEY SHEETS No. 6-SW-12C, D, 17A & B

平面圖 SITE PLAN

屯門分區計劃大綱圖編號S/TM/31的擬議修訂
- 項目C2、C3、C11、C12及C13

PROPOSED AMENDMENTS TO TUEN MUN OUTLINE ZONING PLAN No. S/TM/31
- ITEMS C2, C3, C11, C12 & C13

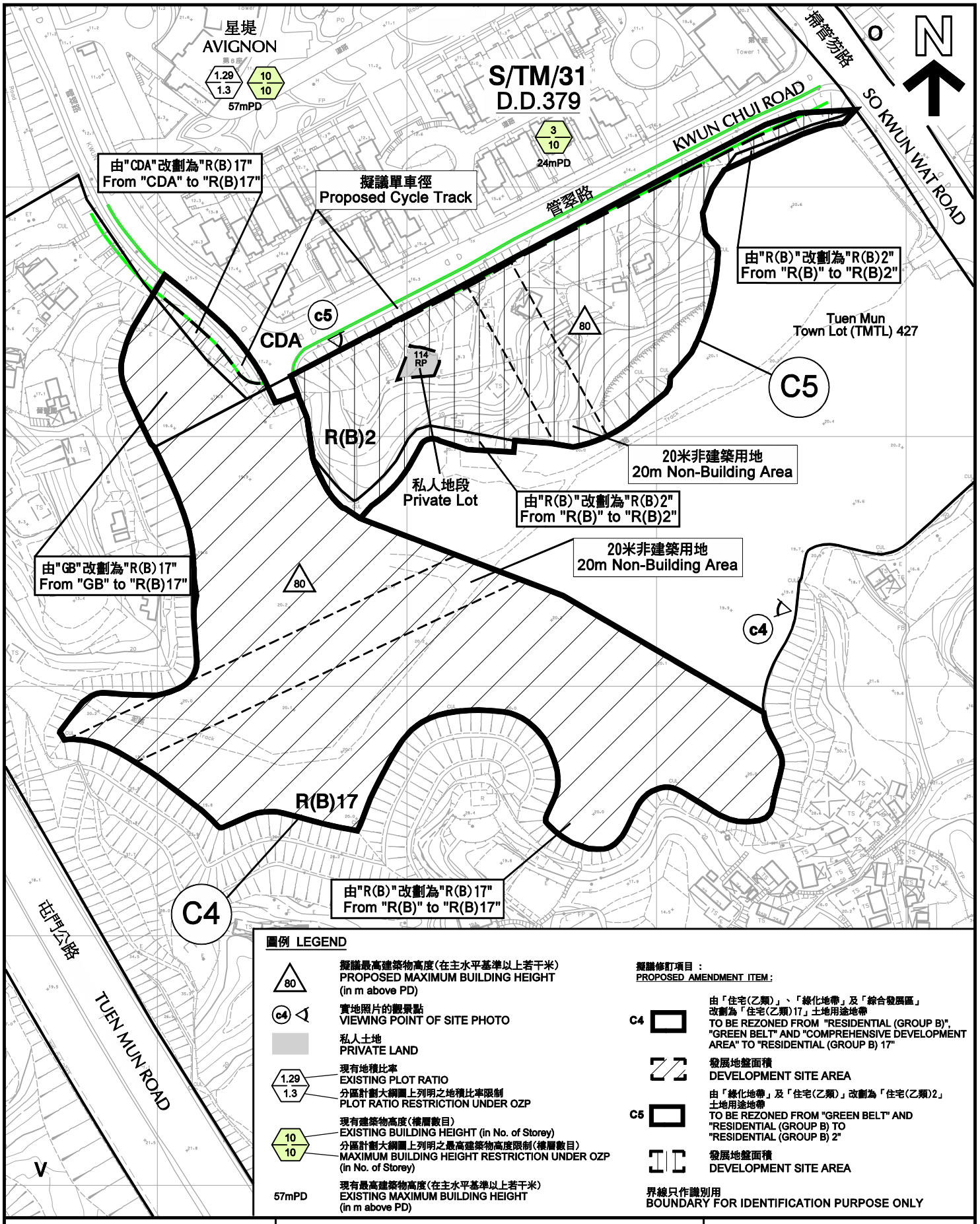
SCALE 1 : 3 000 比例尺

米 METRES 60 0 60 120 米 METRES

規劃署 PLANNING DEPARTMENT

參考編號 REFERENCE No. M/TM/14/29

圖 PLAN 2h



圖例 LEGEND

80 — 擬議最高建築物高度(在主水平基準以上若干米)
PROPOSED MAXIMUM BUILDING HEIGHT (in m above PD)

c4 — 實地照片的觀景點
VIEWING POINT OF SITE PHOTO

私人土地
PRIVATE LAND

1.29 / 1.3 — 現有地積比率
EXISTING PLOT RATIO
分區計劃大綱圖上列明之地積比率限制
PLOT RATIO RESTRICTION UNDER OZP

10 / 10 — 現有建築物高度(樓層數目)
EXISTING BUILDING HEIGHT (in No. of Storey)
分區計劃大綱圖上列明之最高建築物高度限制(樓層數目)
MAXIMUM BUILDING HEIGHT RESTRICTION UNDER OZP (in No. of Storey)

57mPD — 現有最高建築物高度(在主水平基準以上若干米)
EXISTING MAXIMUM BUILDING HEIGHT (in m above PD)

擬議修訂項目：
PROPOSED AMENDMENT ITEM:

C4 — 由「住宅(乙類)」、「綠化地帶」及「綜合發展區」改劃為「住宅(乙類)17」土地用途地帶
TO BE REZONED FROM "RESIDENTIAL (GROUP B)", "GREEN BELT" AND "COMPREHENSIVE DEVELOPMENT AREA" TO "RESIDENTIAL (GROUP B) 17"

發展地盤面積
DEVELOPMENT SITE AREA

C5 — 由「綠化地帶」及「住宅(乙類)」改劃為「住宅(乙類)2」土地用途地帶
TO BE REZONED FROM "GREEN BELT" AND "RESIDENTIAL (GROUP B) TO "RESIDENTIAL (GROUP B) 2"

發展地盤面積
DEVELOPMENT SITE AREA

界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2014年4月21日擬備，所根據的資料為測量圖編號 6-SW-17B, D, 18A 和 C
EXTRACT PLAN PREPARED ON 21.4.2014 BASED ON SURVEY SHEETS No. 6-SW-17B, D, 18A & C

平面圖 SITE PLAN

屯門分區計劃大綱圖編號S/TM/31的擬議修訂
- 項目C4及C5
PROPOSED AMENDMENTS TO TUEN MUN OUTLINE ZONING PLAN No. S/TM/31
- ITEMS C4 & C5

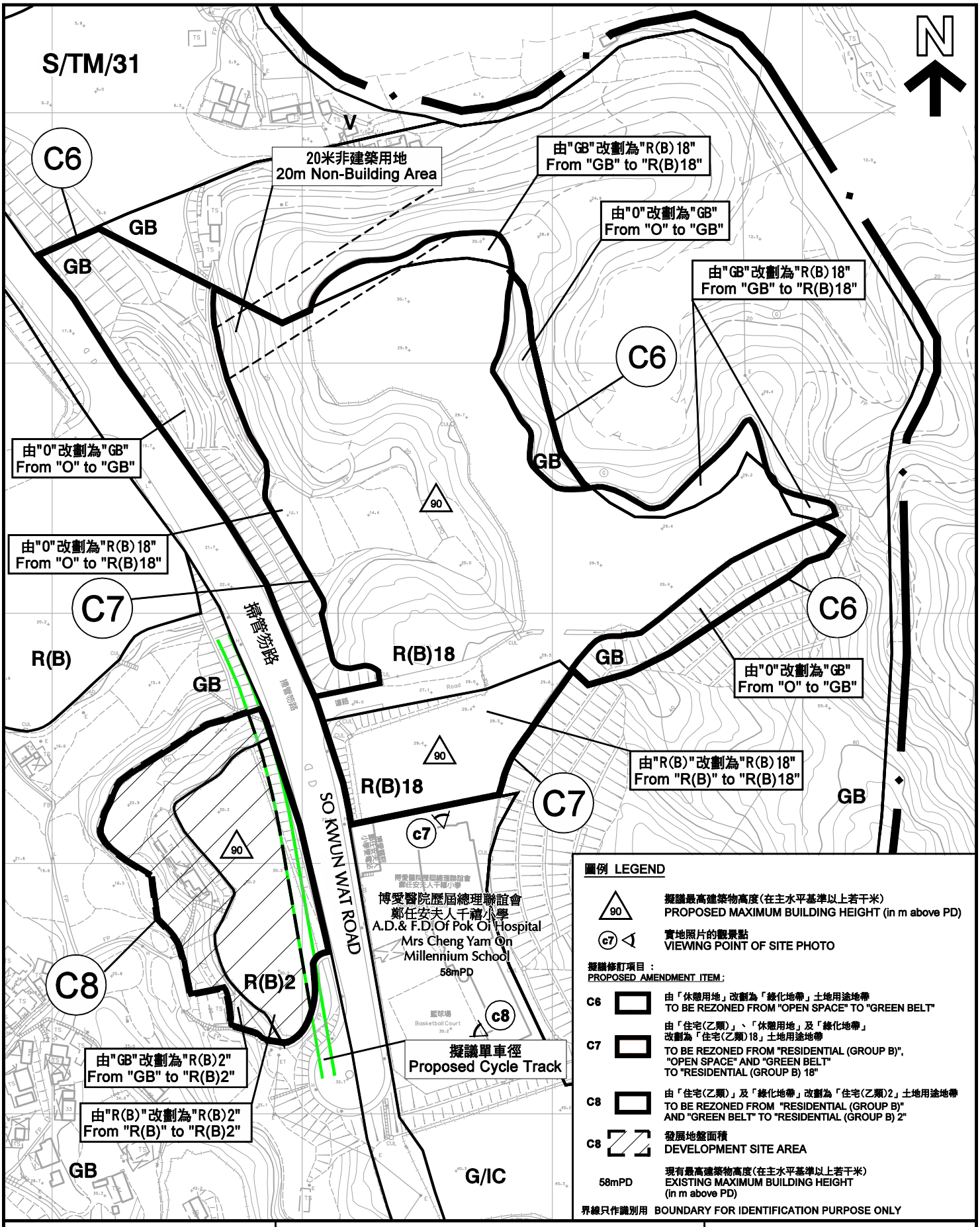
SCALE 1 : 2 000 比例尺

米 METRES 40 0 40 80 米 METRES

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
MTM/14/29

圖 PLAN
2i



圖例 LEGEND

90 擬議最高建築物高度(在主水平基準以上若干米)
PROPOSED MAXIMUM BUILDING HEIGHT (in m above PD)

c7 實地照片的觀景點
VIEWING POINT OF SITE PHOTO

擬議修訂項目：
PROPOSED AMENDMENT ITEM:

C6 由「休憩用地」改劃為「綠化地帶」土地用途地帶
TO BE REZONED FROM "OPEN SPACE" TO "GREEN BELT"

C7 由「住宅(乙類)」、「休憩用地」及「綠化地帶」改劃為「住宅(乙類)18」土地用途地帶
TO BE REZONED FROM "RESIDENTIAL (GROUP B)", "OPEN SPACE" AND "GREEN BELT" TO "RESIDENTIAL (GROUP B) 18"

C8 由「住宅(乙類)」及「綠化地帶」改劃為「住宅(乙類)2」土地用途地帶
TO BE REZONED FROM "RESIDENTIAL (GROUP B)" AND "GREEN BELT" TO "RESIDENTIAL (GROUP B) 2"

C8 發展地盤面積
DEVELOPMENT SITE AREA

58mPD 現有最高建築物高度(在主水平基準以上若干米)
EXISTING MAXIMUM BUILDING HEIGHT (in m above PD)

界線只作識別用 BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2014年4月21日擬備，所根據的資料為測量圖編號 6-SW-18A和C
EXTRACT PLAN PREPARED ON 21.4.2014 BASED ON SURVEY SHEETS No. 6-SW-18A & C

平面圖 SITE PLAN

屯門分區計劃大綱圖編號S/TM/31的擬議修訂
- 項目C6, C7及C8
PROPOSED AMENDMENTS TO TUEN MUN OUTLINE ZONING PLAN No. S/TM/31
- ITEMS C6, C7& C8

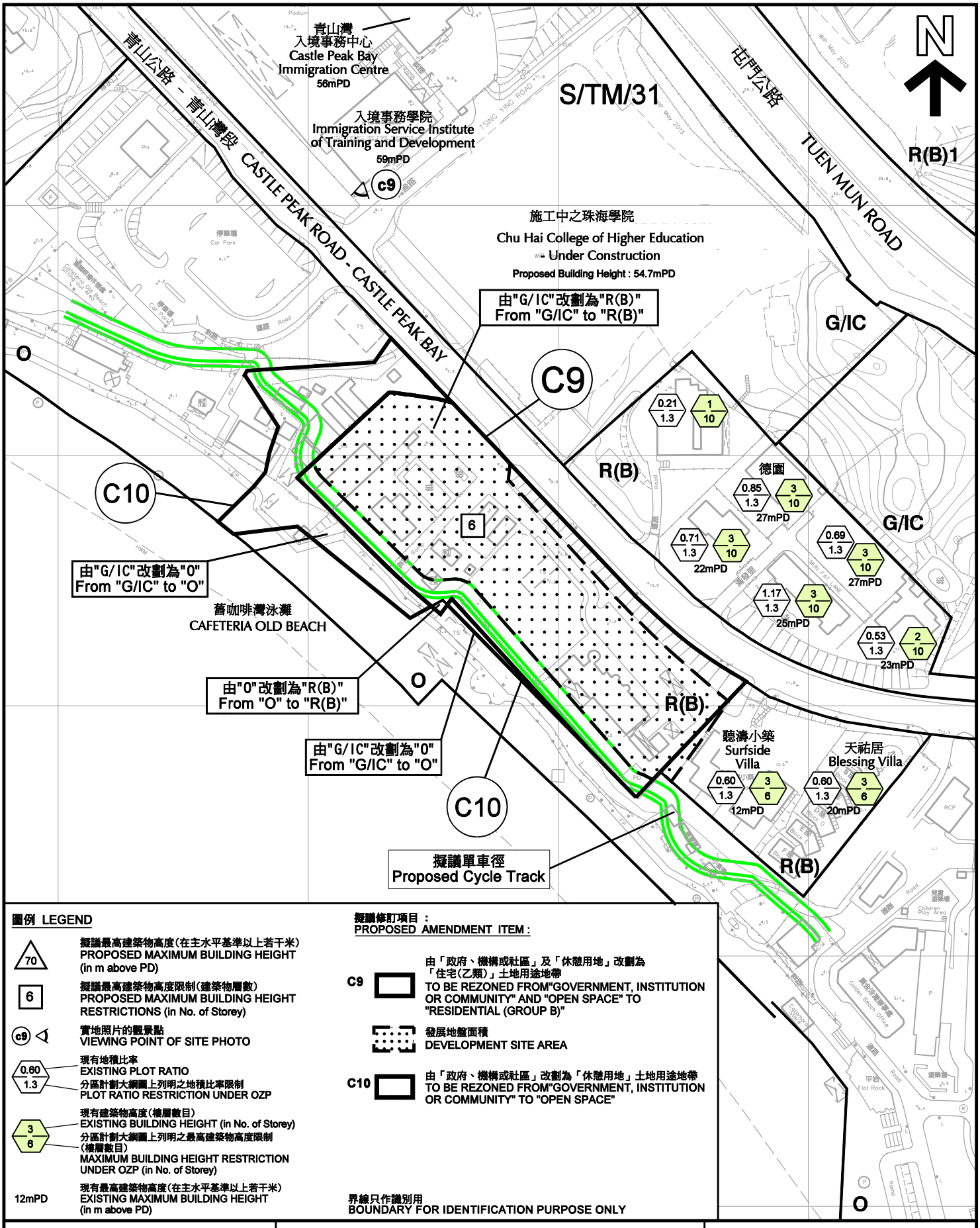
SCALE 1 : 2 000 比例尺

米 METRES 40 0 40 80 米 METRES

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
MTM/14/29

圖 PLAN
2j



圖例 LEGEND

- 70 — 擬議最高建築物高度(在主水平基準以上若干米) PROPOSED MAXIMUM BUILDING HEIGHT (in m above PD)
- 6 — 擬議最高建築物高度限制(建築物層數) PROPOSED MAXIMUM BUILDING HEIGHT RESTRICTIONS (in No. of Storey)
- c9 — 實地照片的觀景點 VIEWING POINT OF SITE PHOTO
- 0.60 / 1.3 — 現有地積比率 EXISTING PLOT RATIO; 分區計劃大綱圖上列明之地積比率限制 PLOT RATIO RESTRICTION UNDER OZP
- 3 / 6 — 現有建築物高度(樓層數目) EXISTING BUILDING HEIGHT (in No. of Storey); 分區計劃大綱圖上列明之最高建築物高度限制(樓層數目) MAXIMUM BUILDING HEIGHT RESTRICTION UNDER OZP (in No. of Storey)
- 12mPD — 現有最高建築物高度(在主水平基準以上若干米) EXISTING MAXIMUM BUILDING HEIGHT (in m above PD)

擬議修訂項目 : PROPOSED AMENDMENT ITEM :

- C9 — 由「政府、機構或社區」及「休憩用地」改劃為「住宅(乙類)」土地用途地帶 TO BE REZONED FROM"GOVERNMENT, INSTITUTION OR COMMUNITY" AND "OPEN SPACE" TO "RESIDENTIAL (GROUP B)"
- 發展地盤面積 DEVELOPMENT SITE AREA
- C10 — 由「政府、機構或社區」改劃為「休憩用地」土地用途地帶 TO BE REZONED FROM"GOVERNMENT, INSTITUTION OR COMMUNITY" TO "OPEN SPACE"

界線只作識別用 BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2014年4月23日擬備，所根據的資料為測量圖編號 6-SW-16B及17A
EXTRACT PLAN PREPARED ON 23.4.2014 BASED ON SURVEY SHEETS No. 6-SW-16B & 17A

平面圖 SITE PLAN

屯門分區計劃大綱圖編號S/TM/31的擬議修訂 - 項目C9及C10

PROPOSED AMENDMENTS TO TUEN MUN OUTLINE ZONING PLAN No. S/TM/31 - ITEMS C9 & C10

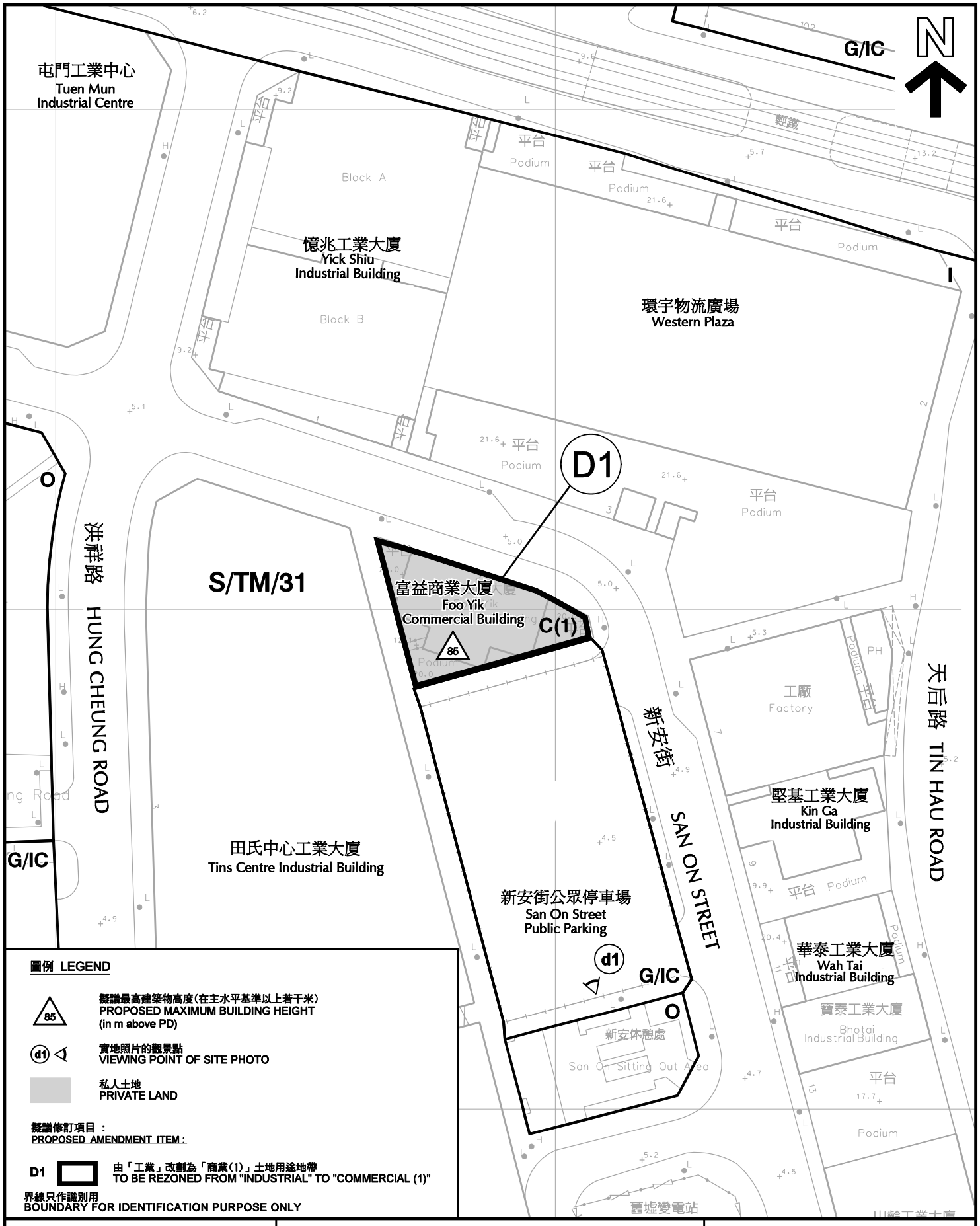
SCALE 1 : 2 000 比例尺

米 METRES 40 0 40 80 米 METRES

規劃署 PLANNING DEPARTMENT

參考編號 REFERENCE No. M/TM/14/29

圖 PLAN 2k



圖例 LEGEND

85 — 擬議最高建築物高度(在主水平基準以上若干米)
PROPOSED MAXIMUM BUILDING HEIGHT (in m above PD)

d1 — 實地照片的觀景點
VIEWING POINT OF SITE PHOTO

私人土地
PRIVATE LAND

擬議修訂項目：
PROPOSED AMENDMENT ITEM :

D1 — 由「工業」改劃為「商業(1)」土地用途地帶
TO BE REZONED FROM "INDUSTRIAL" TO "COMMERCIAL (1)"

界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2014年4月8日擬備，所根據的
資料為測量圖編號 5-SE-10B, D, 6-SW-6A 及C
EXTRACT PLAN PREPARED ON 8.4.2014
BASED ON SURVEY SHEETS No.
5-SE-10B, D, 6-SW-6A&C

平面圖 SITE PLAN

屯門分區計劃大綱圖編號S/TM/31的擬議修訂
- 項目D1
PROPOSED AMENDMENTS TO TUEN MUN
OUTLINE ZONING PLAN No. S/TM/31
- ITEM D1

