RURAL AND NEW TOWN PLANNING COMMITTEE
OF THE TOWN PLANNING BOARD

RNTPC Paper No. 9/17

For Consideration by
the Rural and New Town Planning Committee on 13.10.2017

PROPOSED AMENDMENTS TO
THE APPROVED TUEN MUN
OUTLINE ZONING PLAN NO. S/TM/33

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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/33 (**Attachment II**) and its Notes (**Attachment III**) are suitable for exhibition under section 5 of the Town Planning Ordinance (the Ordinance); and

(b) the revised Explanatory Statement (ES) 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 10.2.2015, the Chief Executive in Council (CE in C) under section 9(1)(a) of the Ordinance, approved the draft Tuen Mun OZP, which was subsequently renumbered as S/TM/33. On 13.2.2015, the approved Tuen Mun OZP No. S/TM/33 (**Attachment I**) was exhibited for public inspection under section 9(5) of the Ordinance.

2.2 On 3.1.2017, the CE in C referred the approved Tuen Mun OZP No. S/TM/33 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. On 13.1.2017, the reference back of the OZP was notified in the Gazette under section 12(2) of the Ordinance.

3. Background

3.1 According to the 2013 Policy Address, the Government would adopt a multi-pronged approach to build up land reserve with a view to meeting housing and other development needs. 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. To meet and expedite housing land supply in the short and medium terms, the Government has been carrying out various land use reviews on an on-going basis, including reviews on the Government land (GL) currently vacant, under Short Term Tenancies or different short-term or government uses, as

well as the reviews on "Green Belt" ("GB") sites, with a view to identifying more suitable sites for conversion to residential use. As stated in the Policy Address 2016, housing is still the most important livelihood issue to be addressed.

3.2 The current proposed amendments to the Tuen Mun OZP are mainly related to the zoning amendments of six sites (all on GL) for housing purpose including five in Tuen Mun Central (Amendment Items A1 to A5) for public housing developments and one in Tuen Mun East (Amendment Item B) for private housing development (**Attachment II**). It is estimated that the proposed housing developments in these six sites would provide a total of about 11,670 flats, including about 10,730 flats in Tuen Mun Central for public housing, and about 940 flats in Tuen Mun East for private housing[1] to accommodate about 32,100 people. The conceptual layouts of the six housing sites are at **Drawings 1a to 1f**.

3.3 To ascertain the technical feasibility of the proposed public housing sites in Tuen Mun Central and the related increase in plot ratio (PR), the 'Preliminary Development Review for Housing Sites at Tuen Mun Central – Feasibility Study' ('the Study') had been undertaken by Civil Engineering and Development Department (CEDD) for the Tuen Mun Central sites (Amendment Items A1 to A5 in **Plan 1**). According to the findings of the Study, it is concluded that there is no insurmountable technical problem for the proposed public housing development in the Tuen Mun Central sites. The Technical Assessment Report of the Study is at **Attachment V**. For the Tuen Mun East site (Amendment Item B in **Plan 1**), relevant Government departments had been consulted and had confirmed that the proposed development would not cause insurmountable impacts on traffic, sewerage, drainage and water supply aspects. A summary of Technical Reviews for Amendment Item B prepared by relevant departments is at **Attachment VI**.

3.4 Other proposed amendments include rezoning a site in Tuen Mun Area 48 from "GB" to "Government, Institution or Community" ("G/IC") to cater for post-secondary education use; rezoning a site in Wu Shan Recreation Playground from "GB" to "Open Space" ("O") to reflect its main use; rezoning a site in Tuen Mun Area 23 from "GB" to "Other Specified Uses" annotated "Electricity Substation" ("OU(Electricity Substation)" to rationalise the zoning boundary; rezoning a site in Tuen Mun Area 39 from "Government, Institution or Community" ("G/IC") to "GB" to rationalise the rezoning boundary; amending the OZP to reflect two s.12A applications agreed/partially agreed by the Rural and New Town Planning Committee (RNTPC); revising the proposed road alignment between two housing sites in Tuen Mun Area 48 and the consequential adjustments to the zoning boundary and development restrictions; and rezoning a residual "GB" site to "R(B)" in Tuen Mun Area 48 to rationalise the zoning boundary.

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[1] The estimated flat number for housing sites is based on a domestic PR of 6 (for amendment items A1 to A5) or PR of 4 (for amendment item B) and the net site area, i.e. excluding areas reserved for school development and areas not intended for development such as LRT rail tracks, slope protection works, existing road or area reserved for road widening etc.

4. <u>Amendment Items A1 to A6 – Rezoning Proposal of the Five Public Housing Sites in Tuen Mun Central and Adjoining Site (Plans 1, 1a to 1e, 2a to 2e, 3a to 3e, 4a1 to 4e2)</u>

<u>Proposed public housing developments under Items A1 to A5</u>

4.1 Based on a maximum PR of 6.5 with domestic PR of 6 and non-domestic PR of not more than 0.5, Items A1 to A5 have been examined under the Study to ensure that there will be no insurmountable problem on various technical aspects (**Attachment V**). According to the Housing Department (HD), education, social welfare and retail facilities will be provided in some of the housing developments where required and appropriate, and the facilities will be worked out among the relevant bureaux and departments, such as the Education Bureau (EDB) and the Social Welfare Department (SWD) at detailed design stage. The tentative completion of the five public housing developments is anticipated to take place in phases commencing from Years 2023/24.

<u>Item A1: North of Wu Shan Road (Wu Shan Site) (**Plans 1, 1a, 2a, 3a and 4a1**)</u>

4.2 The site (about 2.33 ha) is bounded by Wu Shan Road to the south and Lung Mun Road to its west (**Plans 1a, 2a and 3a**), at the western part of Wu Shan Recreation Playground. On its north and south are high-rise residential developments named Sun Tuen Mun Centre (about 150mPD) and Siu Shan Court (about 60mPD) respectively. On its west are Lung Mun Road and light rail tracks. The Tuen Mun Golf Centre and vegetated land lie on the further west (**Plans 2a and 3a**). Majority of the site is vegetated land within an area zoned "GB" with a small portion zoned "G/IC" on the OZP. While no existing recreational facilities of Wu Shan Recreation Playground will be affected by the development proposal, a section of the existing cycle track connecting to the footbridge at Wu Shan Road will be affected (**Plans 2a and 4a1**). The Study has recommended realignment of the cycle track and CEDD will be responsible for its implementation.

4.3 It is proposed to rezone the site from "GB" (about 2.32ha) and a minor portion (about 57m^2) of "G/IC" to "Residential (Group A)26" ("R(A)26") (**Plan 2a**) for public housing purpose. The conceptual layout of the proposed public housing development is at **Drawing 1a** and the proposed development parameters are as follows:

Site Area	About 2.33 ha
Maximum PR	6.5
Maximum Building Height	125mPD
Estimated No. of Flats	About 2,940

<u>Item A2: Area abutting Wong Chu Road and adjoining Yip Wong Road (Kau Hui Site) **(Plans 1, 1b, 2b, 3b, 4b1 to 4b3)**</u>

4.4 The site (about 2.56 ha) is located at the west bank of Tuen Mun River Channel to the south of Tin Hau Road. Although the elevated Yip Wong

Road bisects the site into two parts (**Plans 1, 1b, 2b and 3b**), the two parts are connected through an area underneath the elevated section of Yip Wong Road near Lung Fu Road. The eastern portion of the site is partly held by Highways Department (HyD) under temporary GL allocation which is currently vacant and partly unallocated GL, while the western portion is occupied by a temporary site office of the Drainage Services Department (DSD) under temporary GL allocation and unallocated GL. In the surrounding area, there are temporary open air car park which is zoned "Open Space" ("O"), a vegetated knoll zoned "GB" and the Nan Fung Industrial City mainly occupied by warehouse, logistics and light industrial uses to the north which is zoned "Other Specified Uses" annotated "Comprehensive Industrial Development with Ancillary Commercial and Community Facilities" ("OU (Comprehensive industrial development with ancillary commercial and community facilities)"). To the south across Wong Chu Road is a high-rise high-density public residential development (about 100mPD) namely Lung Yat Estate (**Plans 2b and 3b**).

4.5 It is proposed to rezone the site from "O" (about 1.62 ha), "G/IC" (about 0.67 ha) and minor portions zoned "OU (Comprehensive industrial development with ancillary commercial and community facilities)" (about 0.17 ha) and area shown as 'Road' (about 0.1 ha) to "R(A)26" for public housing development (**Plan 2b**). The conceptual layout of the proposed public housing development is at **Drawing 1b** and the proposed development parameters are as follows:

Site Area	About 2.56 ha
Maximum PR	6.5
Maximum Building Height	140mPD (Eastern Portion) and 150mPD (Western Portion)
Estimated No. of Flats	3,550

Item A3: Site to the east of Tuen Hing Road (Tseng Tau Sheung Tsuen South (TTST) Site) (**Plans 1, 1c, 2c, 3c, 4c1 and 4c3**)

4.6 The site (about 4.24 ha) is situated at Tseng Tau Sheung Tsuen South, located to the east of Tuen Hing Road and a medium-density private residential development namely Villa Tiara with a building height of about 65mPD, and to the west of Tai Lam Country Park (**Plans 2c and 3c**). TTST is not a recognised village. The site is situated at hillside with existing ground level rising from about 7mPD to 68mPD towards the upper terrain to the northeast of the site, in the form of various slopes and retaining structures. Small site platforms with rural settlements and temporary structures of TTST for domestic or workshop uses under GL licences/permits or temporary GL allocations are scattered across most parts of the site. Clearance of existing residential dwellings or other existing structures within TTST and closure of the existing Fraser Road will be required prior to developing the site (**Plans 4c2 and 4c3**). According to the Study, it is preliminarily estimated that about 89 structures in TTST will be potentially affected by the proposed housing development and associated works. The number of structures and households to be affected are subject to detailed survey.

4.7 It is proposed to rezone the site from "GB" (about 3.62 ha) with minor portion zoned "Residential (Group B) 10" ("R(B)10") (about 0.62 ha) to "R(A)26" (**Plan 2c**) for public housing development. In addition, a public road for the new public housing developments and a primary school (with a minimum site area of about 0.62 ha) will be provided. The conceptual layout of the proposed public housing development is at **Drawing 1c** and the proposed development parameters are as follows:

Site Area	About 4.24 ha
Maximum PR	6.5
Maximum Building Height	145mPD
Estimated No. of Flats	2,700

Item A4: Site to the west of Nerine Cove (Hang Fu Site) (**Plans 1, 1d, 2d, 3d, 4d1 and 4d2**)

4.8 Site A4 (about 0.67 ha) is a piece of formed land within "G/IC" zone without designated GIC uses. It is bounded by Hoi Wong Road to the west and Hang Fu Street to the east. It is situated at the southern part of the Tuen Mun Town Centre near the typhoon shelter and the public cargo handling area adjacent to a number of private housing developments and GIC facilities. To the east of the site across Hang Fu Street is a residential development known as Nerine Cove (about 114mPD) and to the immediate south is a housing site (Tuen Mun Town Lot (TMTL) No. 539) for high-rise high-density private residential development (subject to a maximum domestic PR of 6 and a maximum building height of 100mPD) tendered in 2015. To the north is a residential development named Oceania Heights (about 129mPD). Tuen Mun Swimming Pool and Castle Peak Bay Fire Station are located to the north-west of the site across LRT track and Hoi Wong Road (**Plans 2d and 3d**).

4.9 It is proposed to rezone the site from "G/IC" to "R(A)26" (**Plan 2d**) for public housing development. The conceptual layout of the proposed public housing development is at **Drawing 1d** and the proposed development parameters are as follows:

Site Area	About 0.67 ha
Maximum PR	6.5
Maximum Building Height	100mPD
Estimated No. of Flats	520

Item A5: Site to the north of Handsome Court (Pui Oi Site) (**Plans 1, 1e, 2e, 3e, 4e1 and 4e2**)

4.10 The site (about 0.67 ha) adjoins Castle Peak Road – Castle Peak Bay, is located to the north of an existing residential development known as Handsome Court (about 62mPD). The western portion of the site is flat land and is bounded by Hin Fat Lane in the north, while the eastern part is occupied by slopes with natural vegetation and some temporary structures (**Plans 2e and 3e**). The site is partly occupied by the vacated former Hong Kong Christian Service Pui Oi School (Pui Oi School), partly by a public

road with roundabout, and partly by the Yau Chong Home which is a supported hostel for the mentally disabled operated by Fu Hong Society on a government tenancy (**Plans 3e, 4e1 and 4e2**). A Ceramic Kiln at Hin Fat Lane (the Kiln), a Grade 3 historic building, is located outside the site at the northeast. To preserve its existing setting, the Kiln and the surrounding vegetation are not included in the proposed housing site. No direct impact on the Kiln is anticipated (**Plan 1e** and **Drawing No. 1e**). According to the Technical Assessment Report (**Attachment V**), given the close proximity of the Kiln to the site, mitigation measures such as detailed geotechnical assessment and condition survey are recommended to minimise indirect impacts on the Kiln.

4.11 About 0.48 ha of the site is already zoned "R(A)22" with maximum domestic and non-domestic PR of 6/9.5 and a maximum building height of 100mPD reserved for public housing development. With a view to optimising land utilisation, the development site boundary has been reviewed and a piece of unallocated GL within "G/IC" zone to the immediate east of the ex-Pui Oi School without any designated GIC use is considered suitable for incorporation into the housing development. The original housing site is therefore proposed to be enlarged. The current building height restriction of 100mPD also has to be relaxed to reflect the latest development proposal. As confirmed by SWD, the Yau Chong Home will be relocated.

4.12 It is proposed to rezone the site from "R(A)22" (about 0.48 ha), "G/IC" (about 0.18 ha) and a minor portion of "GB" (about 60m^2) to "R(A)26" (**Plan 2e**) for public housing development. The conceptual layout of the proposed public housing development is at **Drawing 1e** and The proposed development parameters are as follows:

Site Area	About 0.67 ha
Maximum PR	6.5
Maximum Building Height	125mPD
Estimated No. of Flats	1,020

Item A6: Site to the north of Handsome Court (**Plans 1, 1e, 2e and 3e**)

4.13 The site (about 240m^2) is located to the north of Handsome Court and adjacent to the proposed public housing development at Pui Oi Site (item A5) on the west (**Plans 2e and 3e**). Opportunity is taken to rezone the site from "G/IC" to "GB" to reflect the existing site condition and to rationalise the zoning boundary.

Technical Assessments for Items A1 to A5

4.14 The proposed public housing developments under Items A1 to A5 have been examined under the Study commissioned by CEDD based on a domestic PR of 6 and non-domestic PR of 0.2 to 0.5. To allow design flexibility of the proposed housing developments, a maximum PR of 6.5 is proposed to be stipulated for these five sites in the OZP. The Study has confirmed the feasibility of the proposed housing developments at Sites A1 to A5. The

Technical Assessment Report of the Study is at **Attachment V**. The results on air ventilation, visual and landscape, traffic, environmental, drainage and sewerage assessments as well as other technical aspects are summarised as follows:

Air Ventilation Aspect

4.15 The likely impacts of the five proposed public housing developments on the pedestrian wind environment were assessed under the Study and 'Air Ventilation Assessment (Expert Evaluation) for Tuen Mun New Town (2014)'. The existing developments in the vicinity of the housing sites are mostly residential, industrial and commercial buildings with varying building height and density. The proposed developments will inevitably weaken the incoming air flows under different prevailing winds. However, there are multiple air paths in the Tuen Mun Central Area, formed by the existing road networks, open spaces, parks and Tuen Mun River Channel to allow the penetration of winds through the urban area.

4.16 The conceptual housing layouts of the five housing sites in Tuen Mun Central generally follow the recommendations in Practice Notes for Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineers APP-152 (Sustainable Building Design Guidelines) in providing 20% permeability, while measures such as setbacks and building separations are also incorporated in attempting to alleviate the possible wind influences. The current analysis and mitigation measures provided are based on the current conceptual layout, thus representing a basic feature of the housing sites, while further measures together with other variations in design can be explored and evaluated in the detail design stage. Therefore, quantitative air ventilation assessments should be carried out at the detailed design stage to demonstrate that the wind performance of the future schemes is no worse off than the current scheme for scheme optimisation. Details of the recommendations of the Expert Evaluation on Air Ventilation Assessment (AVA EE) are at Section 6 of **Attachment V**. The Chief Town Planner/Urban Design and Landscape, Planning Department (CTP/UD&L, PlanD) has no adverse comment on the AVA EE. A brief account of the findings on individual site is as follows:

Item A1 (Wu Shan Site)

4.17 Under annual/summer prevailing winds from east-northeast, east, east-southeast, and southeast directions, the proposed development would create partial blockage to the existing wind corridor of Wu Shan Road/Wu Shan Recreation Playground and might induce wind influence to the nearby downwind areas such as Lung Mun Road, Tuen Mun Golf Centre and Tuen Mun Recreation and Sports Centre to the west. For summer prevailing winds from south, south-southwest and southwest directions, the wind wake induced by the proposed development is likely to reach Sun Tuen Mun Centre and Wu Shan Recreation Playground. Under annual prevailing winds from north, north-northeast and northeast directions, the proposed development would induce wind influence to Siu Shan Court to its immediate south. With incorporation of the recommended design

features/measures, it is anticipated that air ventilation impact on the surrounding developments would be minimised. These measures include provision of (a) setbacks from Tuen Mun Butterfly Beach Sports Centre, Siu Shan Court and along the northern boundary, (b) 15m-wide building separations between the proposed building blocks and (c) voids at the ground level of the proposed building blocks in the central portion of the site. Conceptual layout of the site and recommended design features/ measures are shown in **Drawing No. 1a**.