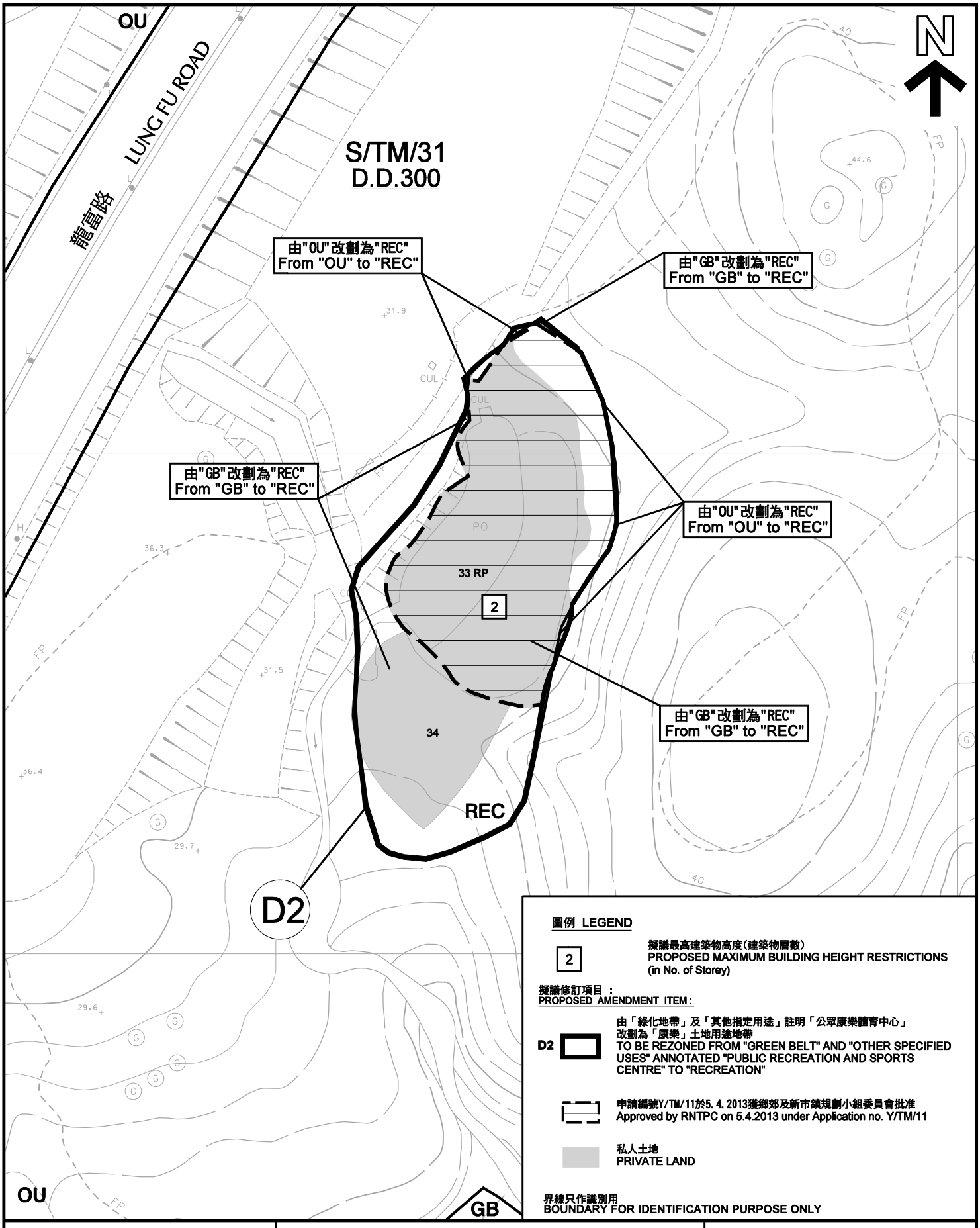
SCALE 1 : 1 000 比例尺

米 METRES 20 0 20 40 米 METRES

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/TM/14/29

圖 PLAN
2I



本摘要圖於2014年4月23日擬備，所根據的
資料為測量圖編號 5-SE-15C
EXTRACT PLAN PREPARED ON 23.4.2014
BASED ON SURVEY SHEET No.
5-SE-15C

平面圖 SITE PLAN

屯門分區計劃大綱圖編號S/TM/31的擬議修訂
- 項目D2
PROPOSED AMENDMENTS TO TUEN MUN
OUTLINE ZONING PLAN No. S/TM/31
- ITEM D2

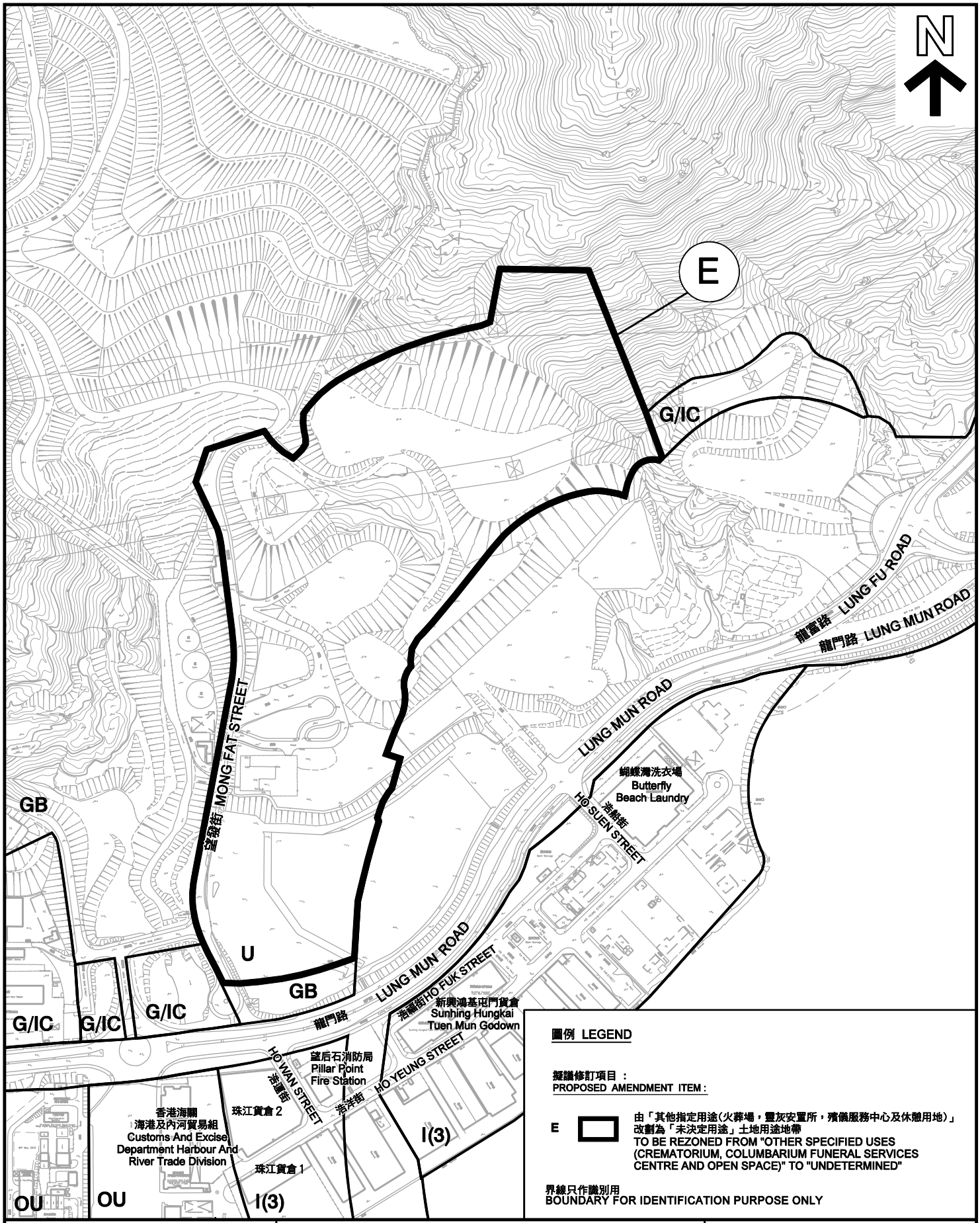
SCALE 1 : 1 000 比例尺

米 METRES 20 0 20 40 米 METRES

規劃署
PLANNING
DEPARTMENT

參考編號
REFERENCE No.
M/TM/14/29

圖 PLAN
2m



圖例 LEGEND

擬議修訂項目：
PROPOSED AMENDMENT ITEM :

E 由「其他指定用途(火葬場，靈灰安置所，殯儀服務中心及休憩用地)」改劃為「未決定用途」土地用途地帶
TO BE REZONED FROM "OTHER SPECIFIED USES (CREMATORIUM, COLUMBARIUM FUNERAL SERVICES CENTRE AND OPEN SPACE)" TO "UNDETERMINED"

界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2014年3月5日擬備，所根據的資料為測量圖編號 5-SE-19A, B, C, D 和 24A
EXTRACT PLAN PREPARED ON 5.3.2014 BASED ON SURVEY SHEETS No. 5-SE-19A, B, C, D & 24A

平面圖 SITE PLAN

屯門分區計劃大綱圖編號S/TM/31的擬議修訂
- 項目E

PROPOSED AMENDMENTS TO TUEN MUN OUTLINE ZONING PLAN No. S/TM/31
- ITEM E

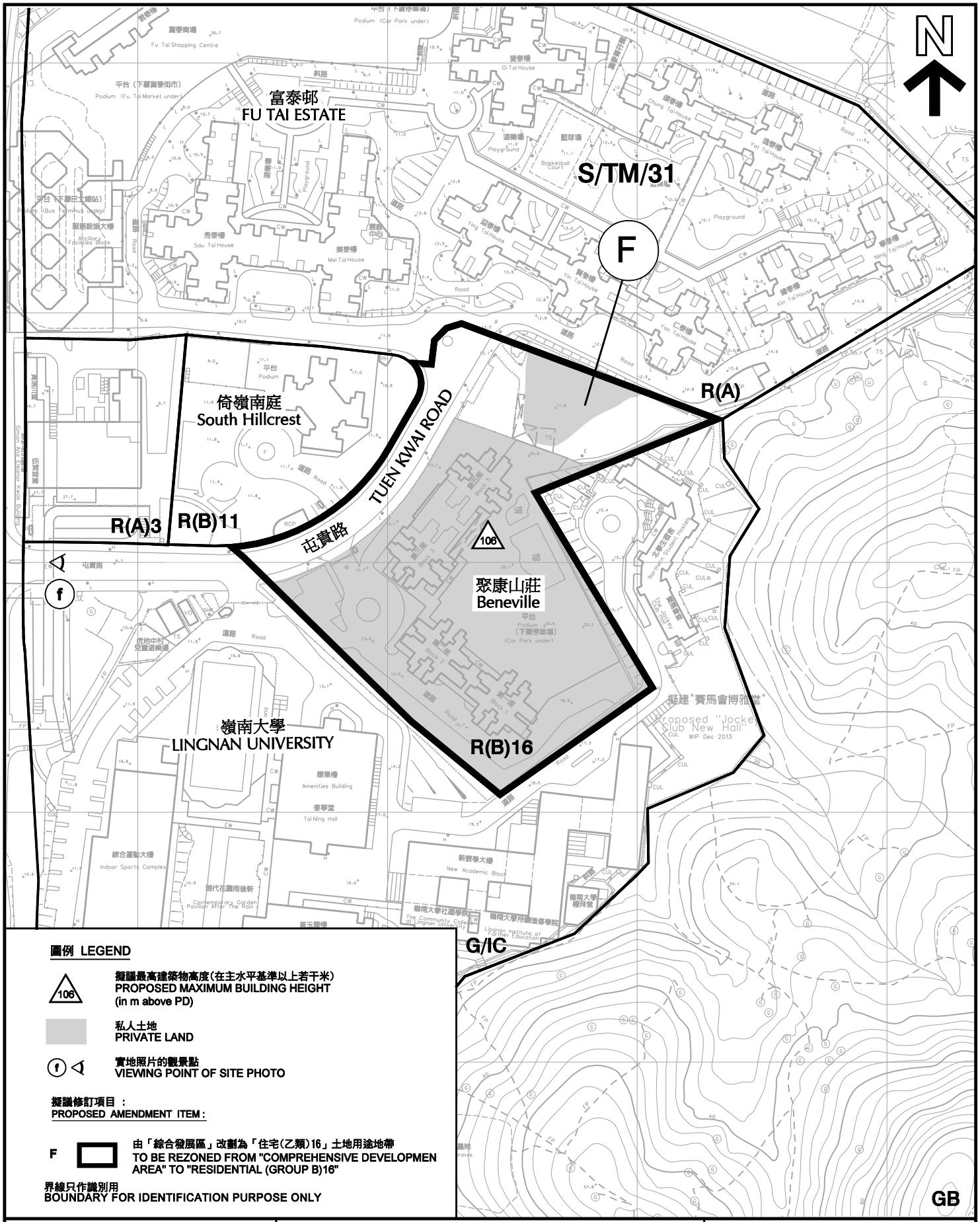
SCALE 1 : 5 000 比例尺

米 METRES 100 0 100 200 米 METRES

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/TM/14/29

圖 PLAN
2n



圖例 LEGEND

106 擬議最高建築物高度(在主水平基準以上若干米)
PROPOSED MAXIMUM BUILDING HEIGHT (in m above PD)

私人土地
PRIVATE LAND

f 實地照片的觀景點
VIEWING POINT OF SITE PHOTO

擬議修訂項目：
PROPOSED AMENDMENT ITEM :

F 由「綜合發展區」改劃為「住宅(乙類)16」土地用途地帶
TO BE REZONED FROM "COMPREHENSIVE DEVELOPMEN AREA" TO "RESIDENTIAL (GROUP B)16"

界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2014年4月8日擬備，所根據的資料為測量圖編號 6-NW-21B, D 22A及 22C
EXTRACT PLAN PREPARED ON 8.4.2014 BASED ON SURVEY SHEETS No. 6-SW-21B, D 22A & 22C

平面圖 SITE PLAN

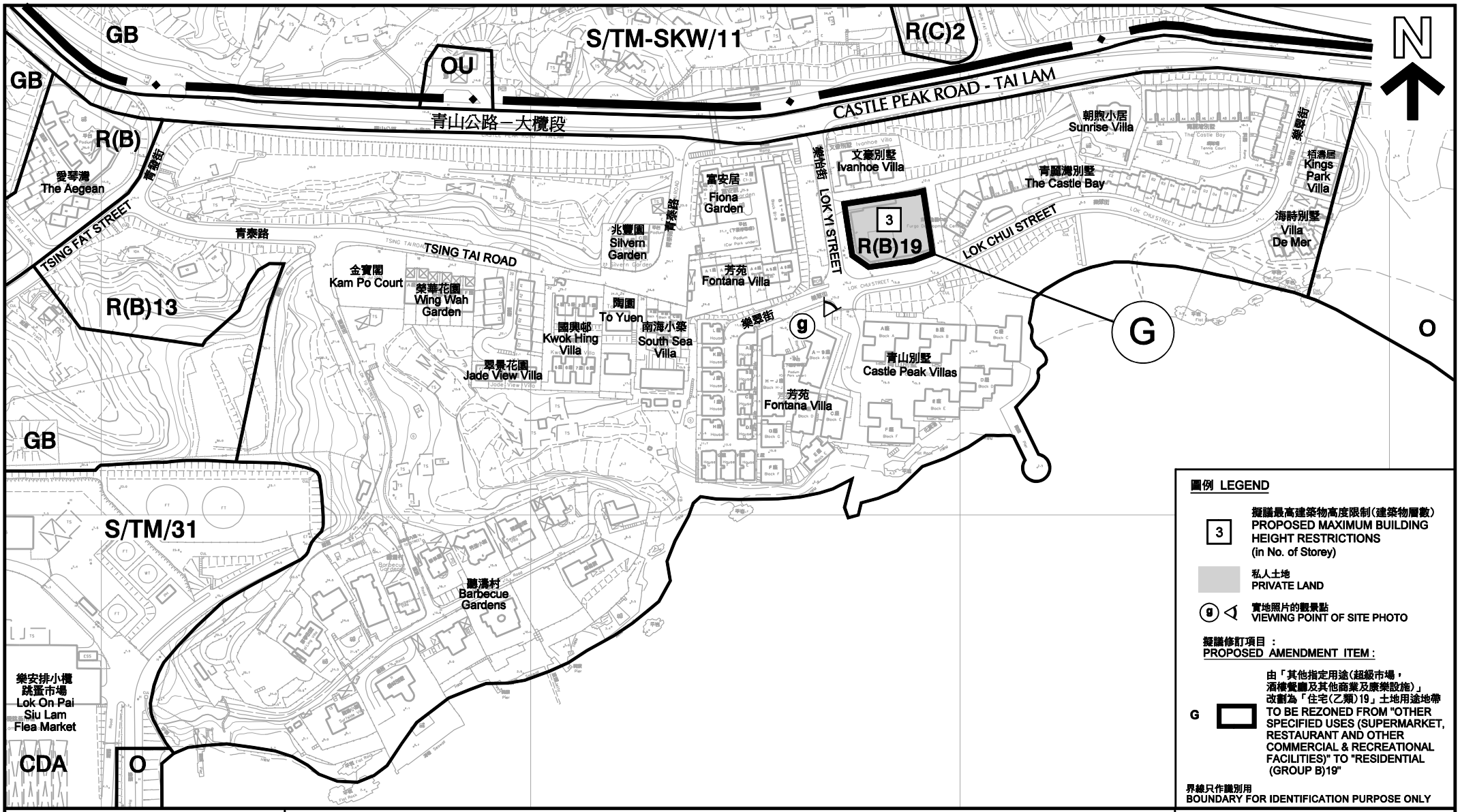
屯門分區計劃大綱圖編號S/TM/31的擬議修訂 - 項目F
PROPOSED AMENDMENTS TO TUEN MUN OUTLINE ZONING PLAN No. S/TM/31 - ITEM F

SCALE 1 : 2 000 比例尺
米 METRES 40 0 40 80 米 METRES

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/TM/14/29

圖 PLAN
2o



圖例 LEGEND

3 擬議最高建築物高度限制(建築物層數)
PROPOSED MAXIMUM BUILDING HEIGHT RESTRICTIONS (in No. of Storey)

私人土地
PRIVATE LAND

g 實地照片的觀景點
VIEWING POINT OF SITE PHOTO

擬議修訂項目：
PROPOSED AMENDMENT ITEM :

G 由「其他指定用途(超級市場，酒樓餐廳及其他商業及康樂設施)」改劃為「住宅(乙類)19」土地用途地帶
TO BE REZONED FROM "OTHER SPECIFIED USES (SUPERMARKET, RESTAURANT AND OTHER COMMERCIAL & RECREATIONAL FACILITIES)" TO "RESIDENTIAL (GROUP B)19"

界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2014年4月8日擬備，所根據的資料為測量圖編號 6-SW-18C, D及6-SW-23A, B
EXTRACT PLAN PREPARED ON 8.4.2014 BASED ON SURVEY SHEETS No. 6-SW-18C,D AND 6-SW-23A,B

平面圖 SITE PLAN

屯門分區計劃大綱圖編號S/TM/31的擬議修訂
- 項目G

PROPOSED AMENDMENTS TO TUEN MUN OUTLINE ZONING PLAN No. S/TM/31
- ITEM G

SCALE 1 : 3 000 比例尺

米 METRES 60 0 60 120 米 METRES

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/TM/14/29

圖 PLAN
2p



圖例 LEGEND

主題地點(界線只作識別用)
SUBJECT SITE BOUNDARY
FOR IDENTIFICATION
PURPOSE ONLY)

本摘要圖於2014年2月21日擬備，所根據的資料為地政總署於2013年6月20日拍得的航攝照片編號 CS42851
EXTRACT PLAN PREPARED ON 21.2.2014
BASED ON AERIAL PHOTO No. CS42851 TAKEN ON 20.6.2013
BY LANDS DEPARTMENT

修訂地點A1的航攝照片
AERIAL PHOTO OF AMENDMENT SITE A1

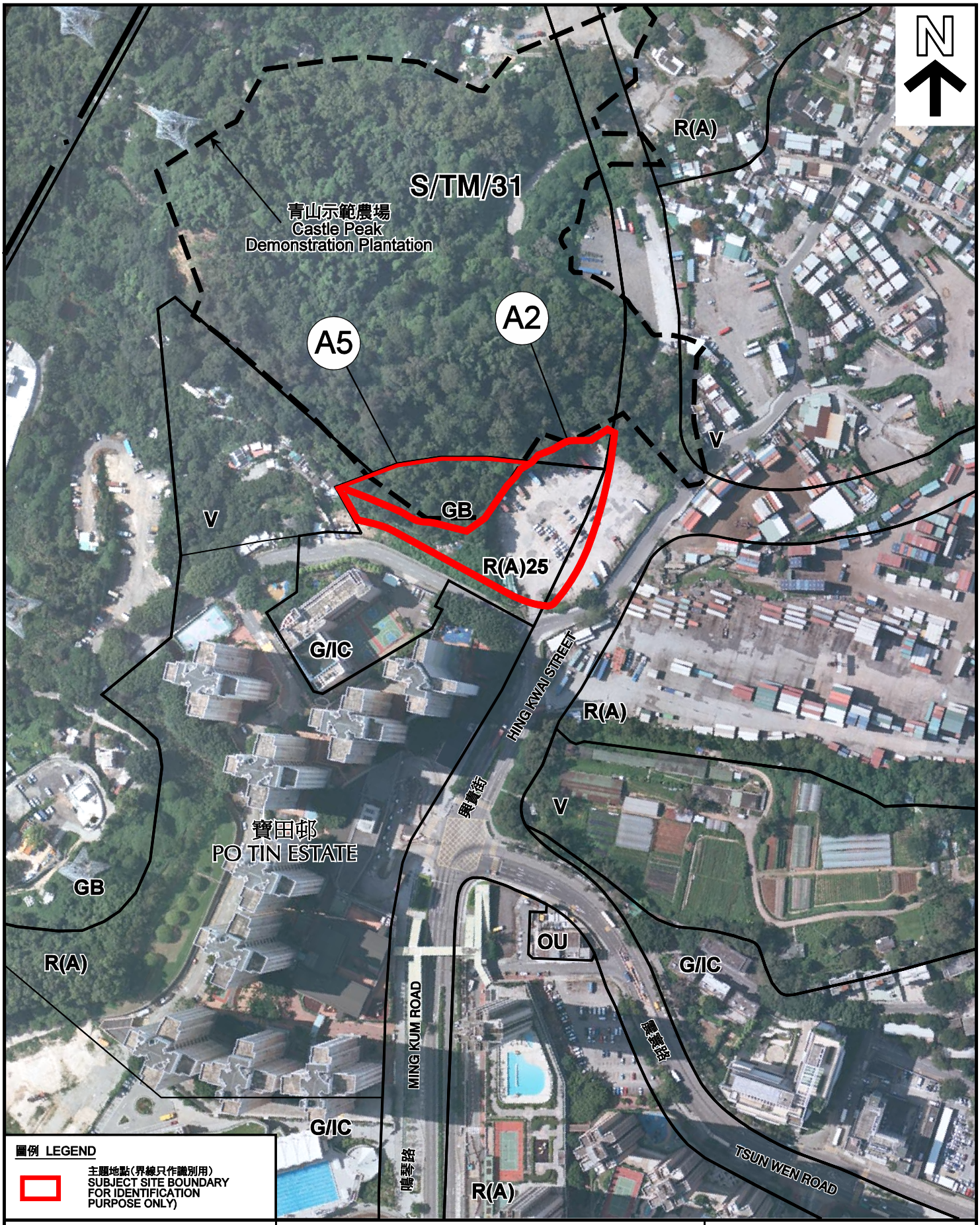
於屯門分區計劃大綱核准圖編號S/TM/31內擬就屯門土地用途作出修訂

PROPOSED AMENDMENTS TO THE LAND USE ZONINGS IN TUEN MUN AREA ON THE APPROVED TUEN MUN OUTLINE ZONING PLAN NO. S/TM/31

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/TM/14/29

圖 PLAN
3a



本摘要圖於2014年4月21日擬備，所根據的資料為地政總署於2013年6月20日拍得的航攝照片編號 CS42850
EXTRACT PLAN PREPARED ON 21.4.2013
BASED ON AERIAL PHOTO No. CS42850 TAKEN ON 20.6.2013
BY LANDS DEPARTMENT

修訂地點A2及A5的航攝照片
AERIAL PHOTO OF AMENDMENT SITES A2 & A5

於屯門分區計劃大綱核准圖編號S/TM/31內擬就屯門土地用途作出修訂
PROPOSED AMENDMENTS TO THE LAND USE ZONINGS IN TUEN MUN AREA ON THE APPROVED TUEN MUN OUTLINE ZONING PLAN NO. S/TM/31

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/TM/14/29

圖 PLAN
3b



圖例 LEGEND

主題地點(界線只作識別用)
SUBJECT SITE BOUNDARY
FOR IDENTIFICATION
PURPOSE ONLY)

本摘要圖於2014年4月4日擬備，所根據的資料為地政總署於2013年9月7日拍得的航攝照片編號 CS45408
EXTRACT PLAN PREPARED ON 4.4.2014
BASED ON AERIAL PHOTO No. CS45408 TAKEN ON 7.9.2013
BY LANDS DEPARTMENT

修訂地點A3的航攝照片
AERIAL PHOTO OF AMENDMENT SITE A3

於屯門分區計劃大綱核准圖編號S/TM/31內擬就屯門土地用途作出修訂

PROPOSED AMENDMENTS TO THE LAND USE ZONINGS IN TUEN MUN AREA ON THE APPROVED TUEN MUN OUTLINE ZONING PLAN NO. S/TM/31

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/TM/14/29

圖 PLAN
3c



圖例 LEGEND

主題地點(界線只作識別用)
SUBJECT SITE BOUNDARY
FOR IDENTIFICATION
PURPOSE ONLY)

本摘要圖於2014年2月21日擬備，所根據的資料為地政總署於2013年6月20日拍得的航攝照片編號 CS42847
EXTRACT PLAN PREPARED ON 21.2.2014 BASED ON AERIAL PHOTO No. CS42847 TAKEN ON 20.6.2013 BY LANDS DEPARTMENT

修訂地點A4的航攝照片
AERIAL PHOTO OF AMENDMENT SITE A4

於屯門分區計劃大綱核准圖編號S/TM/31內擬就屯門土地用途作出修訂

PROPOSED AMENDMENTS TO THE LAND USE ZONINGS IN TUEN MUN AREA ON THE APPROVED TUEN MUN OUTLINE ZONING PLAN NO. S/TM/31

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/TM/14/29

圖 PLAN
3d



圖例 LEGEND

主題地點(界線只作識別用)
SUBJECT SITE BOUNDARY
FOR IDENTIFICATION
PURPOSE ONLY)

本摘要圖於2014年3月23日擬備，所根據的資料為地政總署於2013年7月12日拍得的航攝照片編號 CS44166
EXTRACT PLAN PREPARED ON 23.3.2014
BASED ON AERIAL PHOTO No.
CS44166 TAKEN ON 12.7.2013
BY LANDS DEPARTMENT

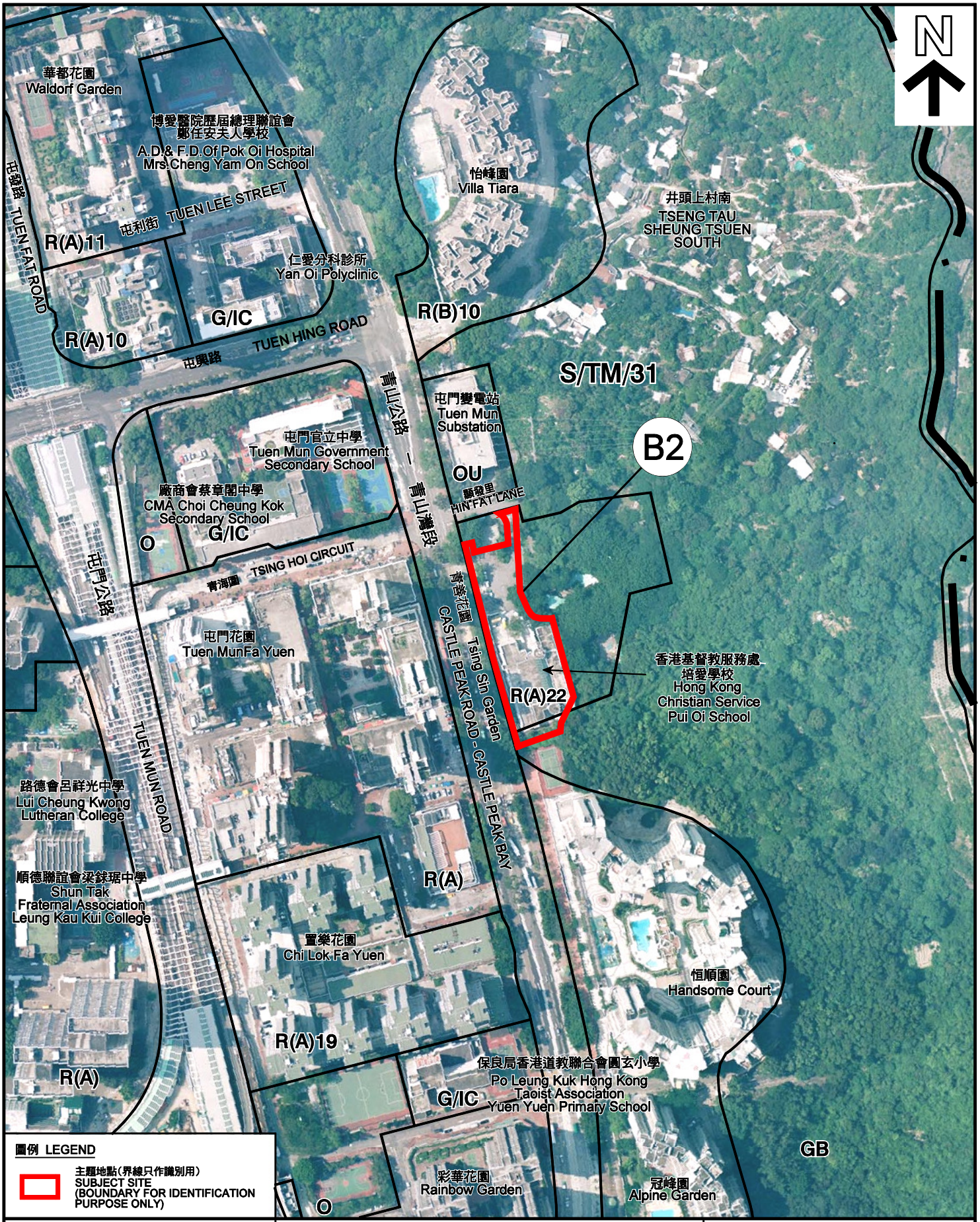
修訂地點 B1 的航攝照片
AERIAL PHOTO OF AMENDMENT SITE B1

於屯門分區計劃大綱核准圖編號S/TM/31內
擬就屯門土地用途作出修訂
PROPOSED AMENDMENTS TO THE LAND USE ZONINGS
IN TUEN MUN AREA ON THE APPROVED TUEN MUN
OUTLINE ZONING PLAN NO. S/TM/31

規劃署
PLANNING
DEPARTMENT

參考編號
REFERENCE No.
M/TM/14/29

圖 PLAN
3e



本摘要圖於2014年2月24日擬備，所根據的資料為地政總署於2013年7月12日拍得的航攝照片編號 CS44326
EXTRACT PLAN PREPARED ON 24.2.2014
BASED ON AERIAL PHOTO No.
CS44326 TAKEN ON 12.7.2013
BY LANDS DEPARTMENT

修訂地點B2的航攝照片
AERIAL PHOTO OF AMENDMENT SITE B2

於屯門分區計劃大綱核准圖編號S/TM/31內
擬就屯門土地用途作出修訂
PROPOSED AMENDMENTS TO THE LAND USE ZONINGS
IN TUEN MUN AREA ON THE APPROVED TUEN MUN
OUTLINE ZONING PLAN NO. S/TM/31

規劃署
PLANNING
DEPARTMENT

參考編號
REFERENCE No.
M/TM/14/29

圖 PLAN
3f



圖例 LEGEND

主題地點(界線只作識別用)
SUBJECT SITE
(BOUNDARY FOR IDENTIFICATION PURPOSE ONLY)

本摘要圖於2014年3月13日擬備，所根據的資料為地政總署於2013年7月12日拍得的航攝照片編號CS44164
EXTRACT PLAN PREPARED ON 13.3.2013 BASED ON AERIAL PHOTO No. CS44164 TAKEN ON 12.7.2013 .BY LANDS DEPARTMENT

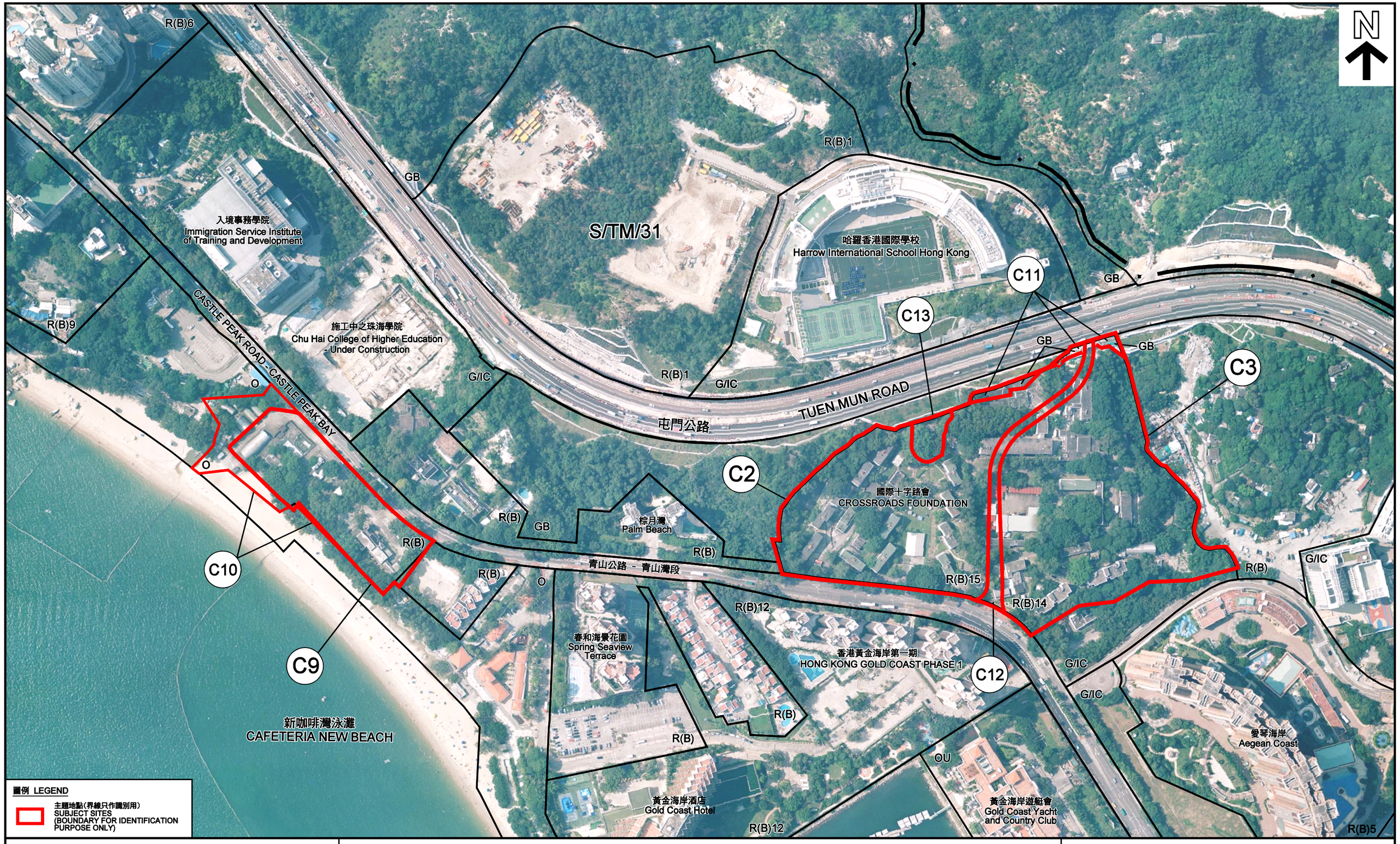
修訂地點C1的航攝照片
AERIAL PHOTO OF AMENDMENT SITE C1

於屯門分區計劃大綱核准圖編號S/TM/31內
擬就屯門土地用途作出修訂
PROPOSED AMENDMENTS TO THE LAND USE ZONINGS IN TUEN MUN AREA ON THE APPROVED TUEN MUN OUTLINE ZONING PLAN NO. S/TM/31

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/TM/14/29

圖 PLAN
3g



本摘要圖於2014年4月21日擬備，所根據
的資料為地政總署於2013年7月12日拍得
的航攝照片編號CS44360
EXTRACT PLAN PREPARED ON 21.4.2013
BASED ON AERIAL PHOTO No.
CS44360 TAKEN ON 12.7.2013
.BY LANDS DEPARTMENT

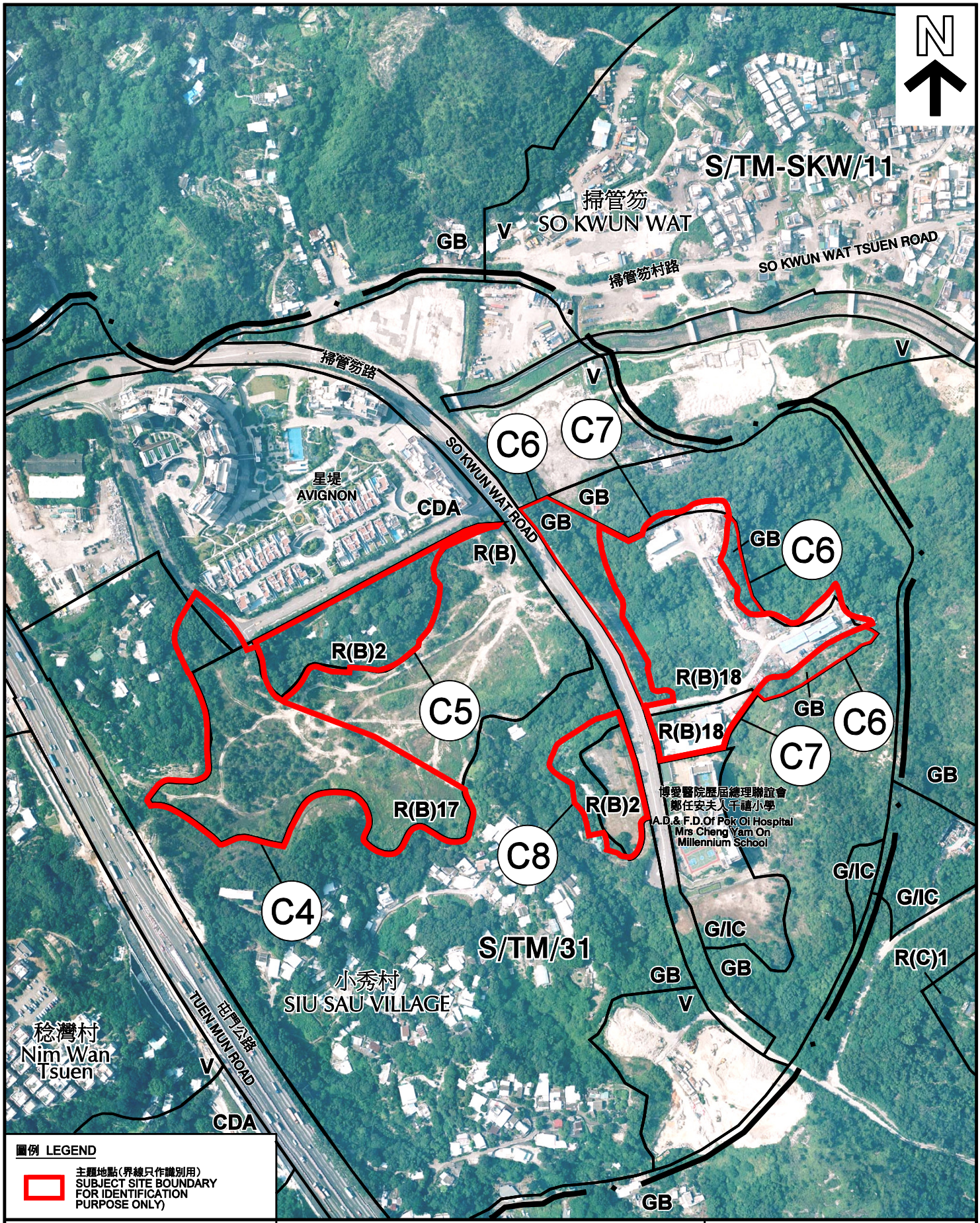
修訂地點C2、C3、C9、C10、C11及C12的航攝照片
AERIAL PHOTO OF AMENDMENT SITES C2, C3, C9, C10, C11 AND C12

於屯門分區計劃大綱核准圖編號S/TM/31內
擬就屯門土地用途作出修訂
PROPOSED AMENDMENTS TO THE LAND USE ZONINGS
IN TUEN MUN AREA ON THE APPROVED TUEN MUN
OUTLINE ZONING PLAN NO. S/TM/31

規劃署
PLANNING DEPARTMENT

參考編號 REFERENCE No.
M/TM/14/29

圖 PLAN
3h



圖例 LEGEND

主題地點(界線只作識別用)
SUBJECT SITE BOUNDARY
FOR IDENTIFICATION
PURPOSE ONLY)

本摘要圖於2014年4月4日擬備，所根據的資料為地政總署於2013年7月12日拍得的航攝照片編號 CS44363
EXTRACT PLAN PREPARED ON 4.4.2014
BASED ON AERIAL PHOTO No. CS44363 TAKEN ON 12.7.2013
BY LANDS DEPARTMENT

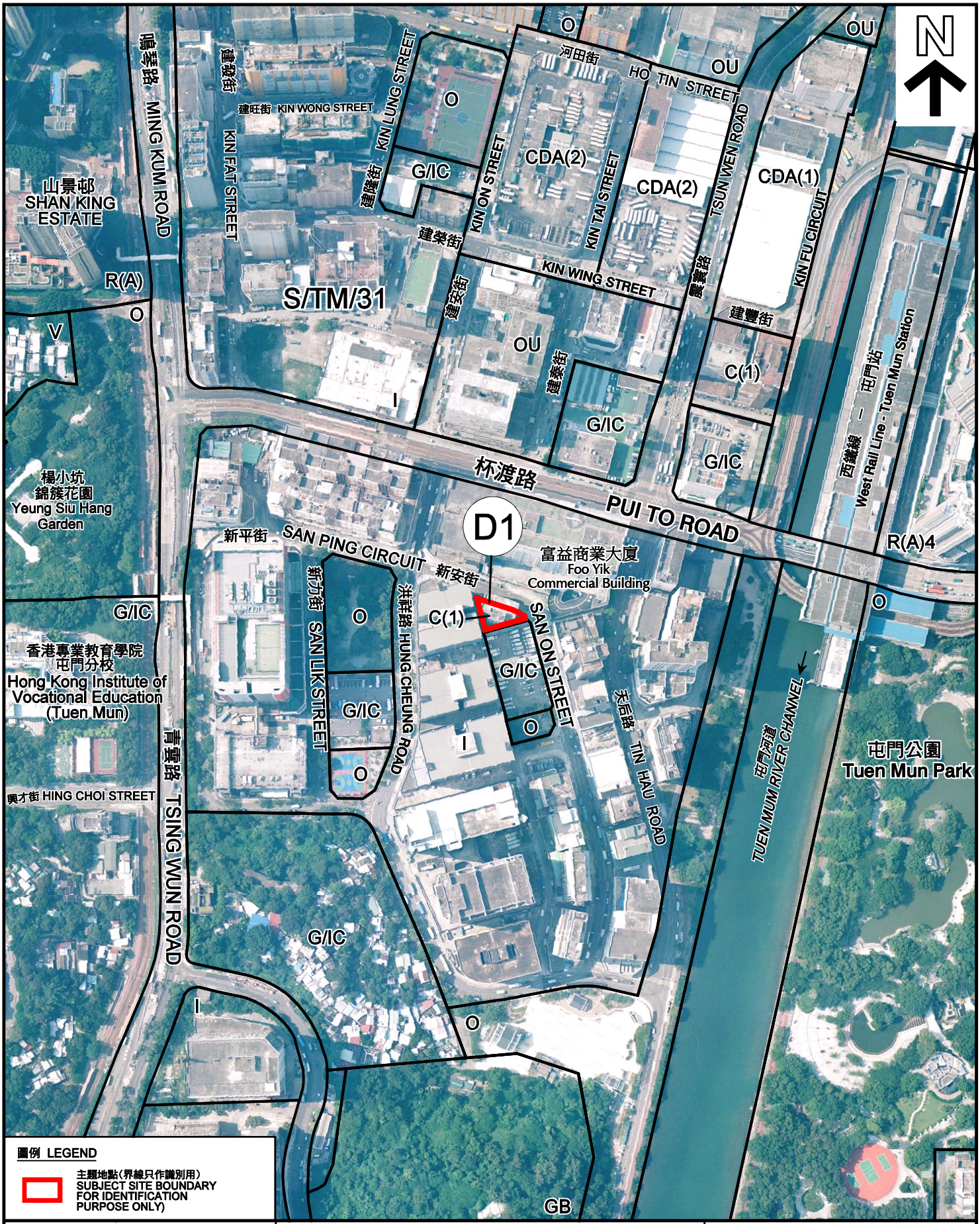
修訂地點C4至C8的航攝照片
AERIAL PHOTO OF AMENDMENT SITES C4 TO C8

於屯門分區計劃大綱核准圖編號S/TM/31內擬就屯門土地用途作出修訂
PROPOSED AMENDMENTS TO THE LAND USE ZONINGS IN TUEN MUN AREA ON THE APPROVED TUEN MUN OUTLINE ZONING PLAN NO. S/TM/31

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/TM/14/29

圖 PLAN
3i



圖例 LEGEND

主題地點(界線只作識別用)
SUBJECT SITE BOUNDARY FOR IDENTIFICATION PURPOSE ONLY)

本摘要圖於2014年2月24日擬備，所根據的資料為地政總署於2013年7月12日拍得的航攝照片編號 CS44328
EXTRACT PLAN PREPARED ON 24.2.2014 BASED ON AERIAL PHOTO No. CS44328 TAKEN ON 12.7.2013 BY LANDS DEPARTMENT

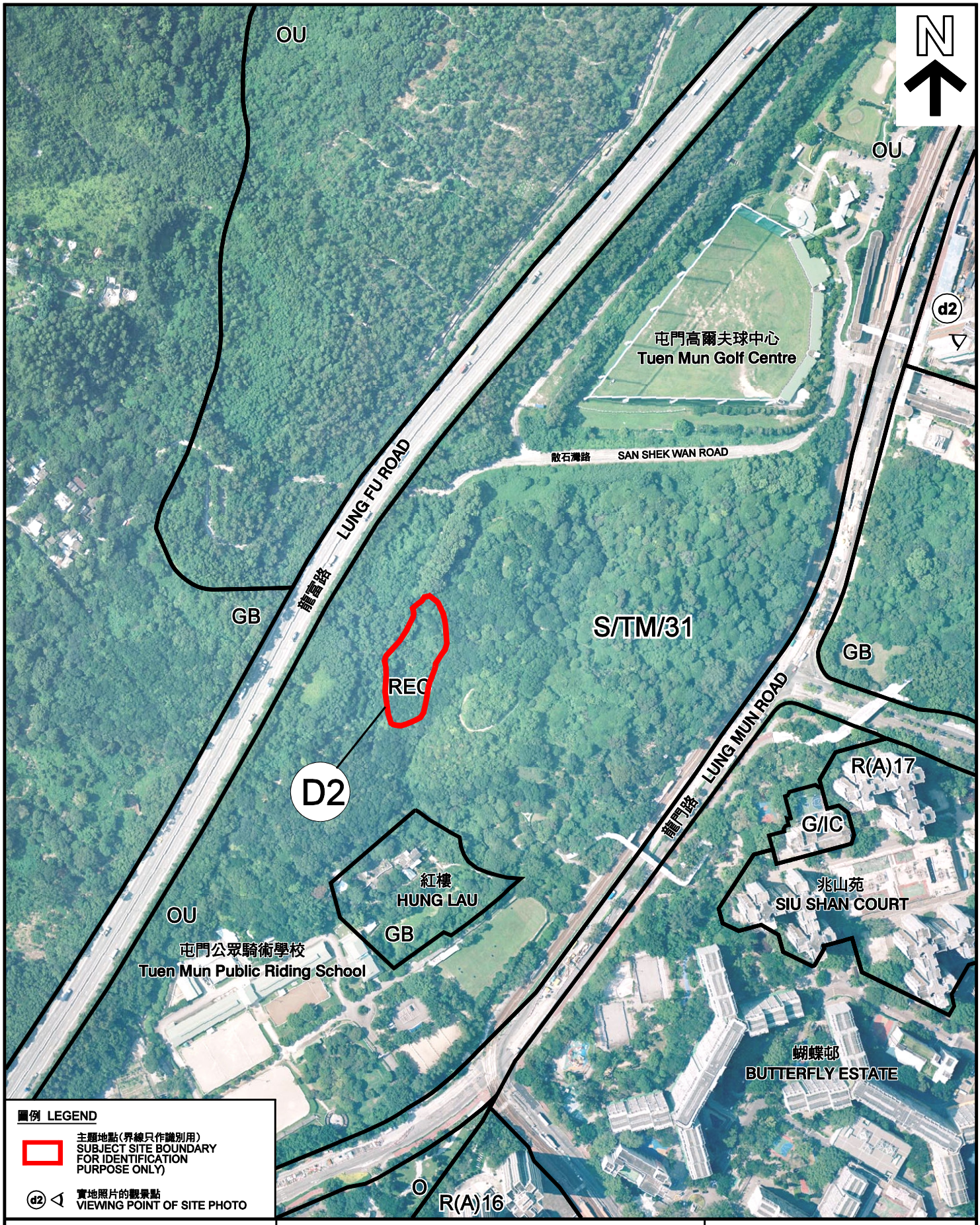
修訂地點D1的航攝照片
AERIAL PHOTO OF AMENDMENT SITE D1

於屯門分區計劃大綱核准圖編號S/TM/31內擬就屯門土地用途作出修訂
PROPOSED AMENDMENTS TO THE LAND USE ZONINGS IN TUEN MUN AREA ON THE APPROVED TUEN MUN OUTLINE ZONING PLAN NO. S/TM/31

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/TM/14/29

圖 PLAN
3j



圖例 LEGEND

主題地點(界線只作識別用)
SUBJECT SITE BOUNDARY FOR IDENTIFICATION PURPOSE ONLY)

d2 實地照片的觀景點
VIEWING POINT OF SITE PHOTO

本摘要圖於2014年4月17日擬備，所根據的資料為地政總署於2013年7月12日拍得的航攝照片編號 CS44168
EXTRACT PLAN PREPARED ON 17.4.2014 BASED ON AERIAL PHOTO No. CS44168 TAKEN ON 12.7.2013 BY LANDS DEPARTMENT