Item A2 (Kau Hui Site)

4.18 Under the annual prevailing winds from the north, north-northeast and east-northeast directions, the proposed development would affect wind penetration to Lung Yat Estate as well as the committed private housing development to its immediate south. Under the annual prevailing winds from the east-southeast and southeast directions, the proposed development may generate a wind wake that would reach Nan Fung Industrial City to its immediate northwest. Under east prevailing wind, the proposed development at the eastern portion would have impact on the pedestrian wind environment at the western portion of the site. Under the summer prevailing winds from the southwest and west-southwest directions, wind penetration to the cycling track and pedestrian walkway along Tuen Mun River Channel may be partially sheltered by the proposed development. With incorporation of recommended design features/measures, it is anticipated that the air ventilation impact on the surrounding developments would be minimised. These measures include provision of (a) setback of at least 25m in width along the southern boundary of the site from Wong Chu Road, (b) 15m-wide building separations between the proposed building blocks in the eastern portion of the site, and (c) voids at the ground level of the proposed building blocks fronting Tuen Mun River Channel. Conceptual layout of the site and recommended design features/measures are shown in **Drawing No. 1b**.

Item A3 (TTST Site)

4.19 Under annual/summer prevailing winds from northeast, east-northeast, east, east-southeast, south-southeast and south, the proposed development would affect the wind environment of Villa Tiara to its immediate west. Nevertheless, the air ventilation impact could be suitably mitigated by incorporation of design features/measures, including (a) 15m-wide building separations between the proposed building blocks in the northern and central portions of the site, (b) 15m-wide air path in the southern portion of the site to align with Tuen Hing Road, (c) 20m-wide setback along the southern and eastern boundaries of the site and (d) adoption of stepped building heights descending from north to south. Conceptual layout of the site and recommended design features/measures are shown in **Drawing No. 1c**.

Item A4 (Hang Fu Site)

4.20 Under the summer prevailing wind from the southwest direction, the proposed development would likely affect the wind environment of Nerine

Cove to its immediate east. The potential air ventilation impact induced by the proposed development would be mitigated by provision of two NBAs of at least 15m in width in east-west direction in the central portion and along the southern boundary of the site. The NBA along the southern boundary will also provide setback to avoid wall-like effect in connectivity with the committed private housing to its immediate south. Conceptual layout of the site and recommended design features/measures are shown in **Drawing No. 1d**.

Item A5 (Pui Oi Site)

4.21 Under the annual/summer prevailing winds from north, north-northeast, northeast, east-northeast, east and east-southeast directions, the wind influence zone of the proposed development might reach Handsome Court to its south and Come On Building/Man Bo Building to its west. Suitable design features/measures are recommended to mitigate the air ventilation impact on the surrounding developments, including (a) a 15m wide NBA along the southern site boundary, (b) landscaped area in the southeastern portion of the site, (c) a 50m-long area with only low-rise building block/ open area in the northern portion of the site, and (d) reduction of the southern portion of the proposed low-rise building block to allow downhill wind to reach Come On Building/Man Bo Building. Conceptual layout of the site and recommended design features/measures are shown in **Drawing No. 1e**.

Visual Aspect

4.22 To assess the visual impact of the proposed rezoning sites for public housing developments, a visual impact assessment has been conducted under the Study. Photomontages have been prepared to illustrate their possible visual impacts (Appendix C in **Attachment V**). Suitable viewing points (VPs) frequently visited by the public are selected for illustration.

4.23 The visual impact assessment concludes that the proposed developments with parameters of domestic PR of 6 and non-domestic PR of 0.5 would inevitably impose significant visual changes to the townscape due to blockage of open distant views from some VPs, loss of visual openness, and degree of visual obstruction. Nonetheless, the visual composition of the proposed developments is not incompatible with the existing and planned urban context of Tuen Mun Central, which is predominately medium- to high-rise residential developments mixed with GIC uses. With implementation of proposed mitigation measures (such as creation of building separations, variations of building heights, etc), it is predicted that the overall visual impact of these housing sites would be moderately adverse. Other measures such as landscaping, screening, maximisation of greenery provision as well as suitable building design elements, such as sensitive façade design and treatment in terms of colour, tone and texture, would be further explored at the detailed design stage to further reduce the potential visual impact of the proposed developments. Details of the VIA are provided in Section 5.8 in **Attachment V**. A brief account on the findings on individual sites is as follows:

Item A1 (Wu Shan Site)

4.24 The site is located in the western part of Tuen Mun Central. To its north and south is high-rise residential developments (i.e. Sun Tuen Mun Centre and Siu Shan Court), and to its immediate east and west across Lung Mun Road is vegetated knolls. The visual composition of the proposed development is considered not incompatible with the existing built environment, local character and the surroundings in visual terms. When viewed from some short- and medium-ranged VPs such as from the footbridge over Lung Mun Road and Wu Shan Recreation Playground, the visual openness and part of the view to the ridgeline of Castle Peak will unavoidably be blocked (**Drawing Nos. 2a1 and 2a3**). With the implementation of building separations, it would allow some degree of visual permeability to the ridgeline and help break up the visual mass. The knoll to its immediate east and the adjacent Wu Shan Recreation Playground remains as the visual break in the locality. With incorporation of appropriate design elements such as provision of building separations to serve as air path/visual corridors, controlling building mass, minimising impact on the existing vegetation at the adjacent natural knoll, etc., the visual composition of the proposed development is not incompatible with the existing and planned urban context of the area (**Drawing No. 2a4**).

Item A2 (Kau Hui Site)

4.25 The site is located to the west of Tuen Mun River Channel. To its east across the river channel is Yau Oi Estate, to its north is the Nan Fung Industrial City, a planned open space and a knoll and to its south across the elevated Wong Chu Road is Lung Yat Estate. When viewed from VPs at hiking trail at Castle Peak and Tin Hau Temple Plaza, the proposed development would be seen as part of the existing townscape and is considered not incompatible with the existing urban context (**Drawing Nos. 2b3 and 2b4**). When viewed from some short-ranged VPs such as from open space along Tuen Mun River Channel, the open sky view would unavoidably be obstructed (**Drawing Nos. 2b1 and 2b2**). With the implementation of building separations and design of proposed layout, it would help reduce the visual mass and improve the visual permeability.

Item A3 (TTST Site)

4.26 The site is located in the eastern side of Tuen Mun Central on hilly terrain with the Tai Lam Country Park as vegetated backdrop. To its west and south is a mix of medium to high-rise residential developments and to its north and west is the Tai Lam Country Park. When viewed from VPs from Tuen Mun town centre, Maclehose Trail and some open spaces to the west of Tuen Mun River Channel, the proposed development would be seen as part of the existing townscape and is considered not incompatible with the existing urban context (**Drawing Nos. 2c2 to 2c4**). When viewed from some of the short-ranged VPs such as from key pedestrian nodes in the vicinity, there will be some loss of visual openness and greenery backdrop (**Drawing No. 2c1**). The design of proposed layout has taken into account

building separations and stepped building height to minimise the adverse visual impact.

Item A4 (Hang Fu Site)

4.27 The site is located in the southern part of Tuen Mun Central. To its north, east and south are a mix of existing and planned high-rise residential developments. To its east across Hoi Wong Road is GIC uses including a planned sports ground and Castle Peak Bay Fire Station. When viewed from VPs at Castle Peak Beach, Wu Shan Riverside Park and Wu Shan Recreation Playground, the proposed development would be seen as an extension of the existing high-rise residential developments, and is considered not incompatible with the existing and planned urban context (**Drawing Nos. 2d1, 2d2 and 2d4**). When viewed from short-ranged VPs such as from Tuen Mun Swimming Pool, the open sky view would unavoidably be obstructed given the close proximity to the site (**Drawing No. 2d3**). With the implementation of building separation and non-building area at the central and southern portions of the site, it would help reduce the visual mass and improve visual permeability as far as possible.