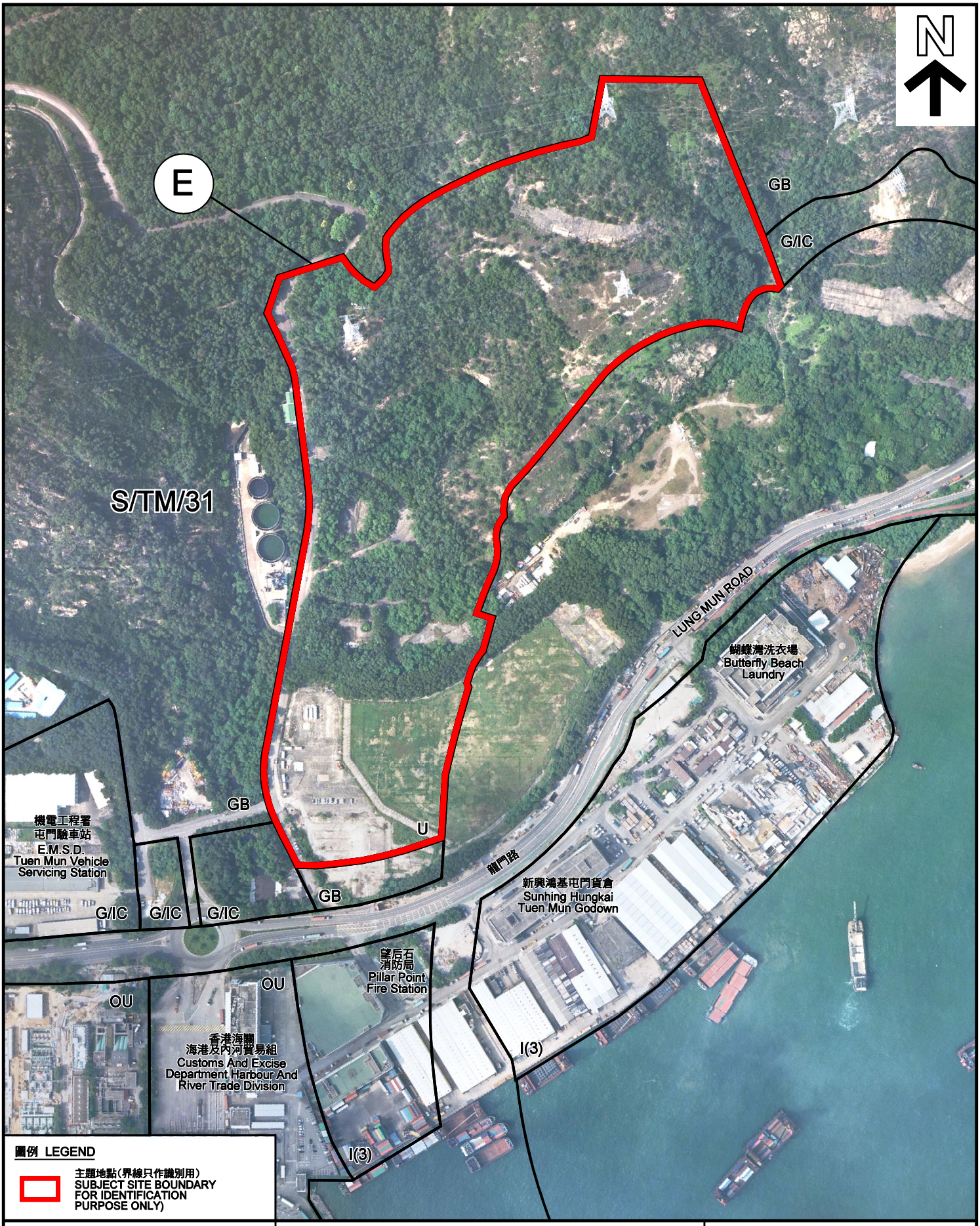
修訂地點D2的航攝照片
AERIAL PHOTO OF AMENDMENT SITE D2

於屯門分區計劃大綱核准圖編號S/TM/31內擬就屯門土地用途作出修訂
PROPOSED AMENDMENTS TO THE LAND USE ZONINGS IN TUEN MUN AREA ON THE APPROVED TUEN MUN OUTLINE ZONING PLAN NO. S/TM/31

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/TM/14/29

圖 PLAN
3k



本摘要圖於2014年2月24日擬備，所根據的資料為地政總署於2013年9月9日拍得的航攝照片編號 CS46001
EXTRACT PLAN PREPARED ON 24.2.2014
BASED ON AERIAL PHOTO No. CS46001 TAKEN ON 9.9.2013
BY LANDS DEPARTMENT

修訂地點 E 的航攝照片
AERIAL PHOTO OF AMENDMENT SITE E

於屯門分區計劃大綱核准圖編號S/TM/31內
擬就屯門土地用途作出修訂
PROPOSED AMENDMENTS TO THE LAND USE ZONINGS
IN TUEN MUN AREA ON THE APPROVED TUEN MUN
OUTLINE ZONING PLAN NO. S/TM/31

規劃署
PLANNING
DEPARTMENT

參考編號
REFERENCE No.
M/TM/14/29

圖 PLAN
3I



本摘要圖於2014年2月24日擬備，所根據的資料為地政總署於2013年6月30拍得的航攝照片編號 CS43365
EXTRACT PLAN PREPARED ON 24.2.2014
BASED ON AERIAL PHOTO No. CS43365 TAKEN ON 30.6.2013
BY LANDS DEPARTMENT

修訂地點F的航攝照片
AERIAL PHOTO OF AMENDMENT SITE F

於屯門分區計劃大綱核准圖編號S/TM/31內擬就屯門土地用途作出修訂
PROPOSED AMENDMENTS TO THE LAND USE ZONINGS IN TUEN MUN AREA ON THE APPROVED TUEN MUN OUTLINE ZONING PLAN NO. S/TM/31

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/TM/14/29

圖 PLAN
3m



圖例 LEGEND

主題地點(界線只作識別用)
SUBJECT SITE
(BOUNDARY FOR IDENTIFICATION PURPOSE ONLY)

本摘要圖於2013年4月4日擬備，所根據的資料為地政總署於2013年7月12日拍得的航攝照片編號 CS44191
EXTRACT PLAN PREPARED ON 4.4.2014
BASED ON AERIAL PHOTO No. CS29163 TAKEN ON 31.10.2010
BY LANDS DEPARTMENT

修訂地點G的航攝照片
AERIAL PHOTO OF AMENDMENT SITE G

於屯門分區計劃大綱核准圖編號S/TM/31內
擬就屯門土地用途作出修訂

PROPOSED AMENDMENTS TO THE LAND USE ZONINGS IN TUEN MUN AREA ON THE APPROVED TUEN MUN OUTLINE ZONING PLAN NO. S/TM/31

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/TM/14/29

圖 PLAN
3n

a1



主題地點界線只作識別用
SUBJECT SITE BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本圖於2014年2月26日擬備，所根據的
資料為攝於攝於2013年8月26日的實地照片
PLAN PREPARED ON 26.2.2014
BASED ON SITE PHOTO
TAKEN ON 26.8.2013

實地照片 SITE PHOTO

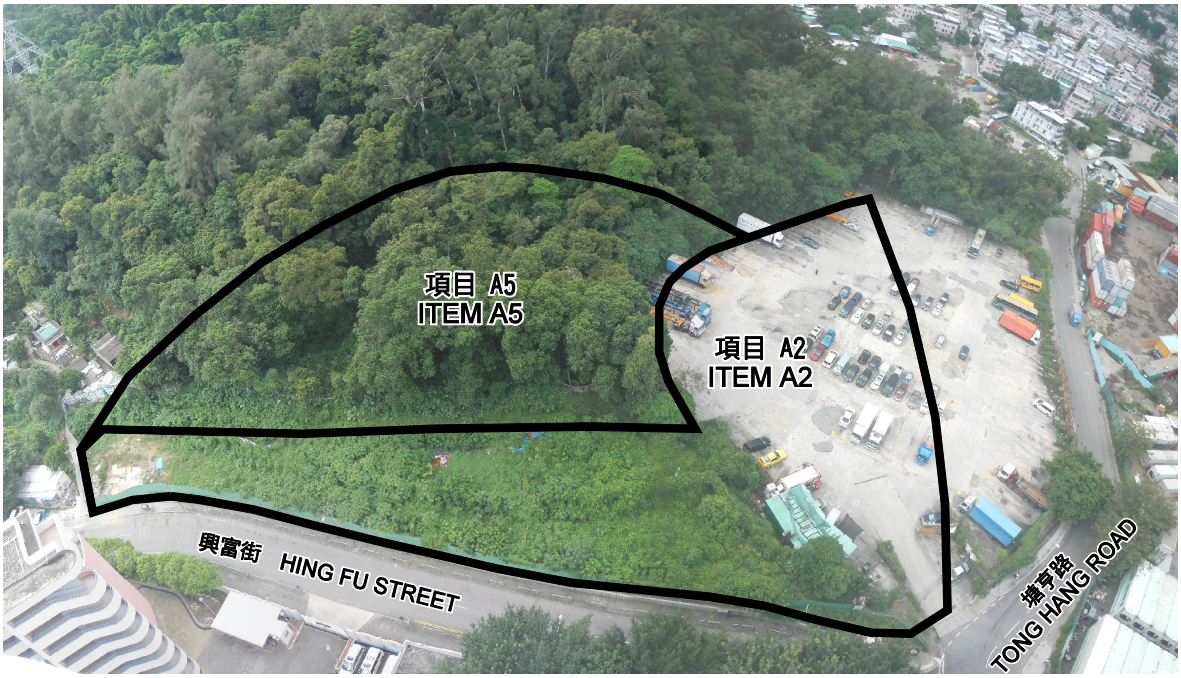
屯門分區計劃大綱圖編號S/TM/31的擬議修訂
- 項目A1
PROPOSED AMENDMENTS TO TUEN MUN
OUTLINE ZONING PLAN No. S/TM/31
- ITEM A1

規劃署
PLANNING
DEPARTMENT

參考編號
REFERENCE No.
M/TM/14/29

圖 PLAN
4a

a2



主題地點界線只作識別用
SUBJECT SITE BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本圖於2014年2月26日擬備，所根據的
資料為攝於攝於2013年8月26日的實地照片
PLAN PREPARED ON 26.2.2014
BASED ON SITE PHOTO
TAKEN ON 26.8.2013

實地照片 SITE PHOTO

屯門分區計劃大綱圖編號S/TM/31的擬議修訂
- 項目A2及A5

PROPOSED AMENDMENTS TO TUEN MUN
OUTLINE ZONING PLAN No. S/TM/31
- ITEMS A2 & A5

規劃署
PLANNING
DEPARTMENT

參考編號
REFERENCE No.
M/TM/14/29

圖 PLAN
4b

a3



主題地點界線只作識別用
SUBJECT SITE BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本圖於2014年4月23日擬備，所根據的資料為攝於攝於2013年8月26日的實地照片
PLAN PREPARED ON 23.4.2014
BASED ON SITE PHOTO
TAKEN ON 26.8.2013

實地照片 SITE PHOTO

屯門分區計劃大綱圖編號S/TM/31的擬議修訂
- 項目A3
PROPOSED AMENDMENTS TO TUEN MUN OUTLINE ZONING PLAN No. S/TM/31
- ITEM A3

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/TM/14/29

圖 PLAN
4c

a4



主題地點界線只作識別用
SUBJECT SITE BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本圖於2014年2月26日擬備，所根據的
資料為攝於攝於2013年8月26日的實地照片
PLAN PREPARED ON 26.2.2014
BASED ON SITE PHOTO
TAKEN ON 26.8.2013

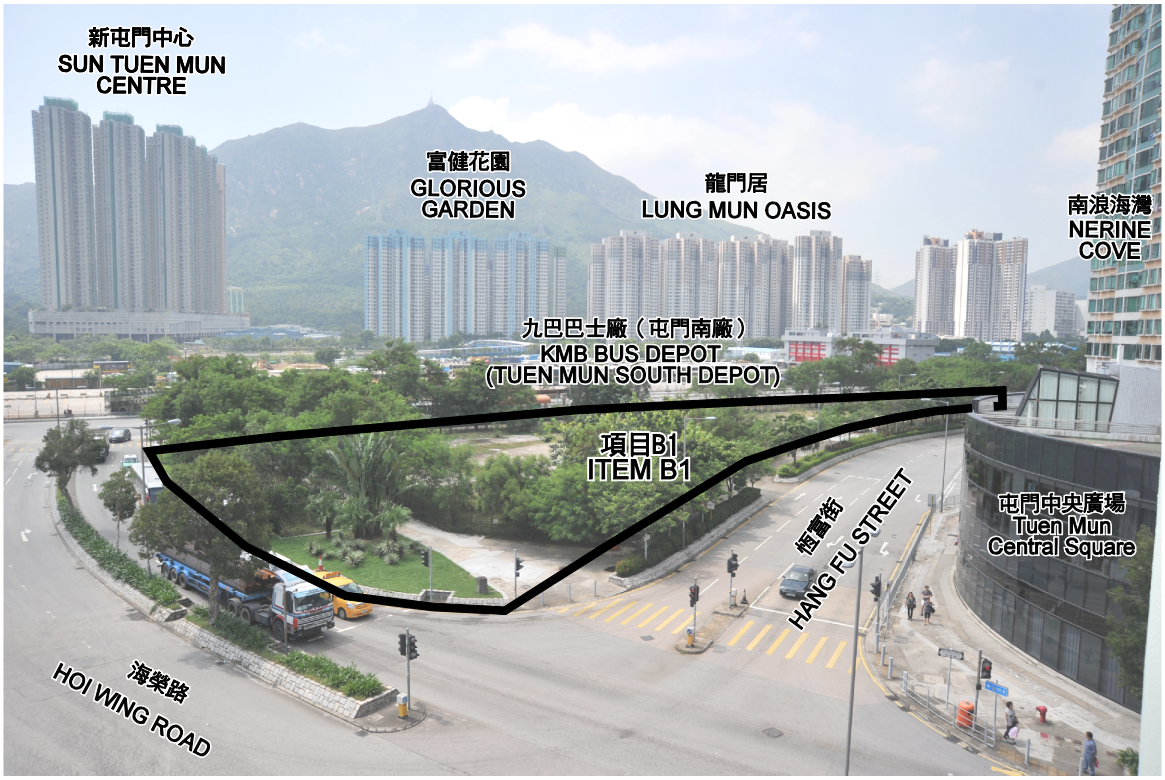
實地照片 SITE PHOTO

屯門分區計劃大綱圖編號S/TM/31的擬議修訂
- 項目A4
PROPOSED AMENDMENTS TO TUEN MUN
OUTLINE ZONING PLAN No. S/TM/31
- ITEM A4

規劃署
PLANNING
DEPARTMENT

參考編號
REFERENCE No.
M/TM/14/29

圖 PLAN
4d



主題地點界線只作識別用
SUBJECT SITE BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本圖於2014年4月21日擬備，所根據的
資料為攝於2013年8月26日的實地照片
PLAN PREPARED ON 21.4.2014
BASED ON SITE PHOTO
TAKEN ON 26.8.2013

實地照片 SITE PHOTO

屯門分區計劃大綱圖編號S/TM/31的擬議修訂
- 項目B1

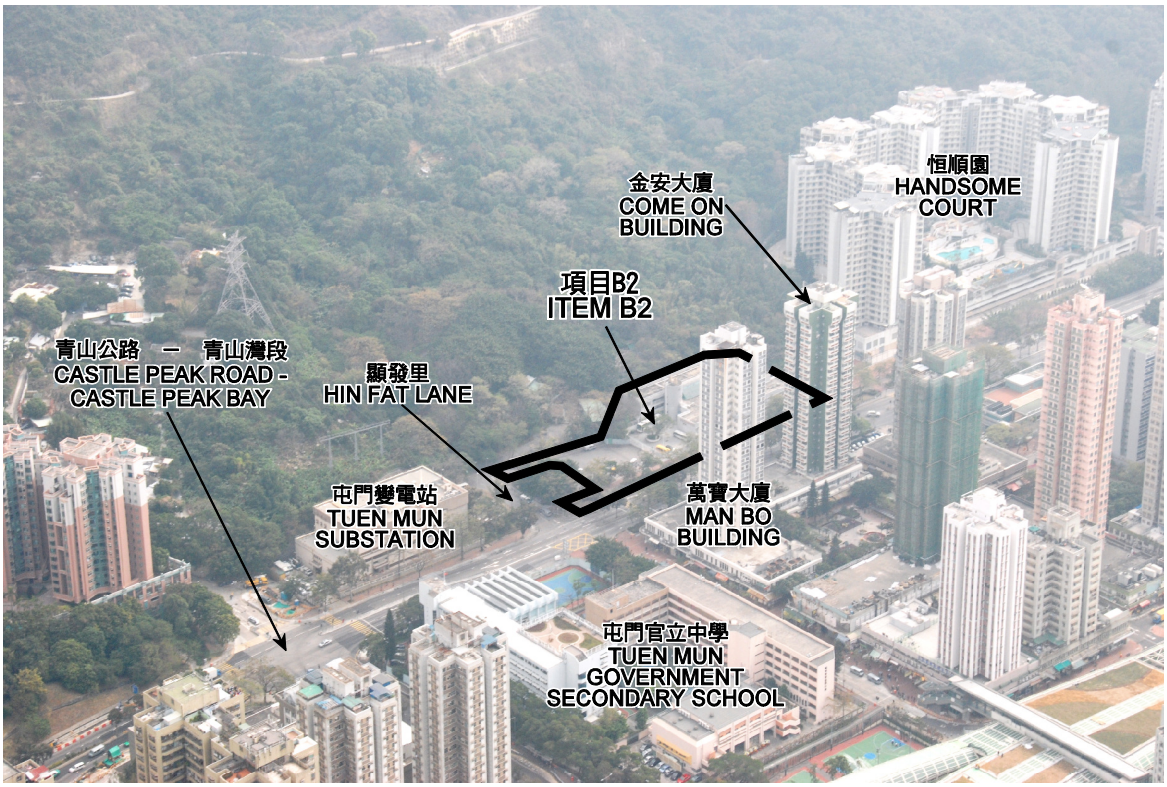
PROPOSED AMENDMENTS TO TUEN MUN
OUTLINE ZONING PLAN No. S/TM/31
- ITEM B1

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/TM/14/29

圖 PLAN
4e

b2



主題地點界線只作識別用
SUBJECT SITE BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本圖於2014年3月13日擬備，所根據的
資料為攝於攝於2014年1月13日的實地照片
PLAN PREPARED ON 13.3.2014
BASED ON SITE PHOTO
TAKEN ON 13.1.2014

實地照片 SITE PHOTO

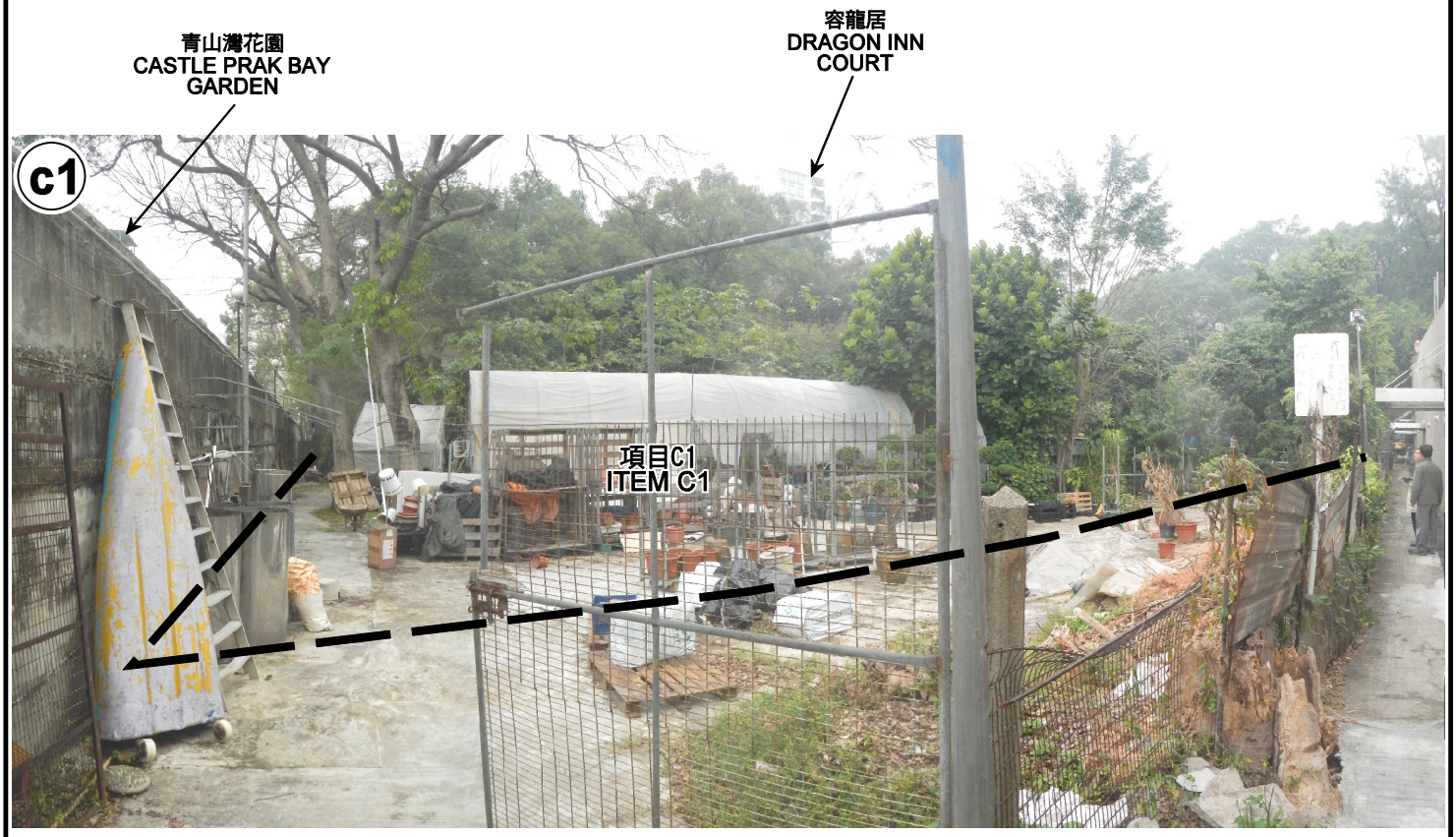
屯門分區計劃大綱圖編號S/TM/31的擬議修訂
- 項目B2

PROPOSED AMENDMENTS TO TUEN MUN
OUTLINE ZONING PLAN No. S/TM/31
- ITEM B2

規劃署
PLANNING
DEPARTMENT

參考編號
REFERENCE No.
M/TM/14/29

圖 PLAN
4f



主題地點界線只作識別用
SUBJECT SITE BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本圖於2014年3月5日擬備，所根據的資料為攝於2013年8月26日的實地照片
PLAN PREPARED ON 5.3.2014
BASED ON SITE PHOTO TAKEN ON 26.8.2013

實地照片 SITE PHOTO

屯門分區計劃大綱圖編號S/TM/31的擬議修訂
- 項目C1

PROPOSED AMENDMENTS TO TUEN MUN OUTLINE ZONING PLAN No. S/TM/31
- ITEM C1

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/TM/14/29

圖 PLAN
4g

c2a



青山公路 — 青山灣段
CASTLE PEAK ROAD - CASTLE PEAK BAY

c13



主題地點界線只作識別用
SUBJECT SITE BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本圖於2014年4月21日擬備，所根據的
資料為攝於攝於2013年8月26日的實地照片
PLAN PREPARED ON 21.4.2014
BASED ON SITE PHOTO
TAKEN ON 26.8.2013

實地照片 SITE PHOTO

屯門分區計劃大綱圖編號S/TM/31的擬議修訂
- 項目C2及C13
PROPOSED AMENDMENTS TO TUEN MUN
OUTLINE ZONING PLAN No. S/TM/31
- ITEMS C2 & C13

規劃署
PLANNING
DEPARTMENT

參考編號
REFERENCE No.
M/TM/14/29

圖 PLAN
4h

c3a



c3b



主題地點界線只作識別用
SUBJECT SITE BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本圖於2014年4月21日擬備，所根據的
資料為攝於攝於2013年8月26日的實地照片
PLAN PREPARED ON 21.4.2014
BASED ON SITE PHOTO
TAKEN ON 26.8.2013