Item A5 (Pui Oi Site)

4.28 The site is located in the eastern part of Tuen Mun Central. To its east and south is a mix of medium- and high-rise residential developments, to its north is the Tuen Mun Electricity Substation, and to its west is the Tai Lam Country Park. When viewed from VP at Maclehose Trail, the proposed development will extend the existing built-up area (**Drawing No. 2e3**). When viewed from short-ranged VP from outside Yan Oi Market, part of the open sky view will unavoidably be blocked (**Drawing No. 2e2**). With implementation of NBA in the southern portion of the site, it would minimise the visual effect and reduce visual obstruction to the greenery backdrop of Tai Lam Country Park.

Landscape Aspect

4.29 According to the Study, about 1,072 trees would be potentially affected by the housing developments and associated infrastructure at the housing sites. There are no Old and Valuable Trees (OVTs) identified within the proposed housing sites and all potentially affected trees are of common species in Hong Kong with no specific conservation interest (Section 5.8 of **Attachment V**). Distribution of the existing trees, which will be potentially affected is shown in the following table:

Housing Sites	Approx. no of trees to be potentially affected by the proposed developments	Major tree species recorded
Wu Shan (Item A1)	372	Acacia confusa (台灣相思)
Kau Hui (Item A2)	143	Eucalyptus tereticornis (細葉桉), Acacia mangium (大葉相思), Cassia siamea (鐵刀木)
TTST (Item A3)	408	Acacia confusa (台灣相思), Dimocarpus longan (龍眼)
Hang Fu (Item A4)	50	Leucaena leucocephala (銀合歡)
Pui O (Item A5)	37	Dimocarpus longan (龍眼), Celtis sinensis (朴樹)
Proposed Junction Improvement Works	62	Lagerstroemia speciosa (大葉紫薇), Acacia confuse (台灣相思)

4.30 While details of the proposed tree treatment (i.e. no. of trees to be felled, retained or transplanted) is subject to detailed design of the proposed housing developments, landscape mitigation measures such as transplanting trees of high amenity value, compensatory planting in a ratio of not less than 1:1 in terms of quality and quantity in accordance with Development Bureau Technical Circular (Works) (DEVB TCW) No. 7/2015 – Tree Preservation, and provision of 20% to 30% greening areas within the development sites are recommended by the Study. Requirements for submission of tree preservation proposals and landscaping proposals/landscape master plan, where appropriate, will be included in the future planning briefs.

Traffic Aspect

4.31 Traffic impact assessment has been carried out for design years 2026, 2027 and 2031 to assess the accumulative impact from the five housing sites. The

assessed junctions and road links are shown in Figures 4.1 and 4.2 of **Attachment V**. The result revealed that the 'volume to capacity' ratio[2] for the assessed links would be generally below 1.0 in the Years 2026, 2027 and 2031, except those for Wong Chu Road, Tuen Mun Road and Wong Chu Road slip roads which would be between 1.0 and 1.2. It indicates that the degree of congestion is manageable. Details of the TIA are provided in Section 4 of **Attachment V**.

4.32 With the proposed junction improvement at the junctions of Hoi Wong Road /Hoi Chu Road (J7), Castle Peak Road – Castle Peak Bay/Hin Fat Lane (J12) and Castle Peak Road – Castle Peak Bay/Tuen Hing Road (J13), all assessed junctions will operate within capacity in the Years 2026, 2027 and 2031.

4.33 Considering the public transport demand of the proposed public housing developments and its adjoining areas, public transport infrastructures, such as bus lay-by and taxi stand, as well as improvement works to enhance the pedestrian accessibility to the nearby public transport are proposed. It is also revealed that the residual capacity of the existing bus routes, coupled with additional public transport service, could cater the public transport demand. With the associated improvement of West Rail Link (WRL) including upgrading of the signal system, increase of train frequency and use of 8 carriages per train, the carrying passenger capacity of WRL will increase and capable to meet the demand from the proposed housing development. According to the 'Public Transport Strategy Study' promulgated by Transport and Housing Bureau in June 2017, with the continuous rise of population in Northwest New Territories (NWNT), both the WRL and the LRT will inevitably become more crowded. Passengers may also need to wait for a longer time to board a train/Light Rail Vehicles. Therefore, in the longer run, the Government will study whether it is necessary to construct a new heavy rail to directly connect NWNT to urban areas, in parallel with WRL and Light Rail. Details of the proposed public transport infrastructures and improvement works to pedestrian facilities are in Section 4 of **Attachment V**.

Environmental and Ecological Aspects

4.34 In terms of air quality, potential air quality impacts from the construction works of the proposed public housing development would mainly relate to construction dust. Given that the scale of the developments and infrastructure works are limited, adverse impacts from the sites are not expected provided that mitigation measures required under relevant regulation(s) are taken. Since there will be sufficient buffer distances according to the Hong Kong Planning Standards and Guidelines (HKPSG) between the adjoining roads and the domestic housing blocks, adverse air quality impact to the future residents is not anticipated. For Kau Hui Site, although it is located in close proximity to Nan Fung Industrial City, the

[2] 'Volume to capacity' ratio (V/C ratio) is an indication of the traffic condition of roads during peak hours. A V/C ratio equals to or less than 1.0 is considered acceptable. A V/C ratio between 1.0 and 1.2 indicates a manageable degree of congestion. A V/C ratio above 1.2 indicates more serious congestion.

nearest chimney (i.e. located at the roof of Luen Cheong Can Centre to the further north of the site) is about 230m away which meets the minimum buffer distance of 200m between residential buildings and industrial chimney as stipulated in the HKPSG. Hence, industrial/residential (I/R) interface problem is not anticipated.

4.35 For noise impact, quantitative construction noise impact assessment based on the Technical Memoranda under the Noise Control Ordinance is recommended to be conducted in the design phase to check the compliance of noise criteria. For future residents, road traffic noise, fixed plant noise and railway noise would be relevant. To mitigate the potential noise impacts, provision of structural fins, acoustic windows and balconies, fixed glazing/windows, single aspect building design and noise barriers have been recommended. With appropriate mitigation measures in place, full compliance with the noise standard of the HKPSG could be achieved. Details of the proposed noise mitigation measures are in Section 5.2 at **Attachment V**.

4.36 As regards ecological aspect, no flora species of conservation importance was identified in the proposed housing sites. Fauna species of conservation importance recorded include mammals Short-nosed Fruit Bat and Pallas's Squirrel in TTST Site; as well as avifauna Greater Coucal in Wu Shan Site, which are all common species in Hong Kong. All three fauna species are highly mobile species, which are anticipated to move away from disturbance to utilise other readily available habitats in the vicinity. No significant ecological impact would be anticipated.

Sewerage and Drainage Aspects

4.37 Sewage from Wu Shan and Kau Hui Sites will be discharged to the Western Interceptor Sewer (WIS) by connection sewers. For TTST, Hang Fu and Pui Oi Sites, the sewage will be discharged to the Tuen Mun Trunk Sewage (TMTS) Culvert via connection sewers and existing branch system in the vicinity. Both WIS and TMTS will convey collected sewage to Pillar Point Sewage Treatment Works (PPSTW) for treatment. The Study concludes that WIS, TMTS and PPSTW have adequate capacity. Subject to upgrading/improvement works on sections of local sewers at the downstream end of TTST, Hang Fu and Pui Oi Sites, there should be no insurmountable sewerage impact arising from the proposed developments.

4.38 In terms of drainage discharge, provided that local drainage improvement works are implemented, no significant adverse drainage impact is anticipated. The drainage reserve zones within Kau Hui, Hang Fu and Pui Oi Sites will not be affected by the proposed developments.

Other Aspects

4.39 The results of other relevant technical assessments on water quality aspect, waste management aspect, hazard impact aspect, land contamination aspect, geotechnical aspect, water supply and utilities aspect as well as built

heritage and archaeological aspect are summarised in Sections 5, 7 and 8 in **Attachment V**.

4.40 Concerned Government departments including Transport Department (TD), CEDD, Environmental Protection Department (EPD) and Drainage Services Department (DSD) have no adverse comment from traffic, environmental and infrastructural points of views on the proposed developments under Items A1 to A5.

5. Amendment Item B - Rezoning of a Site to the South of Harrow International School Hong Kong (Plans 1, 1f, 2f, 3f, 4f1 and 4f2)

5.1 The site (about 2.46 ha) is currently vacant and covered with dense vegetation on hill slopes. The site, sandwiched between Tuen Mun Road on the north and Castle Peak Road – Castle Peak Bay on the south, has a shape of a butterfly with west and east portions (**Plans 1, 1f, 2f and 3f**). An existing medium-rise residential development known as Palm Beach (with PR 1.3 and building height of 63mPD) is located in the immediate south (**Plans 2f and 3f**). A housing site zoned "R(B)15" (with maximum building height of 70mPD) for medium density residential development is located on the east (which had been sold by tender in August 2016). To the further west is the Chu Hai College of Higher Education. To the further south of the site are some existing private residential developments and a hotel development, with building heights ranging from 54mPD (Spring Seaview Terrace) to 76mPD (Hong Kong Gold Coast Phase I) (**Plans 2f and 3f**).

5.2 It is proposed to rezone the site from "GB" (2.36 ha) with a minor portion of "R(B)" (0.1 ha) to "R(B)20" for private housing development (**Plan 2f**). The road embankments along Tuen Mun Road and an area reserved for future road widening (about 1.05 ha) within the proposed "R(B)20" zone will not be included into the development site boundary or for PR calculation purpose. The conceptual layout of the proposed private housing development is at **Drawing 1f**.

Site Area	About 2.46 ha
Maximum PR	4
Maximum Building Height	90mPD
Estimated No. of Flats	940

Technical Assessment for Item B

Air Ventilation Aspect

5.3 An AVA EE commissioned by the Planning Department (PlanD) for Item B had been conducted. According to the results of the AVA EE (**Attachment VII**), future development at the site may have potential impacts on Palm Beach under prevailing East wind and on areas to the north including Harrow International School and the residential development at TMTL No.

423 under southerly winds. To alleviate the potential air ventilation issues, the AVA EE recommends mitigation measures including provisions of setback area, NBAs as well as adoption of design principles in accordance with the Sustainable Building Design Guidelines (APP-152). The AVA EE concludes that subject to the incorporation of the recommended mitigation measures as indicated in Section 5.4 at **Attachment VII**, the rezoning is unlikely to impose significant air ventilation impact on the surroundings. Taking into account the site configuration and to allow design flexibility of future development at the site, the location of the NBAs could be determined during the detailed design stage. To take forward the recommendations of the AVA EE, the requirements for setback and NBAs and a quantitative AVA will be proposed for incorporation into the lease for the site and the relevant requirements have been reflected in the Explanatory Statement of the OZP (**Attachment IV**).

Visual and Landscape Aspects

5.4 To assess the visual impact of the proposed rezoning site for housing purpose, Visual Appraisal for Amendment Items B and C has been undertaken by PlanD (**Attachment VIII**). Three local vantage points popular and accessible to the public are selected for conducting visual appraisal. Photomontages from the selected local vantage points are prepared (**Plans 1a** to **1c** in **Attachment VIII**). Given the development scale generally aligns with the overall urban design principle in the area with building profile stepping up from 54mPD near the coast (Spring Seaview Terrace) towards 85mPD in the inland (the "R(B)14" site), and that parts of the proposed development will be screened by existing buildings and vegetation, the proposed housing development under Item B is not considered incompatible with the surrounding environment.

5.5 The proposed development will inevitably lead to a reduction of visual openness to the immediate vicinity of proposed development. Two strips of NBAs are proposed from southwest to northeast to serve as air paths which can also serve as visual corridors. The NBAs can help to increase the visual permeability of the proposed development. While the overall townscape at the locality has been transformed to a medium density residential area, the proposed housing development would not be visually incompatible in the transformed context, and significant visual impact due to the proposed rezoning is not anticipated.

5.6 According to the tree survey conducted by the Lands Department (LandsD), about 400 trees will be potentially affected by the proposed housing development. The site is dominated by common tree species like Cinnamomum camphora (樟樹), Pinus Massoniana (馬尾松) and Lophostemon confertus (紅膠木). There are no OVTs within the site. Since the site is located on steep slopes, clearance of existing vegetation would be required to implement the proposed residential development. According to the Landscape Assessment conducted by PlanD (**Attachment IX**), the landscape character of the site will be changed from rural fringe character to urban residential landscape. To minimise any possible adverse

impact to existing landscape resources, future project proponent of the development should incorporate landscape treatment into the future design of the development and preserve trees found on the site where possible. Existing trees of good quality should also be retained or transplanted within the future development as far as possible. Provisions of tree preservation and landscaping requirements will be considered for incorporation in the lease for the site.

Other technical considerations

5.7 Concerned Government departments have no objection to/no adverse comment on the rezoning proposal from traffic, environmental, drainage and sewerage perspectives. Taking into account the proposed housing development and other committed/existing developments in the area, TD advised that with the improvement of Castle Peak Road – Castle Peak Bay section, adverse traffic impact is not anticipated. On environmental aspects, EPD advises that adequate buffer distances as required by HKPSG from Tuen Mun Road and Castle Peak Road – Castle Peak Bay section should be provided to avoid adverse vehicular emissions. The requirement on provision of adequate buffer distances and submission of relevant technical assessments (including Noise Impact Assessment, Sewerage Impact Assessment, Drainage Impact Assessment and Natural Terrain Hazard Study, etc), if necessary, would be proposed for incorporation into the lease at the land disposal stage. The future developer(s) will be required to conduct the necessary assessments and to implement the mitigation measures as identified in the assessments. Summary of the Technical Reviews is provided at **Attachment VI**.

6. Other Amendment Items

Item C: Rezoning of a Site to the Southeast of Chu Hai College of Higher Education (Plans 1, 1f, 2f, 3f and 4f3)

6.1 The site (about 0.58 ha) falls within an area zoned "GB" on the OZP. It is a piece of vegetated vacant GL in Tuen Mun Area 48 located to the southeast of Chu Hai College of Higher Education and to the south of Tuen Mun Road. The site adjoins Amendment Item B on the east **(Plans 1, 1f, 2f and 3f)**. With the rezoning of the adjacent site for housing development (i.e. Amendment B), opportunity is also taken to review the land use zoning for this residual "GB" zone. Having consulted concerned Government departments and having regard to the surrounding development, it is proposed to rezone the site from "GB" to "G/IC" for post-secondary education use. A maximum building height of 8 storeys (excluding basement floor(s)) is proposed for the "G/IC" zone to align with that of the adjacent "G/IC" development.

6.2 Based on the Visual Appraisal for the site (**Attachment VIII**), the overall impact of the proposed GIC development at the site (assumed to be 8 storeys) on the locality's visual environment is not considered incompatible.

The development scale generally aligns with the existing building profile stepping up from 54mPD near the coast (Spring Seaview Terrace) towards 85mPD in the inland (the "R(B)14" site), and that most, or part of the proposed development will be screened by existing buildings and vegetation when viewed from the vantage points (**Plans 1a** to **1c** in **Attachment VIII**). CTP/UD&L, PlanD has no adverse comment on the Visual Appraisal.

6.3 According to the tree survey conducted by the LandsD, there are about 120 trees within the site. The site is dominated by common tree species like Cinnamomum camphora (樟樹), Pinus Massoniana (馬尾松) and Lophostemon confertus (紅膠木). There are no OVT within the site. Since the site is located on steep slopes, clearance of existing vegetation would be required for development in future. Tree preservation and compensatory planting proposals will be provided for future development in accordance with Development Bureau Technical Circular (Works) No. 7/2015 for Government projects and Lands Department Lands Administration Office Practice Note No. 7/2007 for private projects.

Item D1: Rezoning of a Site to the South of So Kwun Wat Road in Tuen Mun Area 56 (Plans 1, 1g, 2g, 3g and 4g1)

6.4 The site (about 2.75ha) is located in Tuen Mun Area 56 which is bounded by Tuen Mun Road on its southwest, So Kwun Wat Road on its north and Kwun Chui Road on its east. To the east across Kwun Chui Road is a residential development named Avignon (**Plans 2g and 3g**). The site falls within an area zoned "Comprehensive Development Area" ("CDA") on the OZP subject to, amongst others, a maximum PR of 1.3, maximum site coverage of 25% and maximum building height of 10 storeys above car park. The site comprises various private lots and some parcels of GL. The latest planning permission for residential development at the site (with site area of about 22,165m^2) was granted on 1.3.2013 under planning application No. A/TM/432. Subsequently, a rezoning application (No. Y/TM/16) with the same site area as application No. A/TM/432 for increasing the PR from 1.3 to 2.6 was agreed by the RNTPC on 4.9.2015. It is proposed to rezone this site to "CDA(3)" with development parameters as agreed by the RNTPC, i.e. a maximum PR of 2.6 and a maximum BH of 79mPD.