實地照片 SITE PHOTO

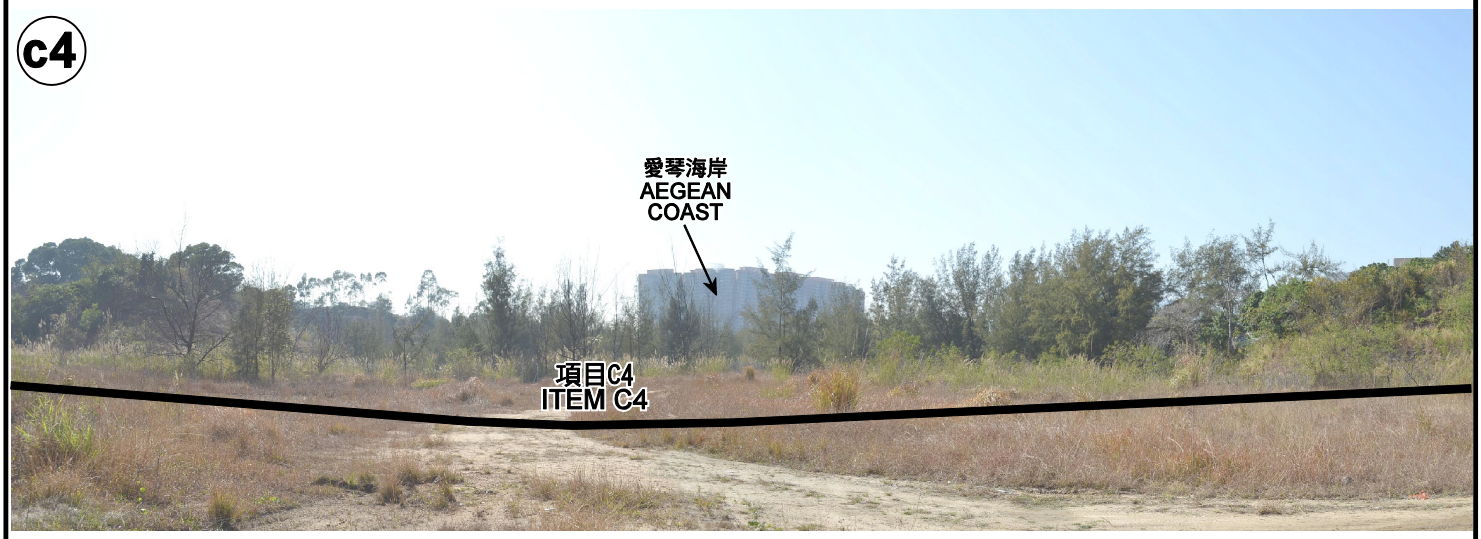
屯門分區計劃大綱圖編號S/TM/31的擬議修訂
- 項目C3
PROPOSED AMENDMENTS TO TUEN MUN
OUTLINE ZONING PLAN No. S/TM/31
- ITEM C3

規劃署
PLANNING
DEPARTMENT

參考編號
REFERENCE No.
M/TM/14/29

圖 PLAN
4i

c4



主題地點界線只作識別用
SUBJECT SITE BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本圖於2014年3月5日擬備，所根據的
資料為攝於攝於2014年2月5日的實地照片
PLAN PREPARED ON 5.3.2014
BASED ON SITE PHOTO
TAKEN ON 5.2.2014

實地照片 SITE PHOTO

屯門分區計劃大綱圖編號S/TM/31的擬議修訂
- 項目C4
PROPOSED AMENDMENTS TO TUEN MUN
OUTLINE ZONING PLAN No. S/TM/31
- ITEM C4

規劃署
PLANNING
DEPARTMENT

參考編號
REFERENCE No.
M/TM/14/29

圖 PLAN
4j



主題地點界線只作識別用
SUBJECT SITE BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本圖於2014年2月26日擬備，所根據的
資料為攝於攝於2014年2月5日的實地照片
PLAN PREPARED ON 26.2.2014
BASED ON SITE PHOTO
TAKEN ON 5.2.2014

實地照片 SITE PHOTO

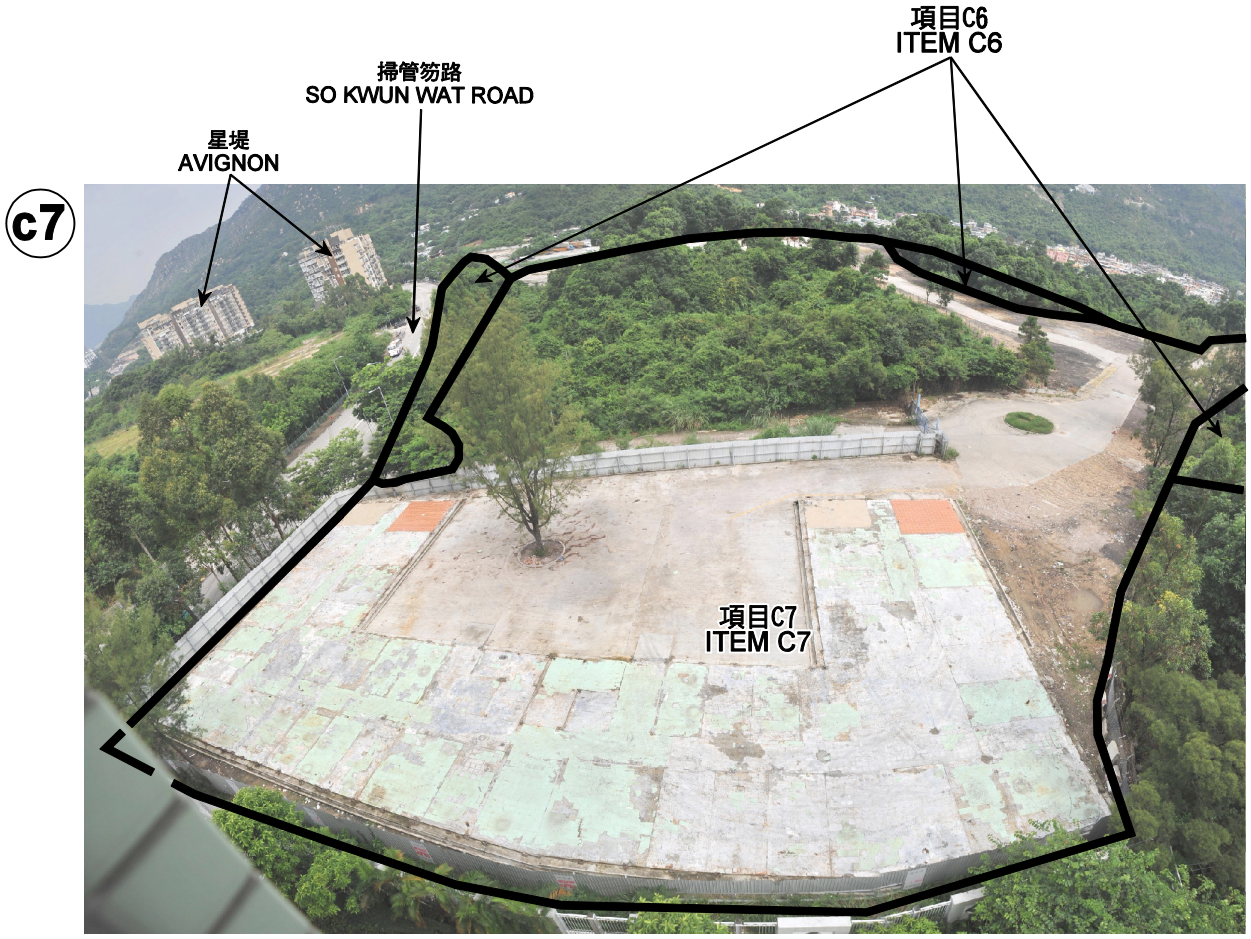
屯門分區計劃大綱圖編號S/TM/31的擬議修訂
- 項目C5

PROPOSED AMENDMENTS TO TUEN MUN
OUTLINE ZONING PLAN No. S/TM/31
- ITEM C5

規劃署
PLANNING
DEPARTMENT

參考編號
REFERENCE No.
M/TM/14/29

圖 PLAN
4k



主題地點界線只作識別用
SUBJECT SITE BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本圖於2014年3月13日擬備，所根據的
資料為攝於攝於2014年2月5日的實地照片
PLAN PREPARED ON 13.3.2014
BASED ON SITE PHOTO
TAKEN ON 5.2.2014

實地照片 SITE PHOTO

屯門分區計劃大綱圖編號S/TM/31的擬議修訂
- 項目C6及C7

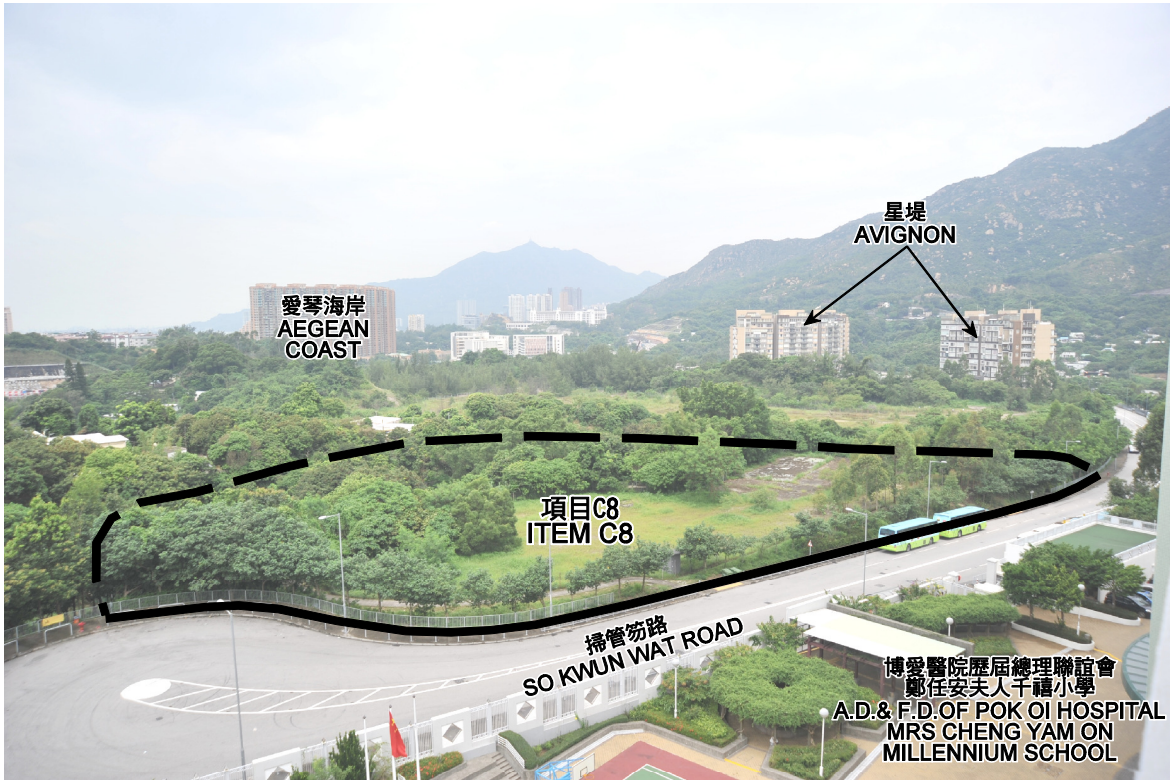
PROPOSED AMENDMENTS TO TUEN MUN
OUTLINE ZONING PLAN No. S/TM/31
- ITEMS C6 & C7

規劃署
PLANNING
DEPARTMENT

參考編號
REFERENCE No.
M/TM/14/29

圖 PLAN
4l

c8



主題地點界線只作識別用
SUBJECT SITE BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本圖於2014年3月6日擬備，所根據的
資料為攝於攝於2013年8月26日的實地照片
PLAN PREPARED ON 6.3.2014
BASED ON SITE PHOTO
TAKEN ON 26.8.2013

實地照片 SITE PHOTO

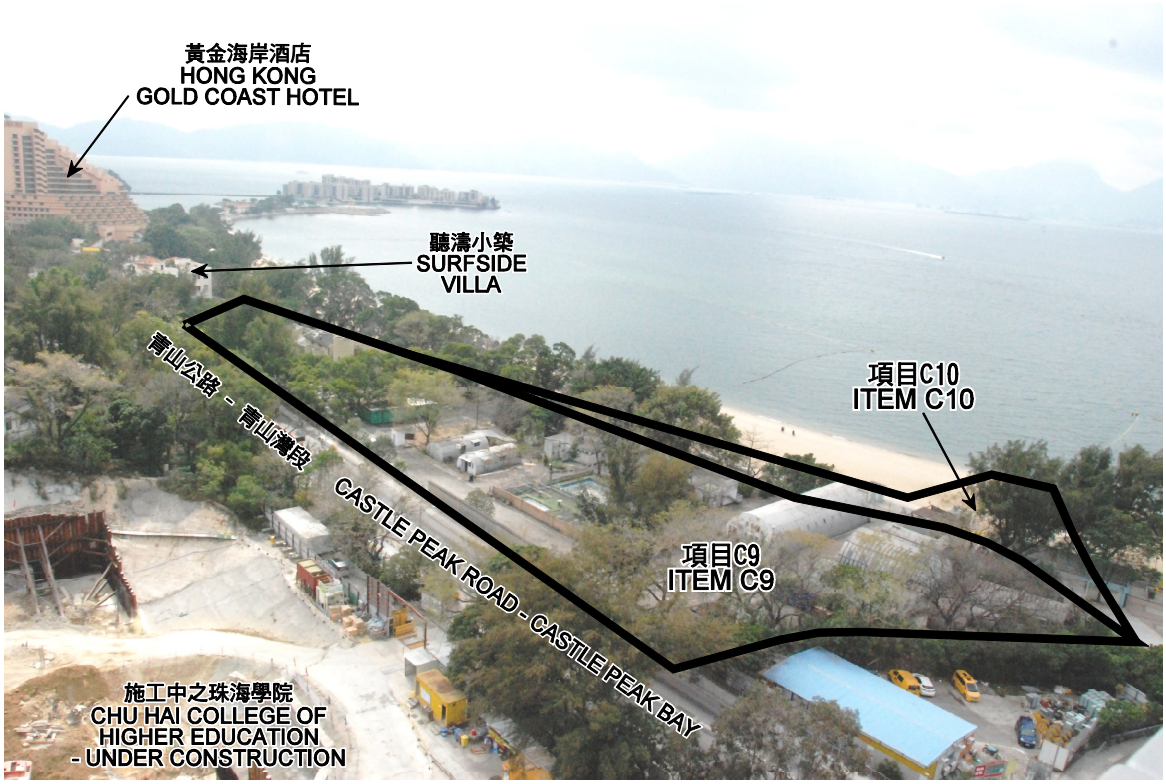
屯門分區計劃大綱圖編號S/TM/31的擬議修訂
- 項目C8
PROPOSED AMENDMENTS TO TUEN MUN
OUTLINE ZONING PLAN No. S/TM/31
- ITEM C8

規劃署
PLANNING
DEPARTMENT

參考編號
REFERENCE No.
M/TM/14/29

圖 PLAN
4m

c9



主題地點界線只作識別用
SUBJECT SITE BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本圖於2014年3月17日擬備，所根據的
資料為攝於攝於2014年2月5日的實地照片
PLAN PREPARED ON 17.3.2014
BASED ON SITE PHOTO
TAKEN ON 5.2.2014

實地照片 SITE PHOTO

屯門分區計劃大綱圖編號S/TM/31的擬議修訂
- 項目C9及C10

PROPOSED AMENDMENTS TO TUEN MUN
OUTLINE ZONING PLAN No. S/TM/31
- ITEMS C9 & C10

規劃署
PLANNING
DEPARTMENT

參考編號
REFERENCE No.
M/TM/14/29

圖 PLAN
4n

d1



本圖於2014年2月26日擬備，所根據的
資料為攝於攝於2013年8月27日的實地照片
PLAN PREPARED ON 26.2.2014
BASED ON SITE PHOTO
TAKEN ON 27.8.2013

實地照片 SITE PHOTO

屯門分區計劃大綱圖編號S/TM/31的擬議修訂
- 項目D1

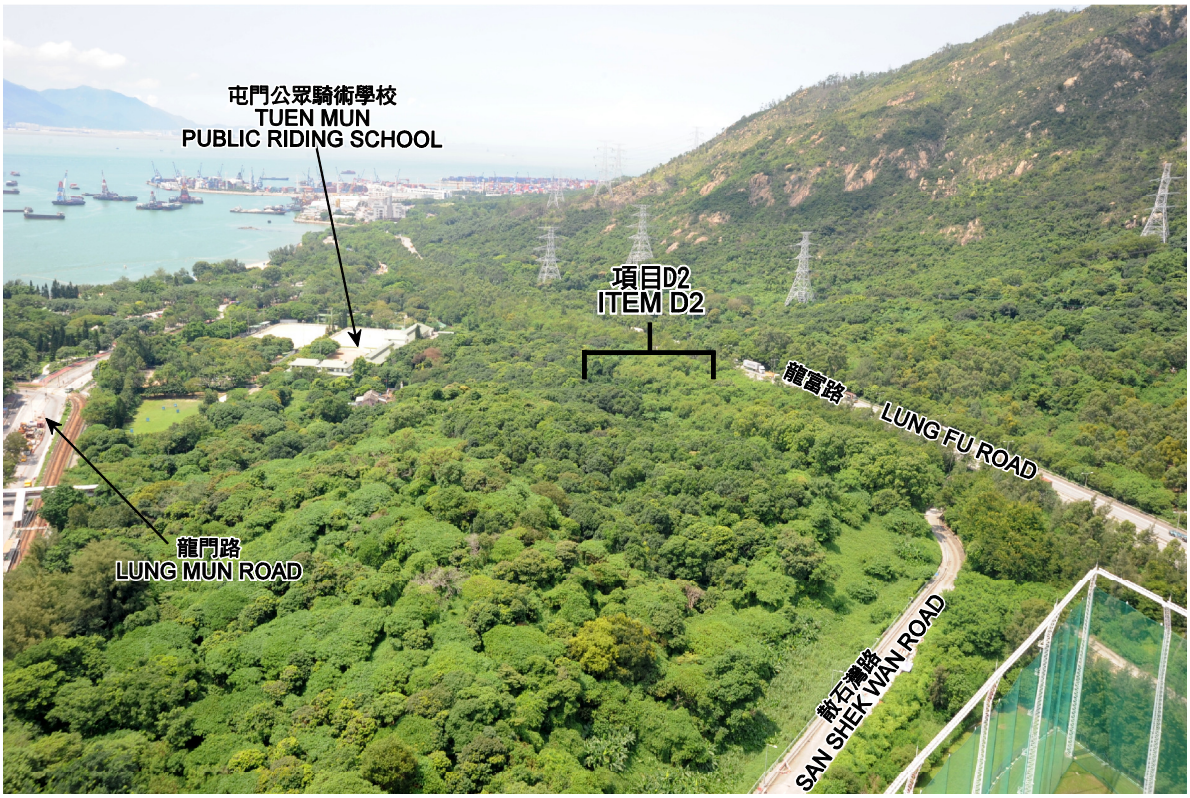
PROPOSED AMENDMENTS TO TUEN MUN
OUTLINE ZONING PLAN No. S/TM/31
- ITEM D1

規劃署
PLANNING
DEPARTMENT

參考編號
REFERENCE No.
M/TM/14/29

圖 PLAN
4o

d2



本圖於2014年2月26日擬備，所根據的
資料為攝於攝於2013年8月28日的實地照片
PLAN PREPARED ON 26.2.2014
BASED ON SITE PHOTO
TAKEN ON 28.8.2013

實地照片 SITE PHOTO

屯門分區計劃大綱圖編號S/TM/31的擬議修訂
- 項目D2
PROPOSED AMENDMENTS TO TUEN MUN
OUTLINE ZONING PLAN No. S/TM/31
- ITEM D2

規劃署
PLANNING
DEPARTMENT

參考編號
REFERENCE No.
M/TM/14/29

圖 PLAN
4p

e



主題地點界線只作識別用
SUBJECT SITE BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本圖於2014年3月6日擬備，所根據的
資料為攝於攝於2013年8月29日的實地照片
PLAN PREPARED ON 6.3.2014
BASED ON SITE PHOTO
TAKEN ON 29.8.2013

實地照片 SITE PHOTO

屯門分區計劃大綱圖編號S/TM/31的擬議修訂
- 項目E

PROPOSED AMENDMENTS TO TUEN MUN
OUTLINE ZONING PLAN No. S/TM/31
- ITEM E

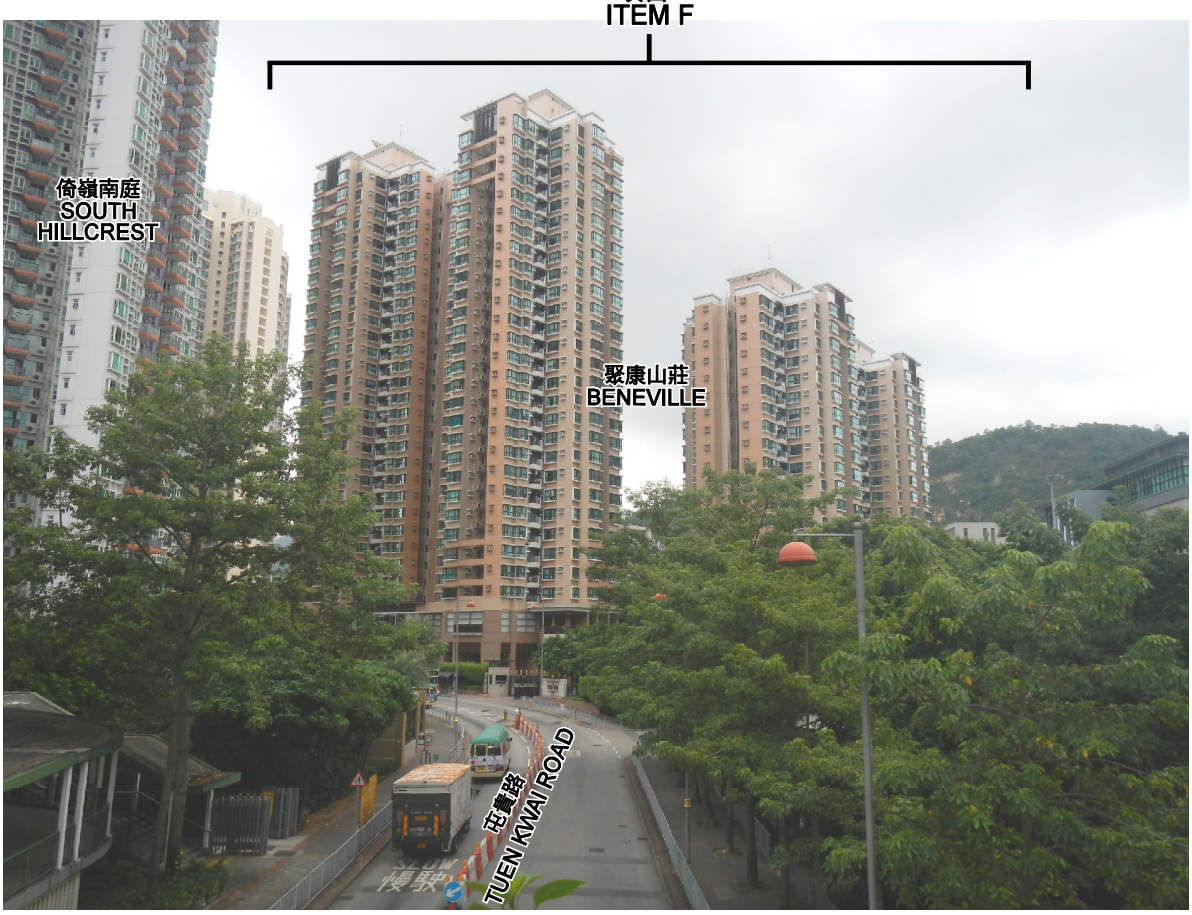
規劃署
PLANNING
DEPARTMENT

參考編號
REFERENCE No.
M/TM/14/29

圖 PLAN
4q

f

項目F
ITEM F



主題地點界線只作識別用
SUBJECT SITE BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本圖於2014年3月11日擬備，所根據的
資料為攝於攝於2013年8月26日的實地照片
PLAN PREPARED ON 11.3.2014
BASED ON SITE PHOTO
TAKEN ON 26.8.2013