Item D2: Rezoning of a Site to the East of So Kwun Wat Road in Tuen Mun Area 55 (Plans 1, 1h, 2h, 3h and 4h1)

6.5 The site (about 1,093m^2) is situated in Tuen Mun Area 55 adjoining So Kwun Wat Road on its west and a petrol filling station to its north. Tuen Mun Road is located to its further north (**Plans 2h and 3h**). It is zoned "O" on the OZP and comprises various private lots and some GL. Planning permission for a church development was first approved with conditions by the RNTPC on 6.9.2013 under application No. A/TM/440. A rezoning application (No. Y/TM/14) for the church development was subsequently partially agreed by the RNTPC on 23.5.2014 to rezone the site to an appropriate "G/IC" sub-zone to restrict the site to allow only for church use and to include the building height, PR/GFA, site coverage and the amount of

public open space to be provided in the Notes of the OZP. In the light of RNTPC's decision, it is proposed to rezone this site to "G/IC(1)" for church development only, with a maximum non-domestic GFA of 2,825m^2 (equivalent to a PR of about 2.87), maximum building height of 35mPD and a maximum site coverage of 60% and the provision of 615m^2 of public open space, to be incorporated in the Notes and ES of the OZP, based on the indicative scheme submitted to the RNTPC.

6.6 For members' information, the same applicant submitted a s.12A application (No. Y/TM/18) for rezoning the same site to facilitate private primary school development on 18.5.2016. The application was rejected by the RNTPC on 9.12.2016 mainly on consideration that the sub-standard site area and site configuration is not suitable for accommodating a properly designed primary school, as well as the adverse traffic impact on the surrounding areas. Another s.12A application (No. Y/TM/19) submitted by the same applicant for rezoning the site to "G/IC" for elderly centre development is under processing.

Item E1: Rezoning of a Site in the Western Part of Wu Shan Recreation Playground and an Existing Road (Plans 1, 1a, 2a, 3a, 4a1 and 4a2)

6.7 The site (about 2.76 ha) is located to the south of Sun Tuen Mun Centre adjoining Lung Mun Road to its west (**Plans 2a and 3a**). Majority of the site is a vegetated knoll with some facilities for passive recreational use in the northwest, which forms part of Wu Shan Recreation Playground under GL Allocation allocated to Leisure and Cultural Services Department (LCSD). A small portion of the area in the northwestern part of the site is being occupied by above-ground shaft structures and underground electricity cable utilities of CLP. An existing road (i.e. Tuen Tsing Lane) connecting the site with Lung Mun Road is located in the north (**Plans 2a, 3a, 4a1 and 4a2**). With a view to reflecting the main use of the site and rationalising the zoning boundary, it is proposed to rezone the site from "GB" to "O".

Item E2: Rezoning of a Site to the North of Tuen Mun Substation (Plans 1, 1c, 2c, 3c and 4c3)

6.8 The site (about 574 m^2) is adjacent to the north of Tuen Mun Substation in Tuen Mun Area 23 (**Plans 1c, 2c and 3c**). Part of the site falls within Castle Peak Town Lot No. 59 and is being occupied by the structures of the Substation. The remaining portion is GL and has been paved (**Plans 2c, 3c and 4c3**). It is proposed to rezone the site from "GB" to "OU(Electricity Substation)" with building height restriction of 2 storeys to reflect the existing conditions and to align with that of the Substation.

Items F1 to F4: Rezoning of Sites in Tuen Mun Area 48 (Plans 1, 1f, 2f and 3f)

6.9 Items F1 to F4 involve the former Perowne Barracks in Tuen Mun Area 48 bounded by Tuen Mun Road and Castle Peak Road – Castle Peak Bay, comprising three portions zoned "R(B)14" (eastern portion), "R(B)15" (western portion) and area shown as 'Road' on the OZP (**Plans 1 and 2f**).

The "R(B)14" site is subject to a maximum GFA of 87,000m^2, maximum non-domestic GFA of 2,000m^2, with two height bands of 70mPD (southern portion) and 85mPD (northern portion). The "R(B)15" site is subject to a maximum GFA of 69,780m^2 and maximum building height of 70mPD.

6.10 In preparation for the tender of the "R(B)15" site, TD and HyD have reviewed the area shown as 'Road' between the "R(B)14" and "R(B)15" sites and advised that the proposed road will need to be realigned. The boundary of the sale site tendered in 2016 in "R(B)15" zone has already taken into account the revised road alignment. To reflect the latest proposed public road alignment and the extent of the sold site at "R(B)15" zone with the total GFA under lease entitlement of 61,600m^2, it is proposed to revise the zoning boundaries as follows:

(a) For "R(B)15" site, to rezone a strip of land abutting the eastern boundary of the site from an area shown as 'Road' to "R(B)15" (i.e. Amendment Item F1) and from "R(B)15" to an area shown as 'Road' (i.e. Amendment Item F2)

(b) For "R(B)14" site, to rezone a strip of land abutting the western boundary of the site from an area shown as 'Road' to "R(B)14" (i.e. Amendment Item F3) and from "R(B)14" to an area shown as 'Road' (i.e. Amendment Item F4)

6.11 With adjustment to the road alignment, the area of "R(B)14" site will be enlarged correspondingly and it is proposed to redistribute the remaining GFA of 8,180m^2 from "R(B)15" to the "R(B)14" site. The total GFA of "R(B)14" and "R(B)15" sites remain unchanged and there is no change to the building height restrictions of the two sub-areas. **Plan 2f** shows the details of the rezoning related to Amendment Items F1 to F4.

6.12 The proposed development parameters of "R(B)14" and "R(B)15" zones after amendments are as follows:

"R(B)14" (Eastern Portion)	
Site Area	About 2.78 ha
Maximum GFA	95,180m^2
Maximum non-domestic GFA	2,000m^2
Maximum Building Height	70mPD (southern portion) and 85mPD (northern portion)
Estimated No. of Flats	1,586
"R(B)15" (Western Portion)	
Site Area	About 2.25 ha
Maximum GFA	61,600m^2 (To reflect lease entitlement)
Maximum Building Height	70mPD

Item F5: Rezoning of a Site in Tuen Mun Area 48 for Minor Boundary Adjustment (Plans 1, 1f, 2f and 3f)

6.13 The site is a small piece of GL in Tuen Mun Area 48 to the south of Tuen Mun Road. It forms part of the road embankment along Tuen Mun Road to its east, which is zoned "R(B)" on the OZP. Opportunity is taken to rezone the residual "GB" to "R(B)" for rationalising the zoning boundary.

7. GIC Facilities and Open Space Provisions

7.1 As shown in the summary on existing and planned provision of open space and GIC facilities within the planning scheme area of Tuen Mun OZP (**Attachment X)**, the existing and planned provision of GIC facilities and open spaces are generally adequate to meet the demand of the overall planned population (including the increase in population from the proposed public and private housing developments) in Tuen Mun in accordance with the requirements of the HKPSG. For district and local open space provision, there will be a surplus of about 42 ha and 64 ha respectively based on the HKPSG requirements and planned population. However, clinic/health centre (-0.7) will be in deficit for the planned population in Tuen Mun. Furthermore, as discussed in paragraph 12 below, during consultation with Tuen Mun District Council (DC) on 5.9.2017, DC raised strong objections to all the proposed housing developments. Their major concerns included the insufficient medical and health facilities to support additional housing developments[3].

Hospital

7.2 Food and Health Bureau (FHB) advises that according to the HKPSG, the long-term planning target is to provide 5.5 beds per 1,000 persons, including all types of hospital beds (general, infirmary, psychiatric and mentally handicapped beds) in public and private hospitals. The ratio can be applied with flexibility to meet the medical needs for western medicine of different districts in a region. The existing hospital bed provision for the New Territories West (NTW) cluster is summarised in the following table:

	Hospital beds as at 31 March 2017					
	Castle Peak Hospital	Pok Oi Hospital	Siu Lam Hospital	Tuen Mun Hospital	Tin Shui Wai Hospital*	NTW Cluster
Total	1,156	757	520	1,935	-	4,368

*Construction of Tin Shui Wai Hospital, which has a planned capacity of 300 in-patient and day beds, was completed in 2016. Hospital services have commenced by phases since first quarter of 2017.

7.3 Hospital Authority (HA) plans its services on cluster basis and takes into

[3] If GIC facilities are measured against the Tuen Mun District basis, there will be a shortage of primary school classrooms (-28) and the shortage on clinics (-1.2) will become more serious.

account a number of factors in planning its services, including the increase of service demand as a result of population growth and demographic changes, advancement of medical technology, manpower availability as well as organisation of services of the clusters and hospitals. Population is only one of the factors for consideration. Hospitals in the cluster (including the NTW cluster which covers Tuen Mun and Yuen Long) are playing different roles and supplement each other to provide a comprehensive range of services to the residents in the catchment area.

7.4 HA monitors the service utilisation and updates the service demand projection regularly according to the latest population projection parameters and development plan of the Government, to inform the service planning. For the NTW cluster, which covers the service requirement from residents in Tuen Mun and Yuen Long Districts, the new hospital constructed in Tin Shui Wai has commenced operation in the first quarter of 2017 by phases. Tin Shui Wai Hospital will provide 300 hospital beds when it comes into full operation. In the long run, the HA has considered making use of the adjoining site of Tin Shui Wai Hospital for future expansion of the hospital to further increase service capacity. At the same time, the Government has reserved a site at Hung Shui Kiu New Development Area for the construction of a new hospital to meet the growing healthcare demand of the population in NTW.

7.5 While it is noted that the inclusion of psychiatric and mentally handicapped beds of the Castle Peak Hospital and Siu Lam Hospital in the assessment of beds supply will result in a no deficit situation in Tuen Mun, the DC's grave concern on insufficient general hospital beds to meet the demand of the public is a valid concern. If the Castle Peak Hospital and Siu Lam Hospital beds are excluded, there will be a shortage of around 1,214 beds to meet the planned population. In this regard, HA will continue to optimise demand management in NTW Cluster and to address the issue on a regional basis.

Clinic/Health Centre

7.6 Currently, there are three HA General Out-patient Clinics (GOPCs) in Tuen Mun District, namely Tuen Mun Clinic, Tuen Mun Wu Hong Clinic and Yan Oi General Out-patient Clinic. In view of the anticipated rising service demand in Tuen Mun, capacity increase through the development of sizeable Community Health Centre (CHC)/clinic(s) to provide comprehensive primary care services is therefore required. FHB and the HA are planning to develop a sizeable CHC in the public housing development project in Tuen Mun Area 29 West led by HD. Meanwhile, the concerned Government department is exploring the proposal of redevelopment of the Tuen Mun Clinic Site (where the HA's Tuen Mun Clinic is located) and undergoing initial assessment on the land use. To cater for the long-term medical needs of the district, a site in Tuen Mun Area 3 has been identified and reserved for clinic development in the long run.

7.7 Taking into account the population growth and the aforesaid five existing/planned clinics, there will be a deficit of about 0.7 clinic. HA will

continue to increase the service capacity of GOPCs subject to resources and manpower availability.

7.8 FHB also advises that in planning for the provision of public primary care services, HA takes into account a number of factors, including the demand for primary care services having regard to population growth and demographic changes, the growth rate of services and the possible changes in healthcare services utilisation pattern, etc.

8. Proposed Amendments to Matters shown on the Plan

The proposed amendments as shown on the draft Tuen Mun OZP No. S/TM/33A at **Attachment II** are as follows:

Amendment Item A1 (**Plans 1 and 2a**)

(a) Rezoning of a site to the north of Wu Shan Road, Tuen Mun Area 28 from "GB" and "G/IC" to "R(A)26" with a maximum building height of 125mPD as stipulated on the plan.

Amendment Item A2 (**Plans 1 and 2b**)

(b) Rezoning of a site abutting Wong Chu Road and adjoining Yip Wong Road, Tuen Mun Area 17 from "O", "G/IC", "OU(Comprehensive Industrial Development with Ancillary Commercial and Community Facilities)" and area shown as 'Road' to "R(A)26" with a maximum building height of 140mPD stipulated on the eastern portion, and 150mPD stipulated on the western portion.

Amendment Item A3 (**Plans 1 and 2c**)

(c) Rezoning of a site to the east of Tuen Hing Road, Tuen Mun Area 23 from "R(B)10" and "GB" to "R(A)26" with a maximum building height of 145mPD as stipulated on the plan.

Amendment Item A4 (**Plans 1 and 2d**)

(d) Rezoning of a site to the west of Nerine Cove, Tuen Mun Area 16 from "G/IC" to "R(A)26" with a maximum building height of 100mPD as stipulated on the plan.

Amendment Item A5 (**Plans 1 and 2e**)

(e) Rezoning of a site to the north of Handsome Court, Tuen Mun Area 39 from "R(A)22", "G/IC" and "GB" to "R(A)26" with a maximum building height of 125mPD as stipulated on the plan.

Amendment Item A6 (**Plans 1 and 2e**)

(f) Rezoning of a small piece of land to the north of Handsome Court from

"G/IC" to "GB".

Amendment Item B (**Plans 1 and 2f**)

(g) Rezoning of a site to the south of Harrow International School Hong Kong, Tuen Mun Area 48 from "GB" and "R(B)" to "R(B)20" with a maximum building height of 90mPD as stipulated on the plan.

Amendment Item C (**Plans 1 and 2f**)

(h) Rezoning of a site to the southeast of Chu Hai College of Higher Education, Tuen Mun Area 48 from "GB" to "G/IC" with a maximum building height of 8 storeys (excluding basement floor(s)) as stipulated on the plan.

Amendment Item D1 (**Plans 1 and 2g**)

(i) Rezoning of a site to the south of So Kwun Wat Road near Tuen Mun Road, Tuen Mun Area 56 from "CDA" to "CDA(3)" with a maximum building height of 79mPD as stipulated on the plan.

Amendment Item D2 (**Plans 1 and 2h**)

(j) Rezoning of a site to the east of So Kwun Wat Road near Tuen Mun Road, Tuen Mun Area 55 from "O" to "G/IC(1)"with a maximum building height of 35mPD as stipulated on the plan.

Amendment Item E1 (**Plans 1 and 2a**)

(k) Rezoning of an area in the western part of Wu Shan Recreation Playground and an existing road to the south of Sun Tuen Mun Centre in Tuen Mun Area 28 from "GB" to "O".

Amendment Item E2 (**Plans 1 and 2c**)

(l) Rezoning of a site to the south of Tuen Hing Road, Tuen Mun Area 23 from "GB" to "OU" (Electricity Substation) with a maximum building height of 2 storeys (excluding basement floor(s)) as stipulated on the plan.

Amendment Item F1 (**Plans 1 and 2f**)

(m) Rezoning of a strip of land to the south of Harrow International School Hong Kong across Tuen Mun Road, Tuen Mun Area 48 from an area shown as 'Road' to "R(B)15" with a maximum building height of 70mPD as stipulated on the plan.

Amendment Item F2 (**Plans 1 and 2f**)

(n) Rezoning of a strip of land to the south of Harrow International School Hong Kong across Tuen Mun Road, Tuen Mun Area 48 from "R(B)15" to an area shown as 'Road'.

Amendment Item F3 (**Plans 1 and 2f**)

(o) Rezoning of a strip of land to the south of Harrow International School Hong Kong across Tuen Mun Road, from an area shown as 'Road' to "R(B)14" with a maximum building height of 70mPD stipulated in the southern portion, and 85mPD in the northern portion.

Amendment Item F4 (**Plans 1 and 2f)**

(p) Rezoning of a strip of land to the south of Harrow International School Hong Kong across Tuen Mun Road, Tuen Mun Area 48 from "R(B)14" to an area shown as 'Road'

Amendment Item F5 (**Plans 1 and 2f)**

(q) Rezoning of a site to the southeast of Harrow International School Hong Kong across Tuen Mun Road, Tuen Mun Area 48 from "GB" to "R(B)" with a maximum building height of 10 storeys (excluding basement floor(s)) as stipulated on the plan.

9. Proposed Amendments to the Notes of the OZP

9.1 The proposed amendments are summarised as follows:

(a) In relation to the Amendment Items A1 to A5 as mentioned in paragraph 4 above, the Remarks for "R(A)" zone will be revised to incorporate development restrictions for the "R(A)26" sub-area.

(b) In relation to the Amendment Items B and F1 to F4 as mentioned in paragraphs 5 and 6 above, the Remarks for "R(B)" zone will be revised to incorporate updated development restrictions for the "R(B)14" and "R(B)15" sub-areas, and new development restrictions for the "R(B)20" sub-area.