實地照片 SITE PHOTO

屯門分區計劃大綱圖編號S/TM/31的擬議修訂
- 項目F

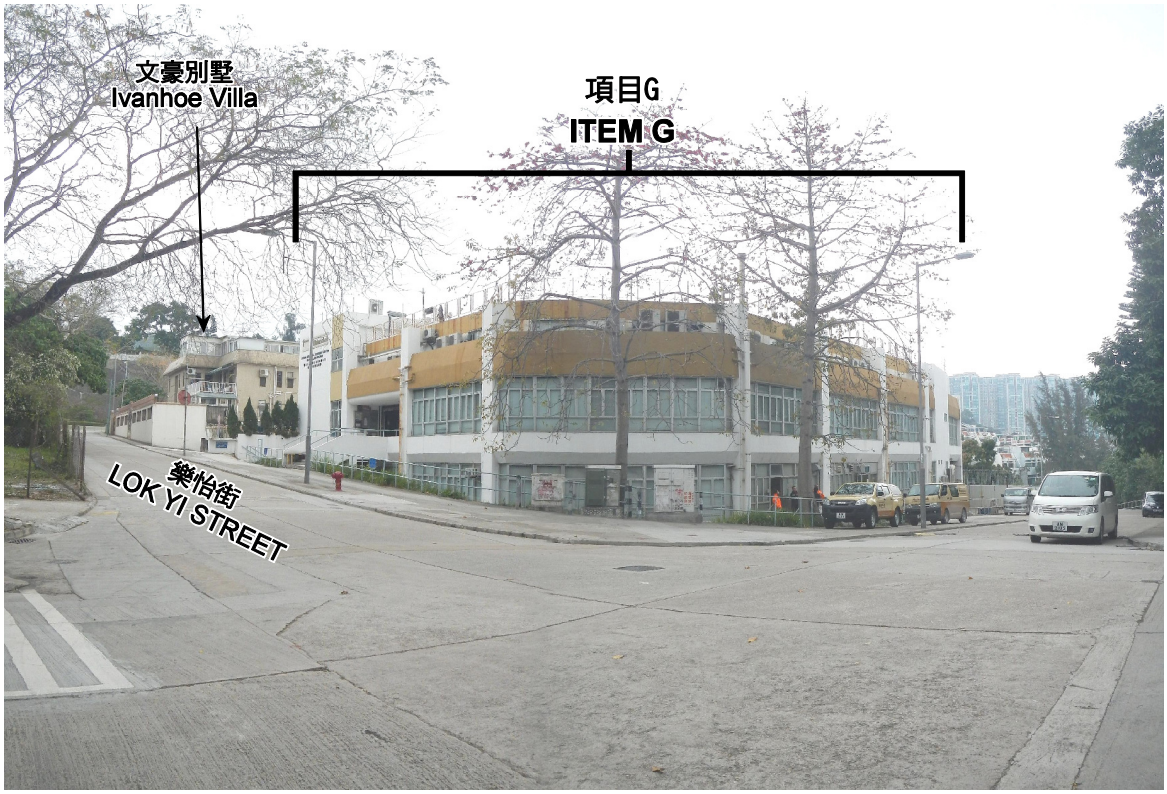
PROPOSED AMENDMENTS TO TUEN MUN
OUTLINE ZONING PLAN No. S/TM/31
- ITEM F

規劃署
PLANNING
DEPARTMENT

參考編號
REFERENCE No.
M/TM/14/29

圖 PLAN
4r

g



本圖於2014年4月16日擬備，所根據的資料為攝於2014年3月6日的實地照片
PLAN PREPARED ON 16.4.2014
BASED ON SITE PHOTOS
TAKEN ON 6.3.2014

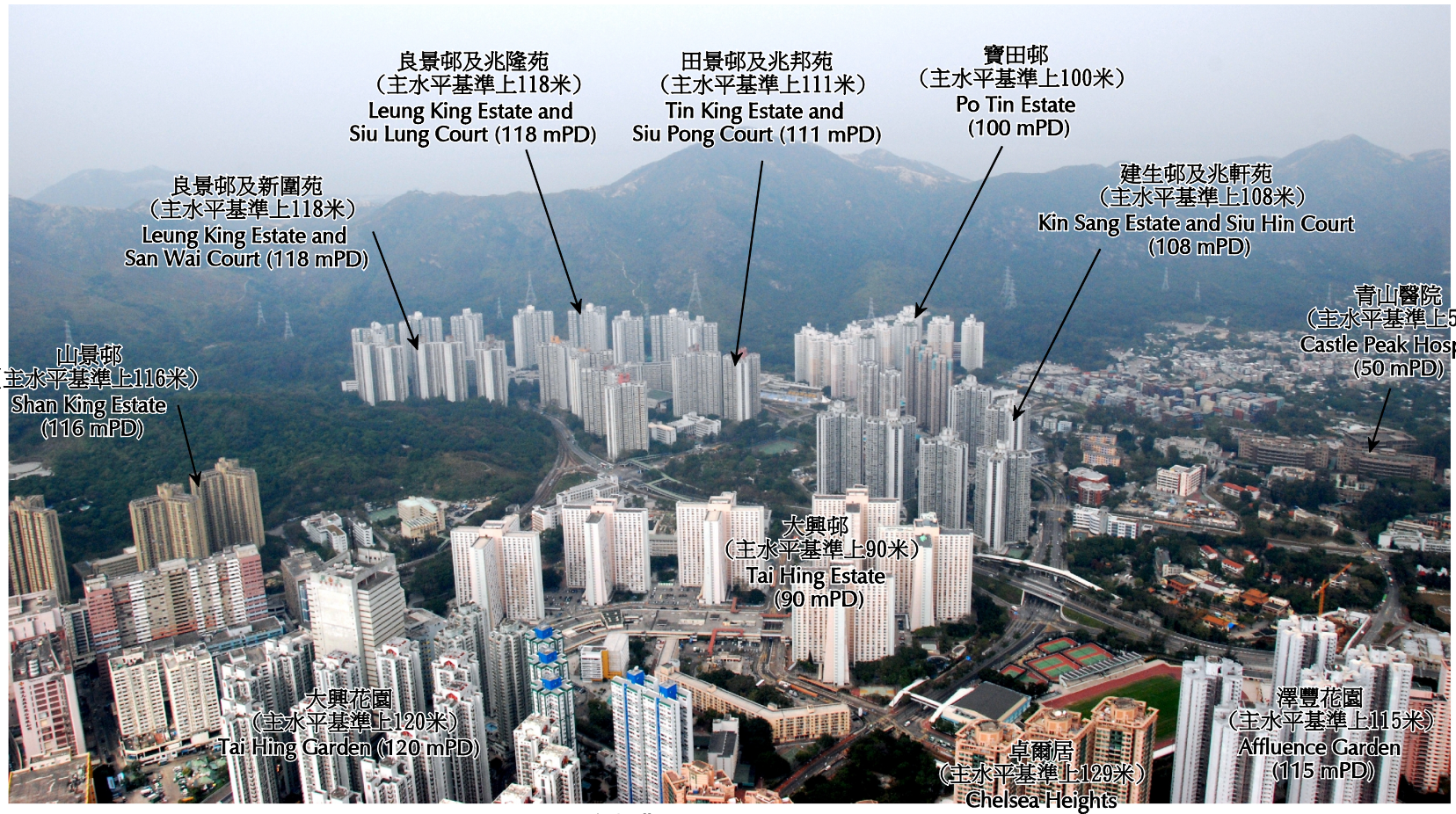
實地照片 SITE PHOTO

屯門分區計劃大綱圖編號S/TM/31的擬議修訂
- 項目G
PROPOSED AMENDMENTS TO TUEN MUN
OUTLINE ZONING PLAN No. S/TM/31
- ITEM G

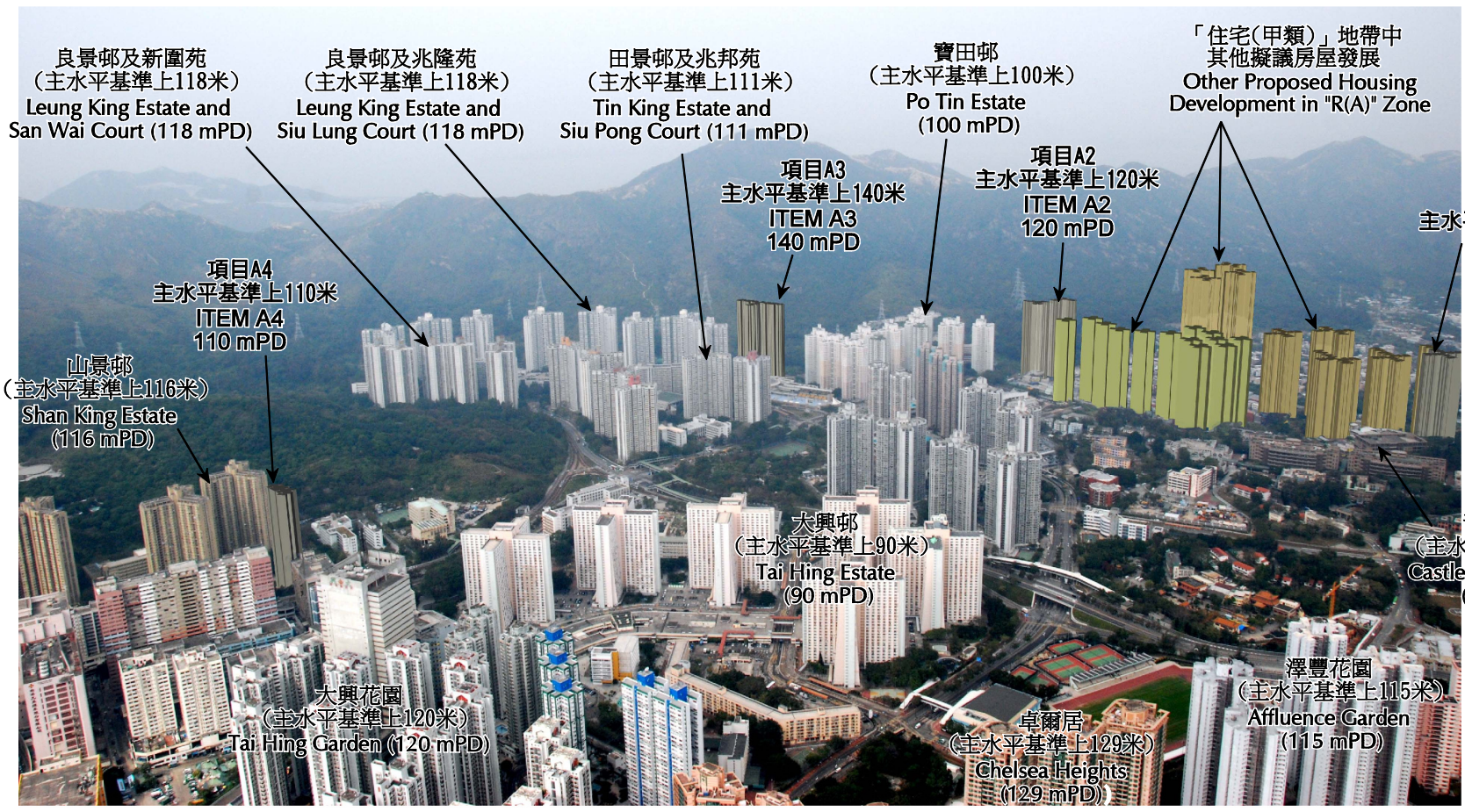
規劃署
PLANNING
DEPARTMENT

參考編號
REFERENCE No.
M/TM/14/29

圖 PLAN
4s

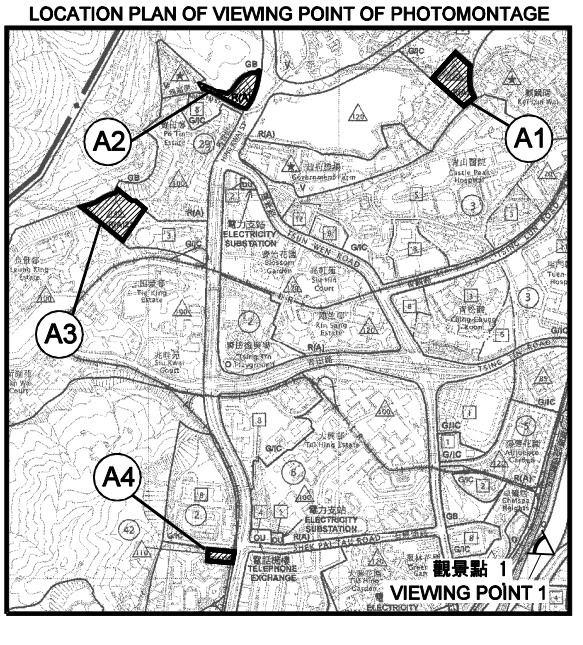


現有景觀 EXISTING VIEW



合成照片 PHOTOMONTAGE

合成照片的觀景點的位置圖
LOCATION PLAN OF VIEWING POINT OF PHOTOMONTAGE



申請地點界線只作識別用
APPLICATION SITE BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本圖於2014年4月15日擬備，所根據的資料為攝於2014年1月13日的實地照片
PLAN PREPARED ON 15.4.2014
BASED ON SITE PHOTOS
TAKEN ON 13.1.2014

合成照片 PHOTOMONTAGE

擬議住宅發展修訂項目A1至A4的合成照片
PHOTOMONTAGE OF PROPOSED RESIDENTIAL DEVELOPMENT AMENDMENTS ITEMS A1 TO A4

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/TM/14/29

圖 PLAN
5a

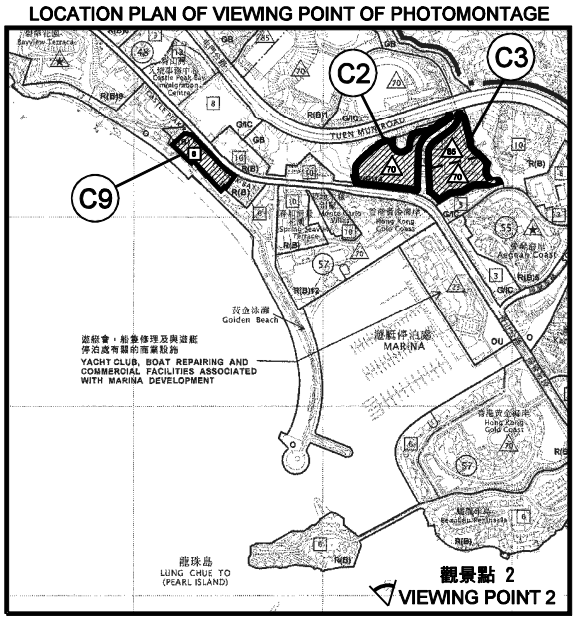


現有景觀 EXISTING VIEW



合成照片 PHOTOMONTAGE

合成照片的觀景點的位置圖
LOCATION PLAN OF VIEWING POINT OF PHOTOMONTAGE



申請地點界線只作識別用
APPLICATION SITE BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本圖於2014年4月23日擬備，所根據的資料為攝於2014年1月13日的實地照片
PLAN PREPARED ON 23.4.2014
BASED ON SITE PHOTOS
TAKEN ON 13.1.2014

合成照片 PHOTOMONTAGE

擬議住宅發展修訂項目C2, C3及C9的合成照片
PHOTOMONTAGE OF PROPOSED RESIDENTIAL DEVELOPMENT
AMENDMENT ITEMS C2, C3 and C9

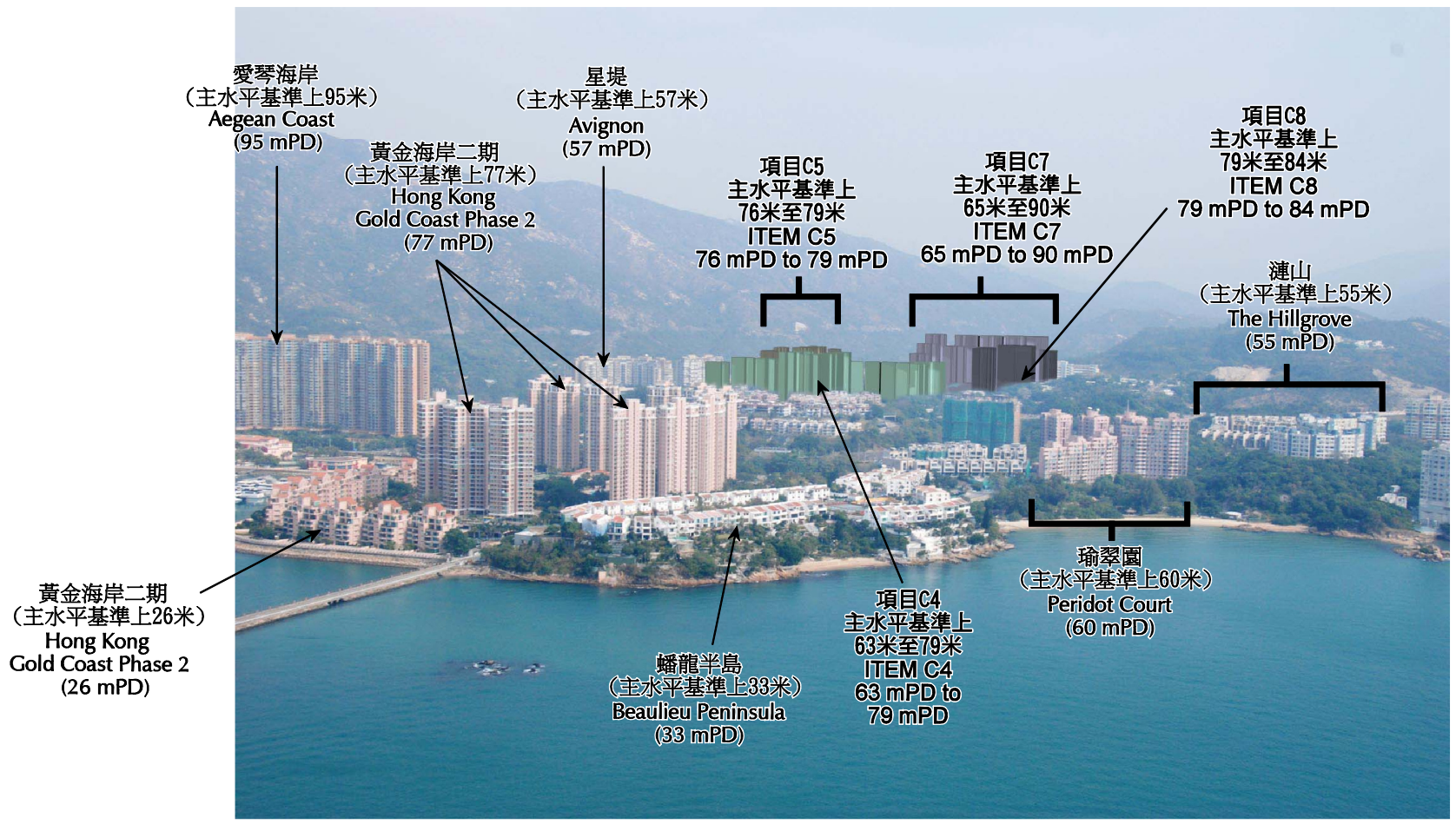
規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/TM/14/29

圖 PLAN
5b

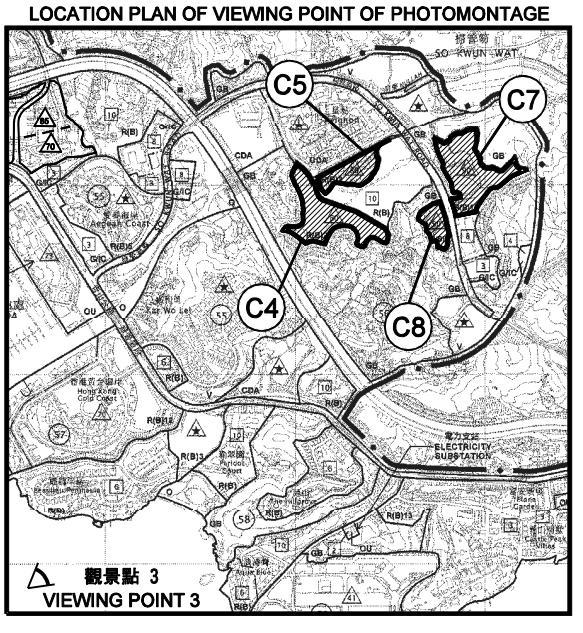


現有景觀 EXISTING VIEW



合成照片 PHOTOMONTAGE

合成照片的觀景點的位置圖
LOCATION PLAN OF VIEWING POINT OF PHOTOMONTAGE



申請地點界線只作識別用
APPLICATION SITE BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本圖於2014年4月16日擬備，所根據的資料為攝於2014年1月13日的實地照片
PLAN PREPARED ON 16.4.2014
BASED ON SITE PHOTOS
TAKEN ON 13.1.2014

合成照片 PHOTOMONTAGE

擬議住宅發展修訂項目C4、C5、C7及C8的合成照片
PHOTOMONTAGE OF PROPOSED RESIDENTIAL DEVELOPMENT
AMENDMENT ITEMS C4, C5, C7 & C8

規劃署
PLANNING
DEPARTMENT

參考編號
REFERENCE No.
M/TM/14/29

圖 PLAN
5c

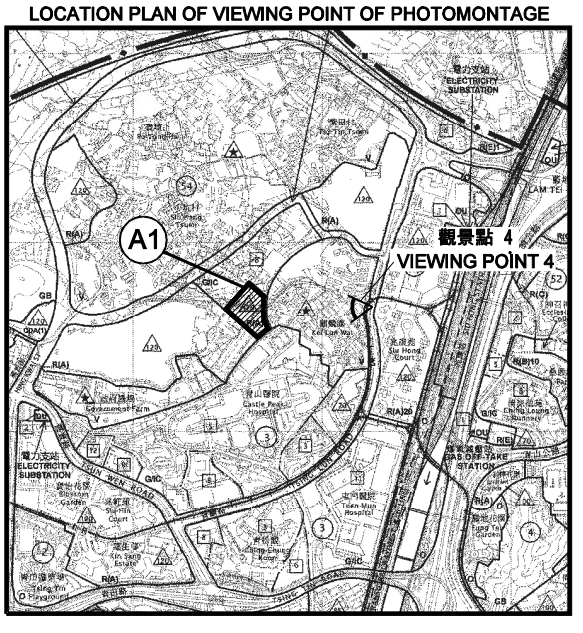


現有景觀 EXISTING VIEW



合成照片 PHOTOMONTAGE

合成照片的觀景點的位置圖
LOCATION PLAN OF VIEWING POINT OF PHOTOMONTAGE



申請地點界線只作識別用
APPLICATION SITE BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本圖於2014年4月15日擬備，所根據的資料為攝於2014年2月28日的實地照片
PLAN PREPARED ON 15.4.2014
BASED ON SITE PHOTOS
TAKEN ON 28.2.2014

合成照片 PHOTOMONTAGE

擬議住宅發展修訂項目A1的合成照片
PHOTOMONTAGE OF PROPOSED RESIDENTIAL DEVELOPMENT
AMENDMENT ITEM A1

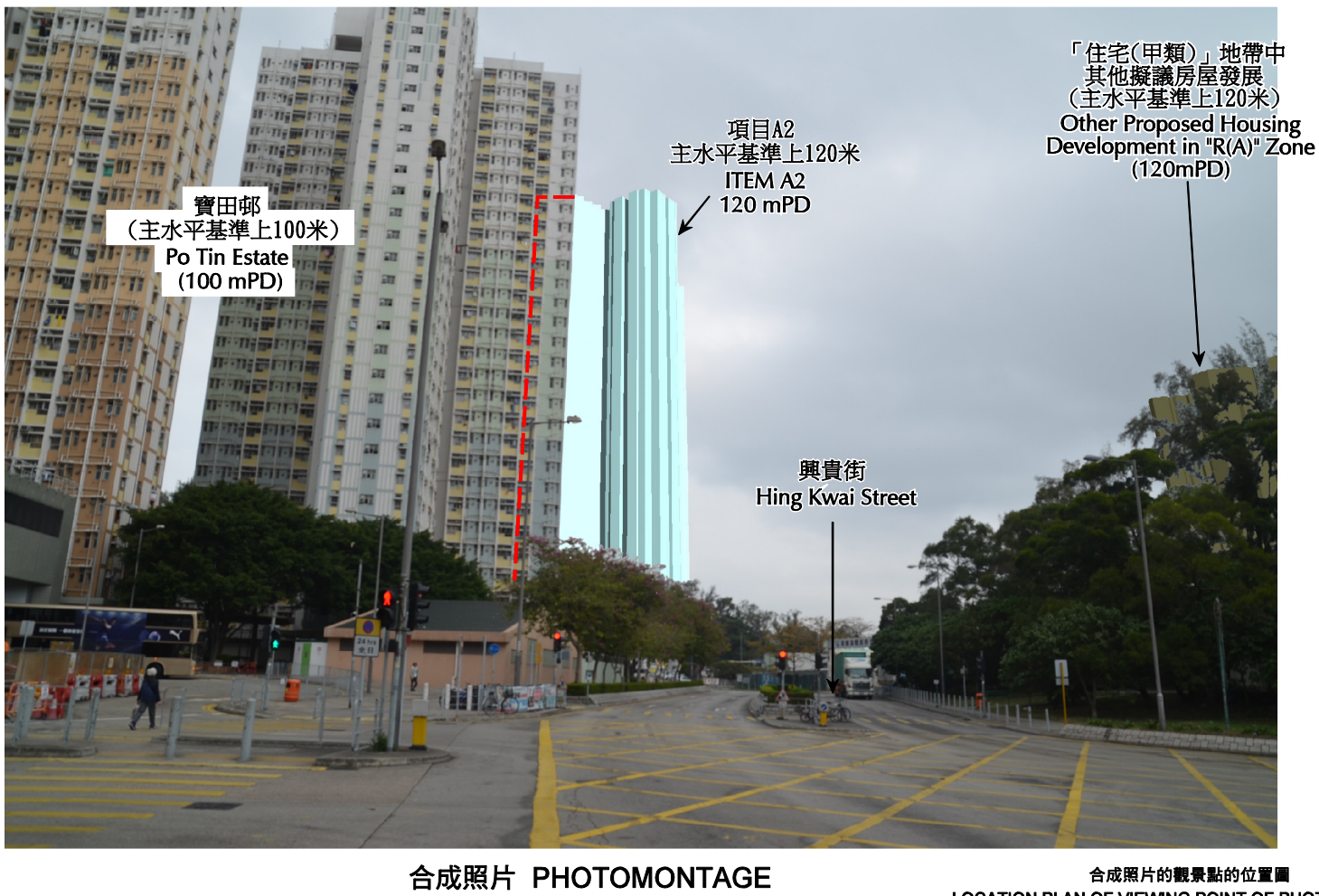
規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/TM/14/29

圖 PLAN
5d

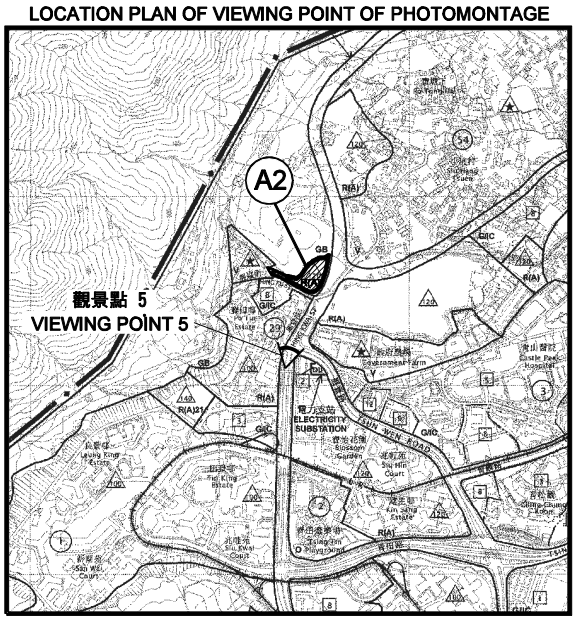


現有景觀 EXISTING VIEW



合成照片 PHOTOMONTAGE

合成照片的觀景點的位置圖
LOCATION PLAN OF VIEWING POINT OF PHOTOMONTAGE



申請地點界線只作識別用
APPLICATION SITE BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本圖於2014年4月22日擬備，所根據的資料為攝於2014年2月28日的實地照片
PLAN PREPARED ON 22.4.2014
BASED ON SITE PHOTOS
TAKEN ON 28.2.2014

合成照片 PHOTOMONTAGE

擬議住宅發展修訂項目A2的合成照片
PHOTOMONTAGE OF PROPOSED RESIDENTIAL DEVELOPMENT
AMENDMENT ITEM A2

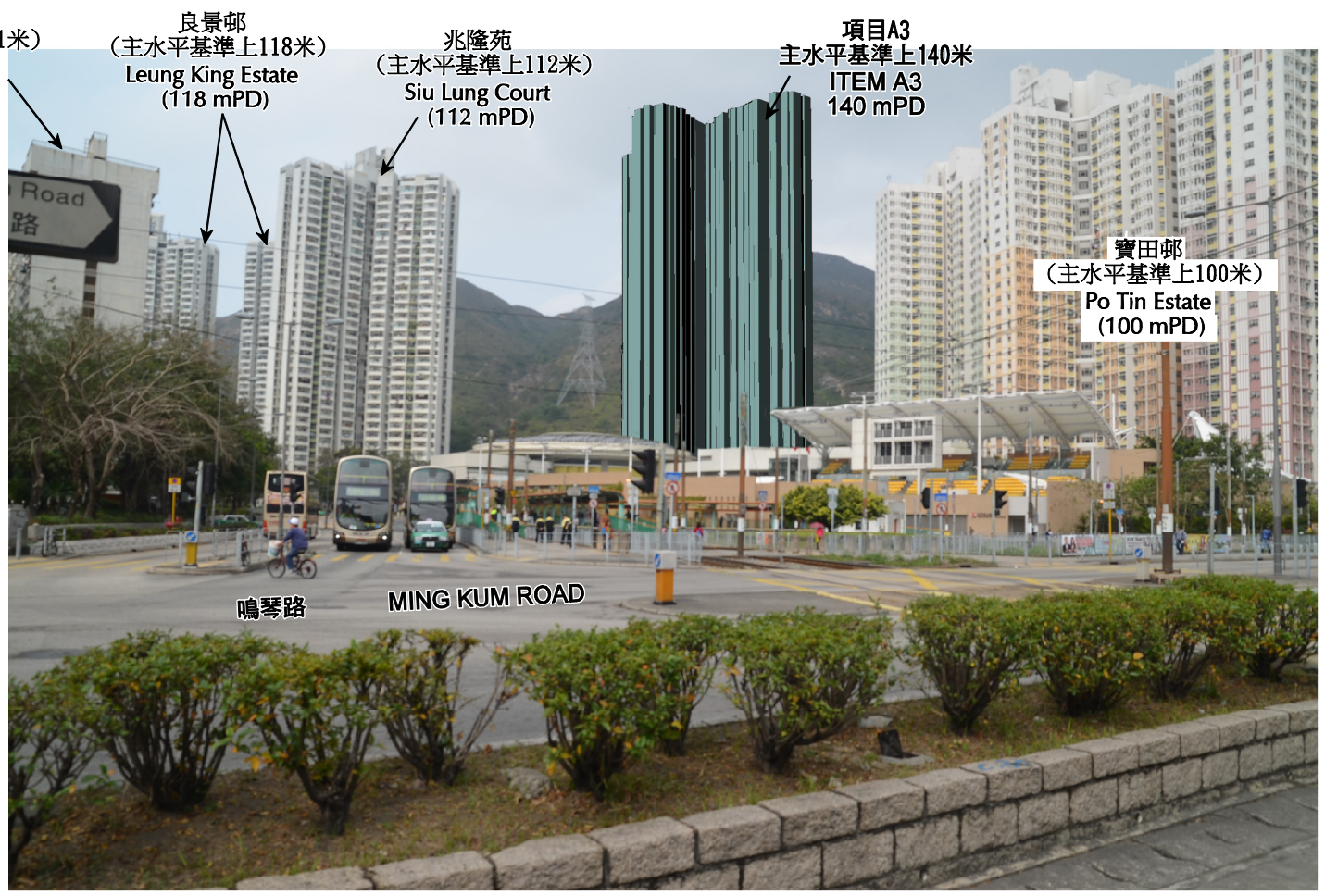
規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/TM/14/29

圖 PLAN
5e

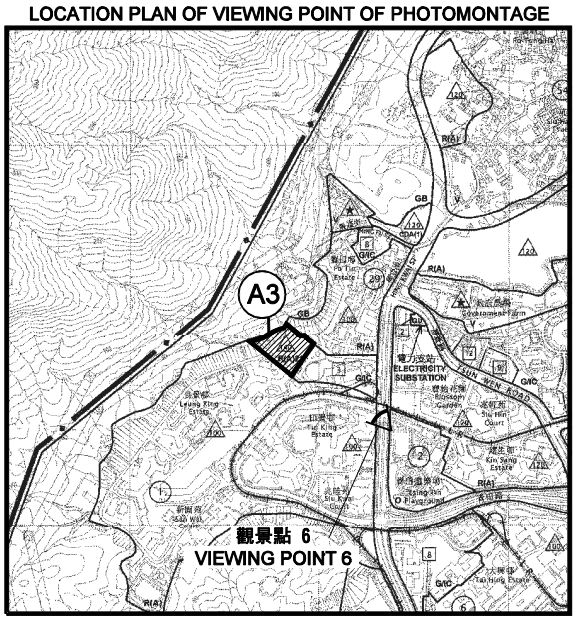


現有景觀 EXISTING VIEW



合成照片 PHOTOMONTAGE

合成照片的觀景點的位置圖
LOCATION PLAN OF VIEWING POINT OF PHOTOMONTAGE



申請地點界線只作識別用
APPLICATION SITE BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本圖於2014年4月15日擬備，所根據的資料為攝於2014年2月28日的實地照片
PLAN PREPARED ON 15.4.2014
BASED ON SITE PHOTOS
TAKEN ON 28.2.2014

合成照片 PHOTOMONTAGE

擬議住宅發展修訂項目A3的合成照片
PHOTOMONTAGE OF PROPOSED RESIDENTIAL DEVELOPMENT
AMENDMENT ITEM A3

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/TM/14/29

圖 PLAN
5f

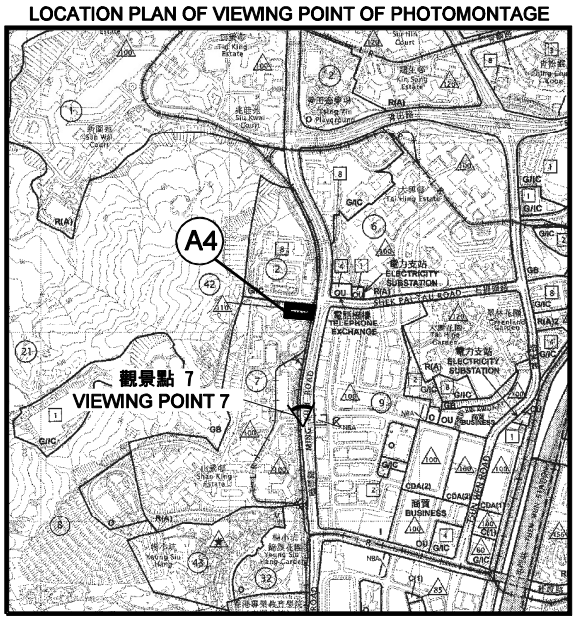


現有景觀 EXISTING VIEW



合成照片 PHOTOMONTAGE

合成照片的觀景點的位置圖
LOCATION PLAN OF VIEWING POINT OF PHOTOMONTAGE



申請地點界線只作識別用
APPLICATION SITE BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本圖於2014年4月15日擬備，所根據的資料為攝於2014年2月28日的實地照片
PLAN PREPARED ON 15.4.2014
BASED ON SITE PHOTOS
TAKEN ON 28.2.2014

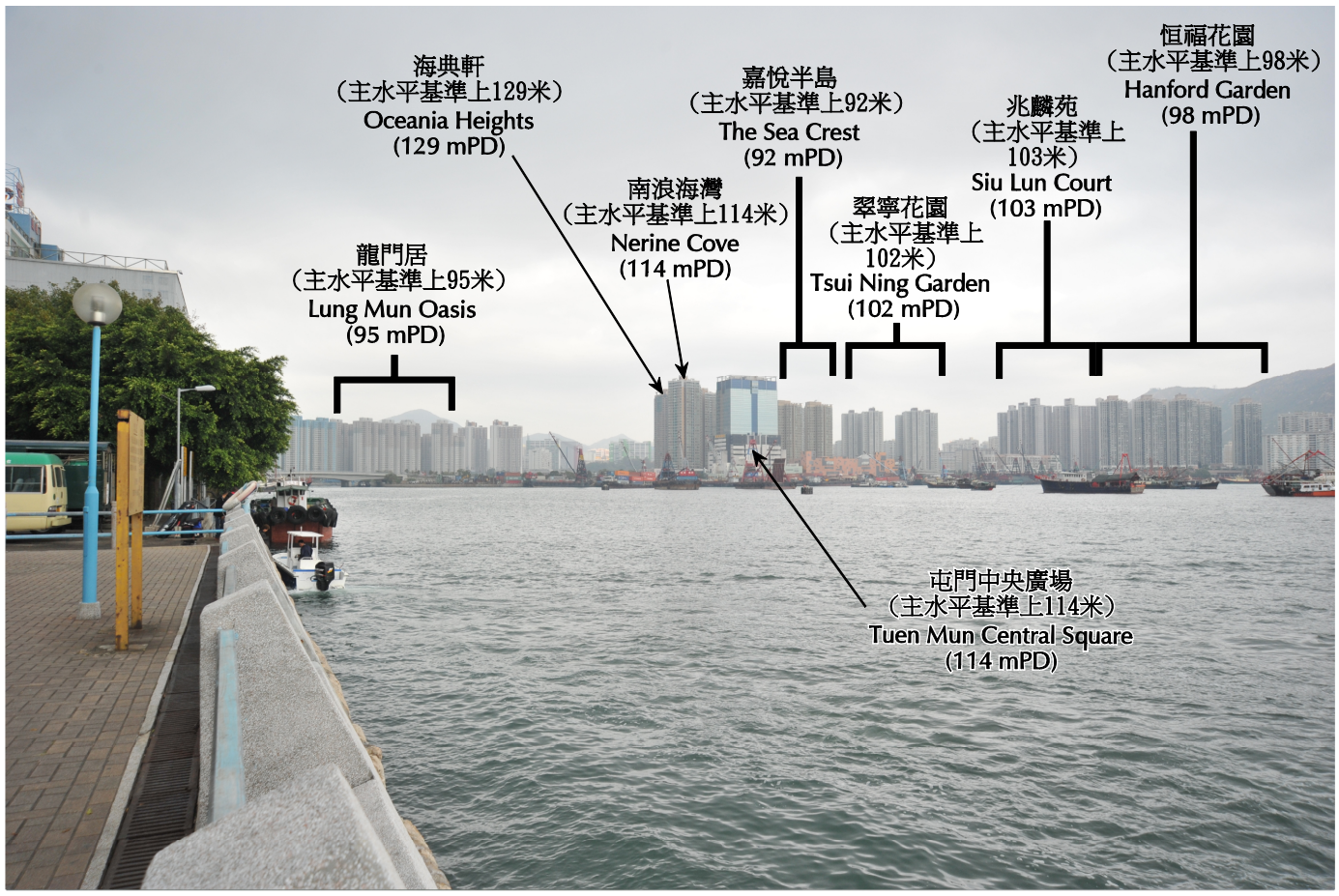
合成照片 PHOTOMONTAGE

擬議住宅發展修訂項目A4的合成照片
PHOTOMONTAGE OF PROPOSED RESIDENTIAL DEVELOPMENT
AMENDMENT ITEM A4

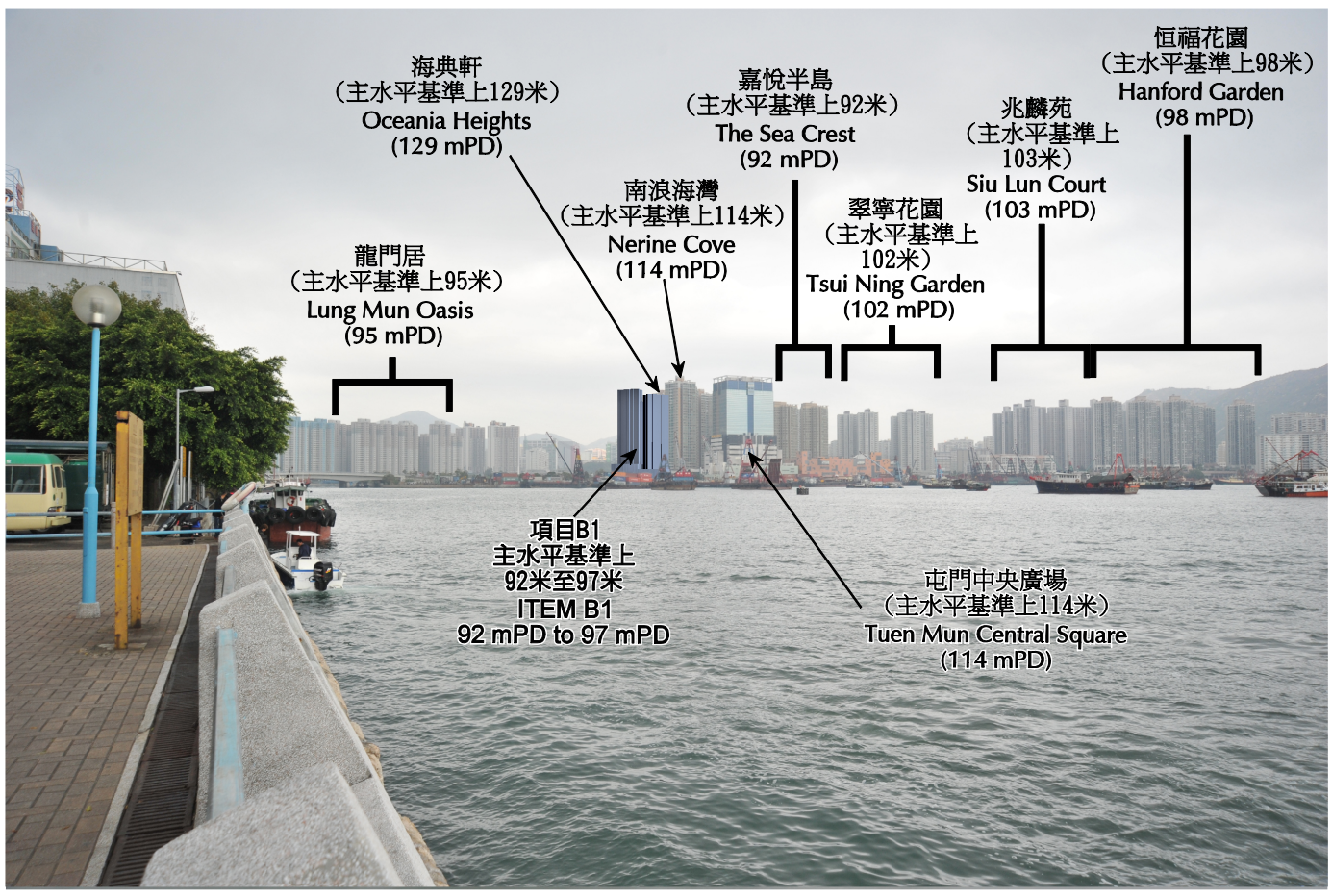
規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/TM/14/29

圖 PLAN
5g

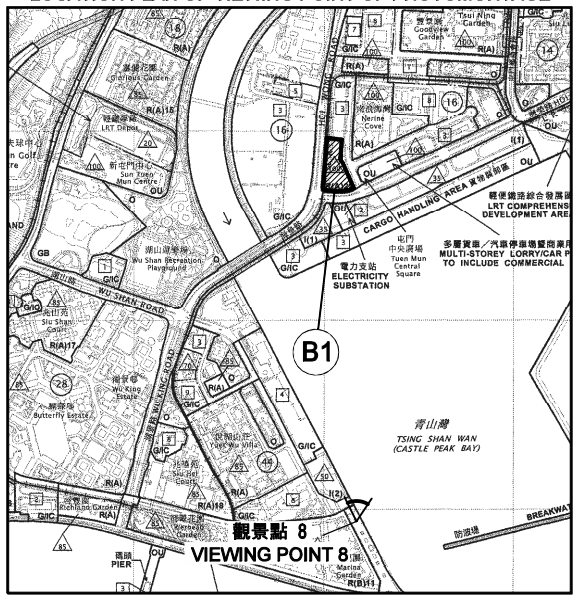


現有景觀 EXISTING VIEW



合成照片 PHOTOMONTAGE

合成照片的觀景點的位置圖
LOCATION PLAN OF VIEWING POINT OF PHOTOMONTAGE



申請地點界線只作識別用
APPLICATION SITE BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本圖於2014年4月23日擬備，所根據的資料為攝於2014年2月28日的實地照片
PLAN PREPARED ON 23.4.2014
BASED ON SITE PHOTOS
TAKEN ON 28.2.2014

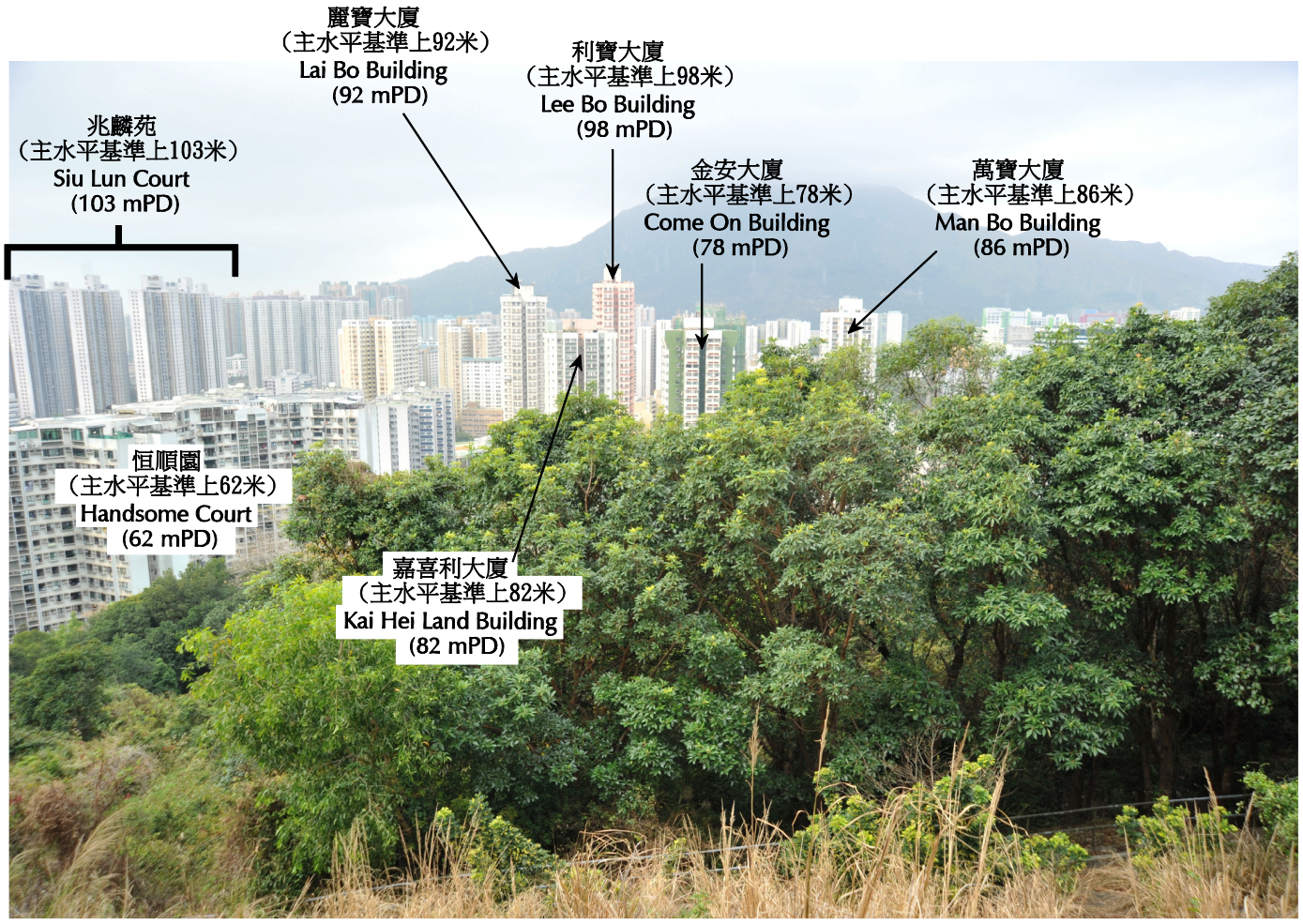
合成照片 PHOTOMONTAGE

擬議住宅發展修訂項目B1的合成照片
PHOTOMONTAGE OF PROPOSED RESIDENTIAL DEVELOPMENT
AMENDMENT ITEM B1

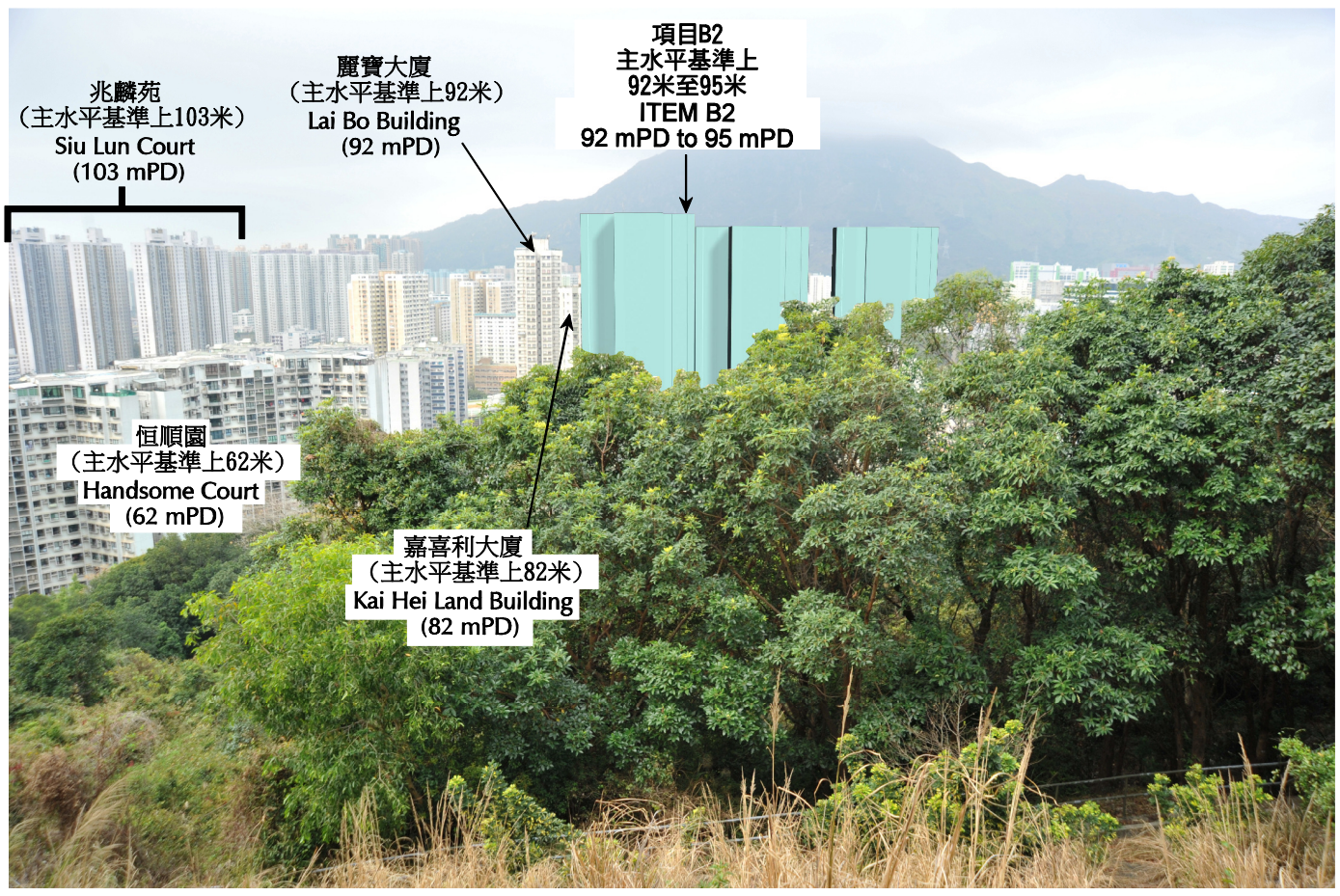
規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/TM/14/29

圖 PLAN
5h

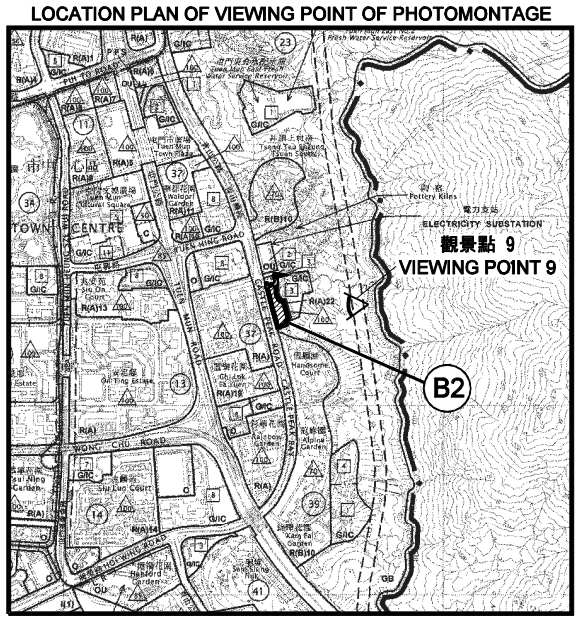


現有景觀 EXISTING VIEW



合成照片 PHOTOMONTAGE

合成照片的觀景點的位置圖
LOCATION PLAN OF VIEWING POINT OF PHOTOMONTAGE



申請地點界線只作識別用
APPLICATION SITE BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本圖於2014年4月15日擬備，所根據的資料為攝於2014年2月28日的實地照片
PLAN PREPARED ON 15.4.2014
BASED ON SITE PHOTOS
TAKEN ON 28.2.2014

合成照片 PHOTOMONTAGE

擬議住宅發展修訂項目B2的合成照片
PHOTOMONTAGE OF PROPOSED RESIDENTIAL DEVELOPMENT
AMENDMENT ITEM B2

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/TM/14/29

圖 PLAN
5i

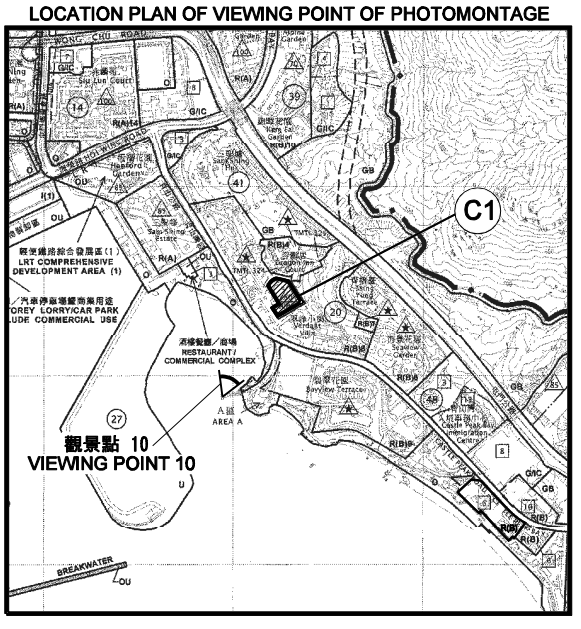


現有景觀 EXISTING VIEW



合成照片 PHOTOMONTAGE

合成照片的觀景點的位置圖
LOCATION PLAN OF VIEWING POINT OF PHOTOMONTAGE



申請地點界線只作識別用
APPLICATION SITE BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本圖於2014年4月14日擬備，所根據的資料為攝於2014年2月28日的實地照片
PLAN PREPARED ON 14.4.2014
BASED ON SITE PHOTOS
TAKEN ON 28.2.2014

合成照片 PHOTOMONTAGE

擬議住宅發展修訂項目C1的合成照片
PHOTOMONTAGE OF PROPOSED RESIDENTIAL DEVELOPMENT
AMENDMENT ITEM C1

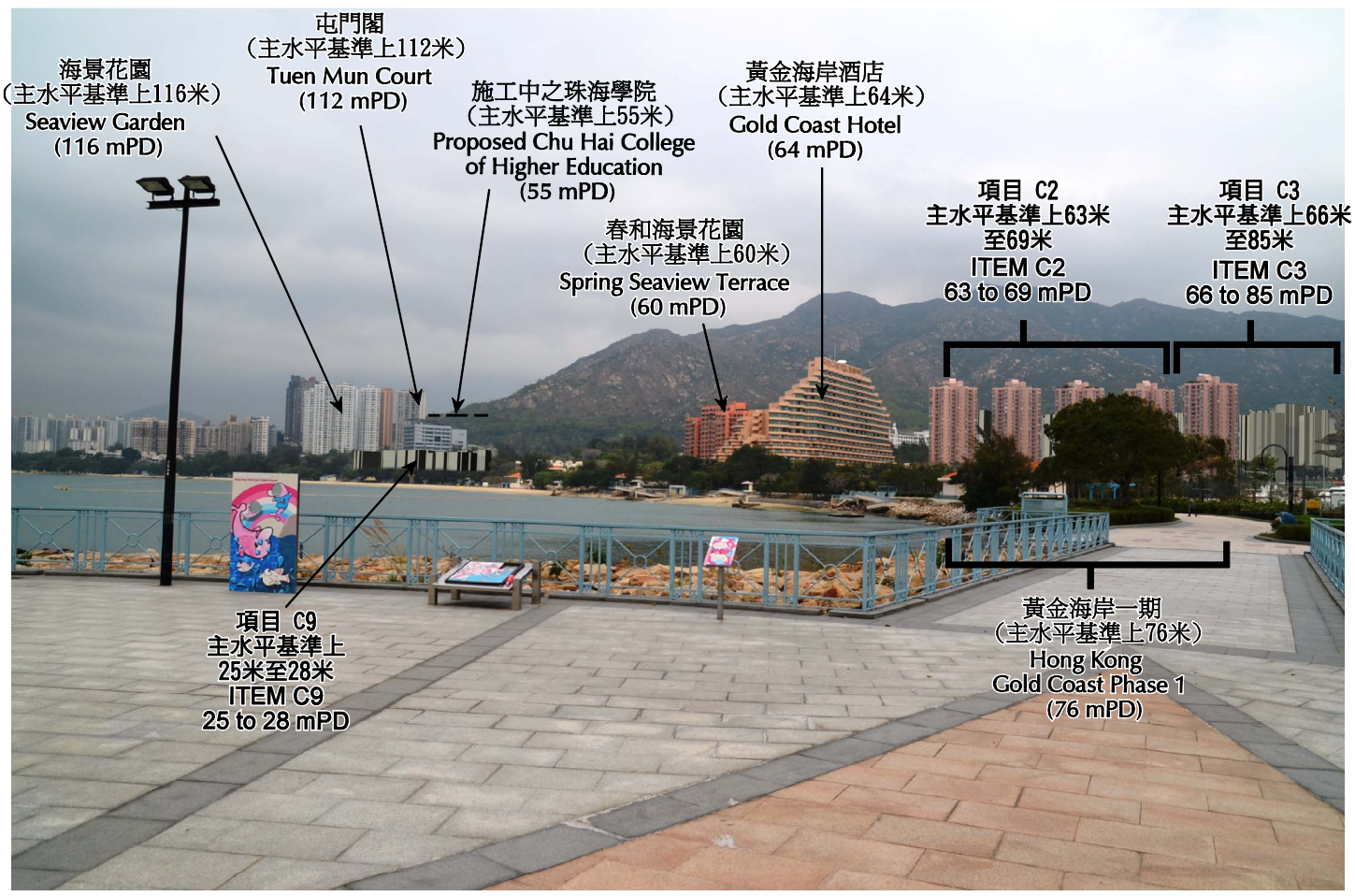
規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/TM/14/29

圖 PLAN
5j



現有景觀 EXISTING VIEW



合成照片 PHOTOMONTAGE

合成照片的觀景點的位置圖
LOCATION PLAN OF VIEWING POINT OF PHOTOMONTAGE



申請地點界線只作識別用
APPLICATION SITE BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本圖於2014年4月23日擬備，所根據的資料為攝於2014年2月28日的實地照片
PLAN PREPARED ON 23.4.2014
BASED ON SITE PHOTOS
TAKEN ON 28.2.2014

合成照片 PHOTOMONTAGE

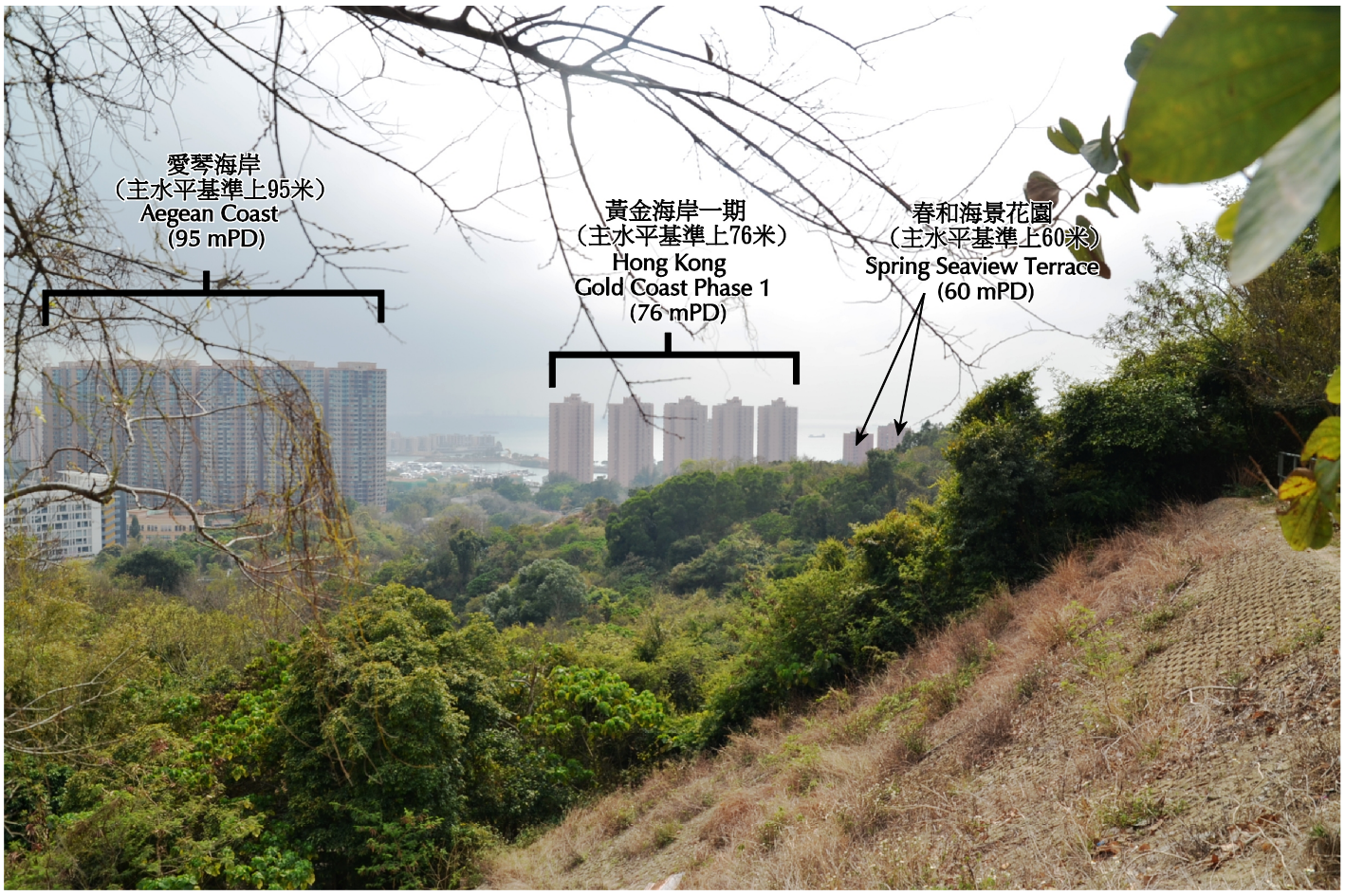
擬議住宅發展修訂項目C2, C3及C9的合成照片

PHOTOMONTAGE OF PROPOSED RESIDENTIAL DEVELOPMENT AMENDMENT ITEMS C2, C3 and C9

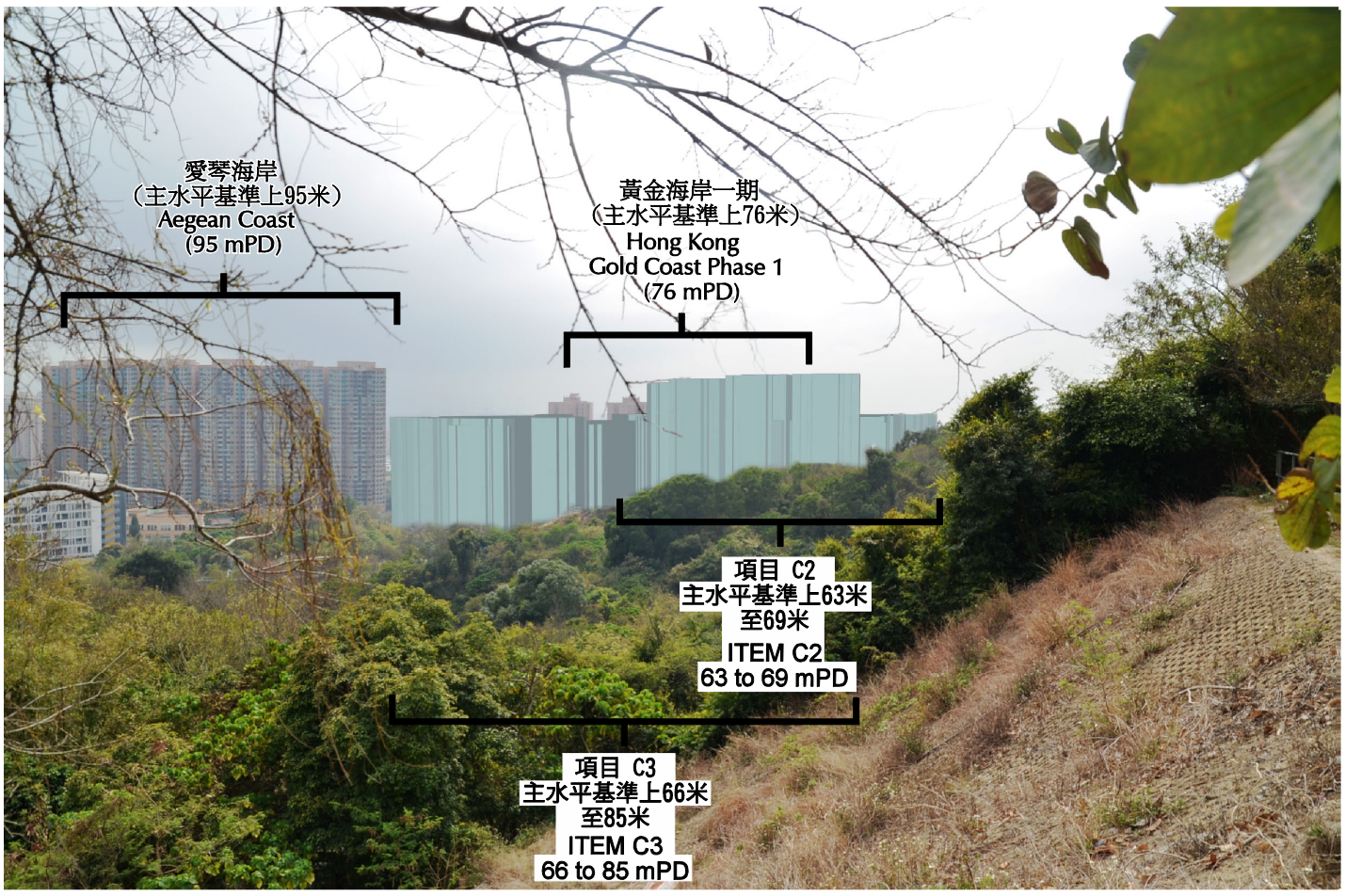
規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/TM/14/29

圖 PLAN
5k

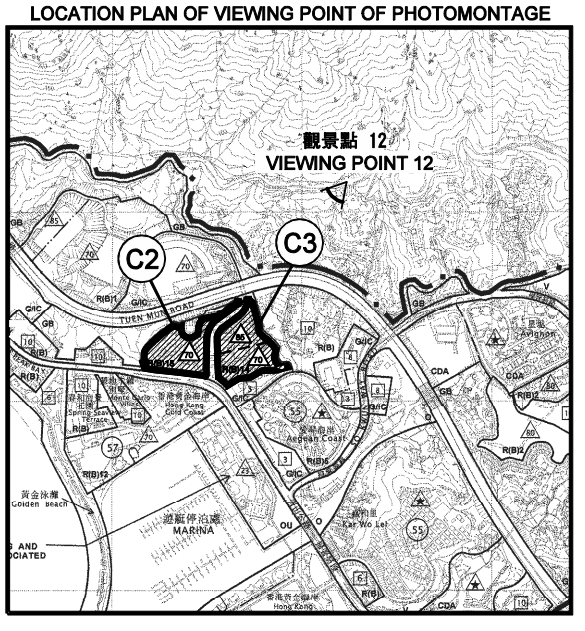


現有景觀 EXISTING VIEW



合成照片 PHOTOMONTAGE

合成照片的觀景點的位置圖
LOCATION PLAN OF VIEWING POINT OF PHOTOMONTAGE



申請地點界線只作識別用
APPLICATION SITE BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本圖於2014年4月23日擬備，所根據的資料為攝於2014年2月28日的實地照片
PLAN PREPARED ON 23.4.2014
BASED ON SITE PHOTOS
TAKEN ON 28.2.2014

合成照片 PHOTOMONTAGE

擬議住宅發展修訂項目C2 及C3的合成照片
PHOTOMONTAGE OF PROPOSED RESIDENTIAL DEVELOPMENT
AMENDMENT ITEM C2 AND C3

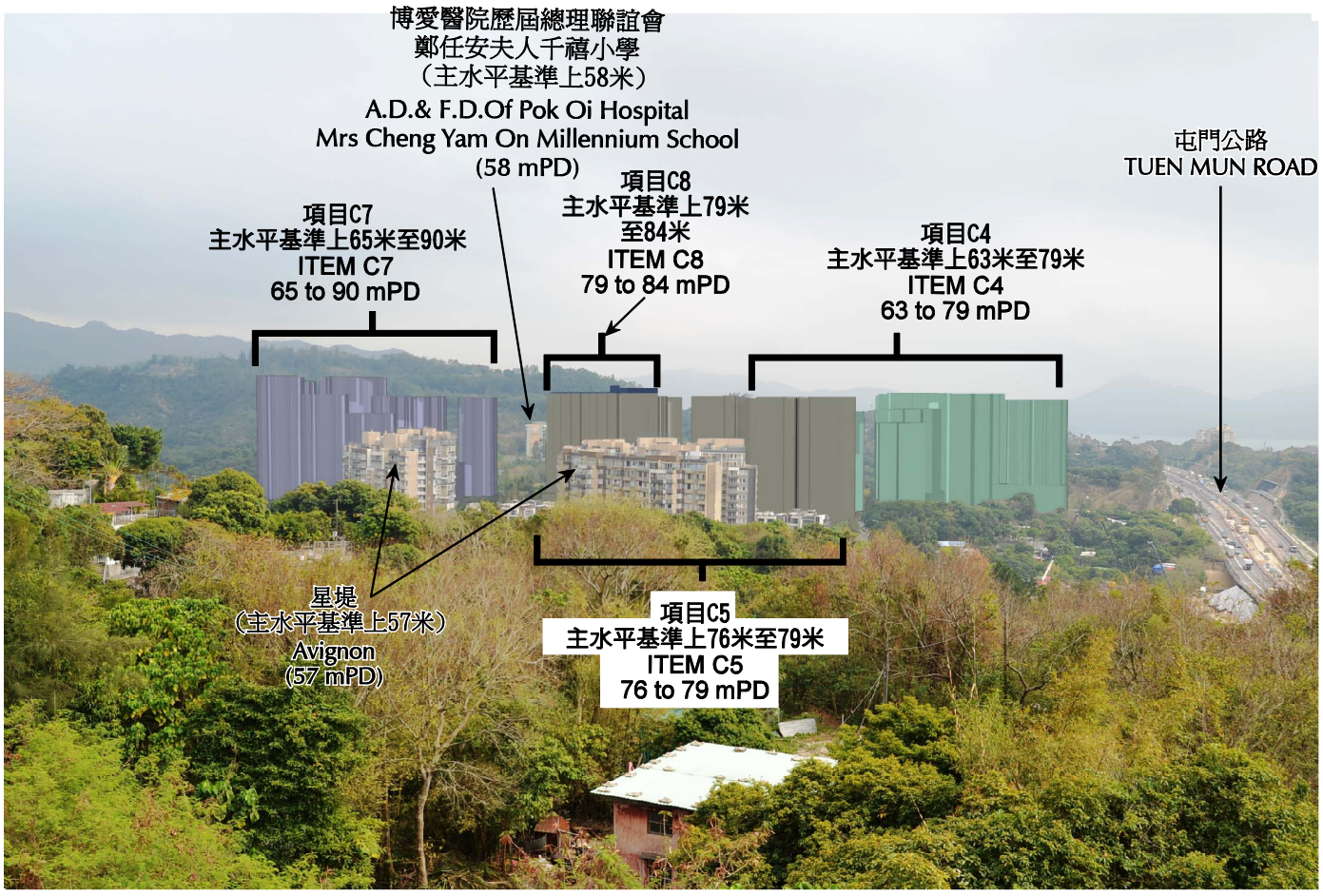
規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/TM/14/29

圖 PLAN
5l

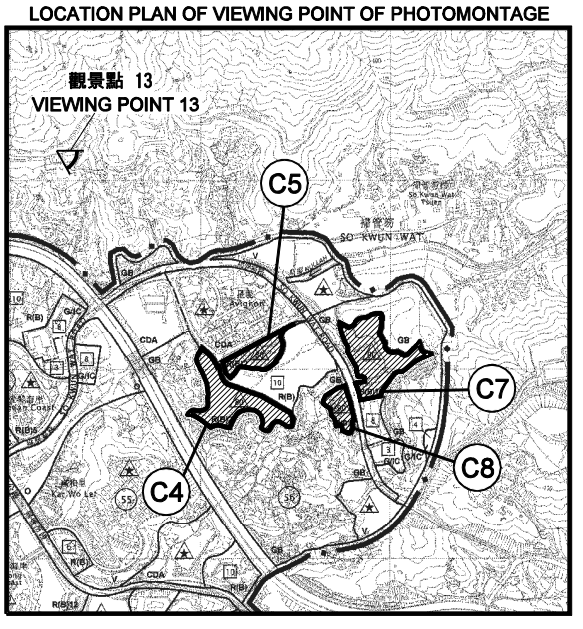


現有景觀 EXISTING VIEW



合成照片 PHOTOMONTAGE

合成照片的觀景點的位置圖
LOCATION PLAN OF VIEWING POINT OF PHOTOMONTAGE



申請地點界線只作識別用
APPLICATION SITE BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本圖於2014年4月15日擬備，所根據的資料為攝於2014年2月28日的實地照片
PLAN PREPARED ON 15.4.2014
BASED ON SITE PHOTOS
TAKEN ON 28.2.2014

合成照片 PHOTOMONTAGE

擬議住宅發展修訂項目C4、C5、C7及C8的合成照片
PHOTOMONTAGE OF PROPOSED RESIDENTIAL DEVELOPMENT
AMENDMENT ITEMS C4, C5, C7 & C8

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/TM/14/29

圖 PLAN
5m