(c) In relation to the Amendment Item D1 as mentioned in paragraph 5 above, the Remarks for "CDA" zone will be revised to incorporate development restrictions for the "CDA(3)" sub-area.

(d) In relation to the Amendment Item D2, a set of new Notes based on the updated revised Master Schedule of Notes (MSN) for the "G/IC(1)" according to the proposed church under the approved application No. Y/TM/14 is included.

9.2 To tally with the revised Master Schedule of Notes to Statutory Plans (MSN) for "Industrial" ("I") and "Other Specified Use" annotated "Business" ("OU(B)") zones which was agreed by the Board on 16.6.2017, it is proposed to incorporate 'Art Studio (excluding those involving direct provision of services or goods)' as a Column 1 use in Schedule II of the "OU(B)" and "I" zones. As 'Art Studio' is currently subsumed under the

use 'Place of Recreation, Sports or Culture', corresponding amendment will also be made to replace 'Place of Recreation, Sports or Culture" under Column 2 in the same schedule by 'Place of Recreation, Sports or Culture (not elsewhere specified)'.

9.3 The above proposed amendments have been incorporated in the draft Notes at **Attachment III** with additions in ***bold and italics*** and deletions in ~~single crossed out~~ for Members' consideration.

10. Revision to the Explanatory Statement of the OZP

The 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. Copy of the revised ES (with additions in ***bold and italics*** and deletions in ~~single crossed out~~) is at **Attachment IV** for Members' consideration.

11. Plan Number

Upon gazette, the OZP will be renumbered as S/TM/34.

12. Consultation

Public Consultation

12.1 On 5.9.2017, PlanD and CEDD jointly consulted Tuen Mun District Council (TMDC) on the proposed OZP amendments for one private housing site and five public housing sites supported by the Study, and also other proposed amendments to the Tuen Mun OZP. The DC raised strong objections to the proposed amendments and passed two amended motions (**Attachment XI**) which objected to three of the housing sites namely Wu Shan (Amendment Item A1), Kau Hui (Amendment Item A2) and Hang Fu (Amendment Item A4); and all of the six housing sites. The major concerns raised by Tuen Mun DC members are: (a) existing transport infrastructures/facilities and community facilities are insufficient to support additional housing developments in particular WRL passenger capacity and Tuen Mun Road congestion should be improved first, (b) insufficient medical and health facilities to support additional housing developments and (c) the Government back tracking from implementing the planned GIC and open space at Wu Shan, Kau Hui and Hang Fu sites and propose housing developments instead without sufficient consultation. The draft minutes of the TMDC meeting on 5.9.2017 will be tabled at the meeting (**Attachment XII**). On 12.9.2017, the Chairman of TMDC submitted a letter to the Chairperson of the Board informing that two amended motions were passed in the TMDC meeting on 5.9.2017 and requesting the Board to consider TMDC's comments on the proposed amendments (**Attachment XIII**).

12.2 The Study and relevant technical assessments conducted for the six proposed housing sites have demonstrated that the proposed housing developments are technically feasible and the provisions of open space and GIC facilities are generally adequate to meet the demand of the planned population (including the increase in population from the proposed public and private housing developments). Relevant Government departments will continue to closely monitor the demand of GIC facilities in Tuen Mun and will plan and develop the necessary facilities as and when appropriate. GIC facilities serving the local residents would also be provided in some of the currently proposed public housing developments. To respond to DC's concerns on the insufficient medical and health facilities, paragraphs 7.1 to 7.8 above are relevant.

12.3 Regarding DC's concerns on insufficient existing transport infrastructures/facilities, paragraphs 4.31 to 4.33 are relevant. The proposed housing sites have made provision for public transport facilities. TD will consider and plan relevant public transport services including provision of new and improved public transport facilities according to the implementation time frame of the housing development and the nearby transport network at the time, to meet the new demand arising from the housing developments. As for DC's concerns on major trunk road infrastructure, to meet the anticipated traffic needs in NWNT, the Government is going to commence the Feasibility Study of Route 11.

12.4 For railway, the construction of Shatin to Central Link (SCL) will bring opportunities for service improvement of West Rail Line (WRL). Through SCL, Ma On Shan Line will be connected to Tuen Mun, from Tai Wai through Hung Hom to Tuen Mun direct, forming an 'East West Corridor'. To alleviate the existing crowdedness of the WRL, the number of train compartments of the WRL has been gradually increased from 7-car to 8-car starting from January 2016. The passenger carrying capacity will be increased by at least 14% after all WRL trains are operated with 8-car. With consideration of the facilities along the 'East West Corridor' such as the fire safety requirements at tunnel sections and the length of platforms etc., it is estimated that the 'East West Corridor' can ultimately reach an hourly frequency of 28 at each direction, with 8-car trains. On this basis, the carrying capacity of the WRL will increase by 60% over the 7-car trains operating in 2015 at an hourly frequency of about 20. According to the 'Public Transport Strategy Study' promulgated by THB in June 2017, with the continuous rise of population in NWNT, the WRL will inevitably become more crowded. Passengers may also need to wait for a longer time to board a train. Therefore, in the longer run, the Government will study whether it is necessary to construct a new heavy rail to directly connect NWNT to urban areas, in parallel with WRL.

12.5 TMDC will be further consulted nearer the time of gazette of the draft Tuen Mun OZP No. S/TM/34 for public inspection under section 5 of the Ordinance.

Departmental consultation

12.6 The proposed amendments have been circulated to the following relevant bureaux/departments for comment. No objection or adverse comments have been received and their comments have been incorporated into the proposed amendments to the OZP as appropriate.

- Secretary for Development (S for Dev)
- 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)
- Director of Health (D of Health)
- Chief Building Surveyor/NT West, Buildings Department (CBS/NTW, BD)
- Director of Environmental Protection (DEP)
- Chief Highway Engineer/NT West, Highways Department (CHE/NTW, HyD)
- Chief Engineer/Railway Development 2-2, Highways Department (CE/RD 2-2, HyD)
- Chief Engineer/Mainland North, Drainage Services Department (CE/MN, DSD)
- Chief Engineer/Development (2), Water Supplies Department (CE/Dev(2), WSD)
- Project Manager/New Territories West, Civil Engineering and Development Department (PM/NTW, 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 Electrical and Mechanical Services (DEMS)
- Director of Housing (D of Housing)
- Director of Architectural Services (D of Arch S)
- Director of the Hong Kong Observatory (D of the HK Observatory)
- Chief Town Planner/Urban Design & Landscape, Planning Department

(CTP/UD&L, PlanD)

13. Decision Sought

Members are invited to:

(a) agree that the proposed amendments to the approved Tuen Mun OZP No. S/TM/33 as shown on the draft Tuen Mun OZP No. S/TM/33A at **Attachment II** (to be renumbered as S/TM/34 upon exhibition) and the draft 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/33A (to be renumbered as S/TM/34) 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 draft OZP.

14. Attachments

Attachment I	Approved Tuen Mun Outline Zoning Plan No. S/TM/33 (reduced scale)
Attachment II	Proposed Amendments to the Approved Tuen Mun Outline Zoning Plan No. S/TM/33
Attachment III	Notes of the Draft Tuen Mun Outline Zoning Plan No. S/TM/33A
Attachment IV	Explanatory Statement of the Draft Tuen Mun Outline Zoning Plan No. S/TM/33A
Attachment V	Technical Assessment Report of the 'Preliminary Development Review for Housing Sites at Tuen Mun Central – Feasibility Study'
Attachment VI	Summary of Technical Reviews for Amendment Item B
Attachment VII	Report on Expert Evaluation on Air Ventilation for Amendment Item B
Attachment VIII	Visual Appraisal Report for Amendment Items B and C
Attachment IX	Landscape Assessment for Amendment Item B
Attachment X	Provision of Major Community Facilities and Open Space in Tuen Mun Outline Zoning Plan
Attachment XI	The motions passed by TMDC on 5.9.2017
Attachment XII	Extract of minutes of TMDC meeting held on 5.9.2017 (To be tabled at the meeting)
Attachment XIII	The letter from Chairman of TMDC to Chairperson of the Board dated 12.9.2017

Drawings 1a to 1f	Conceptual Layout Plan of the Proposed Housing Sites
Drawings 2a1 to 2e3	Photomontages of the Proposed Housing Sites (Items A1 to A5)
Plan 1	Location plan (all sites)
Plans 1a to 1h	Location plans
Plans 2a to 2h	Site plans
Plans 3a to 3h	Aerial photos
Plans 4a1 to 4h1	Site photos

PLANNING DEPARTMENT
OCTOBER 2017

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（店舖）
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
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

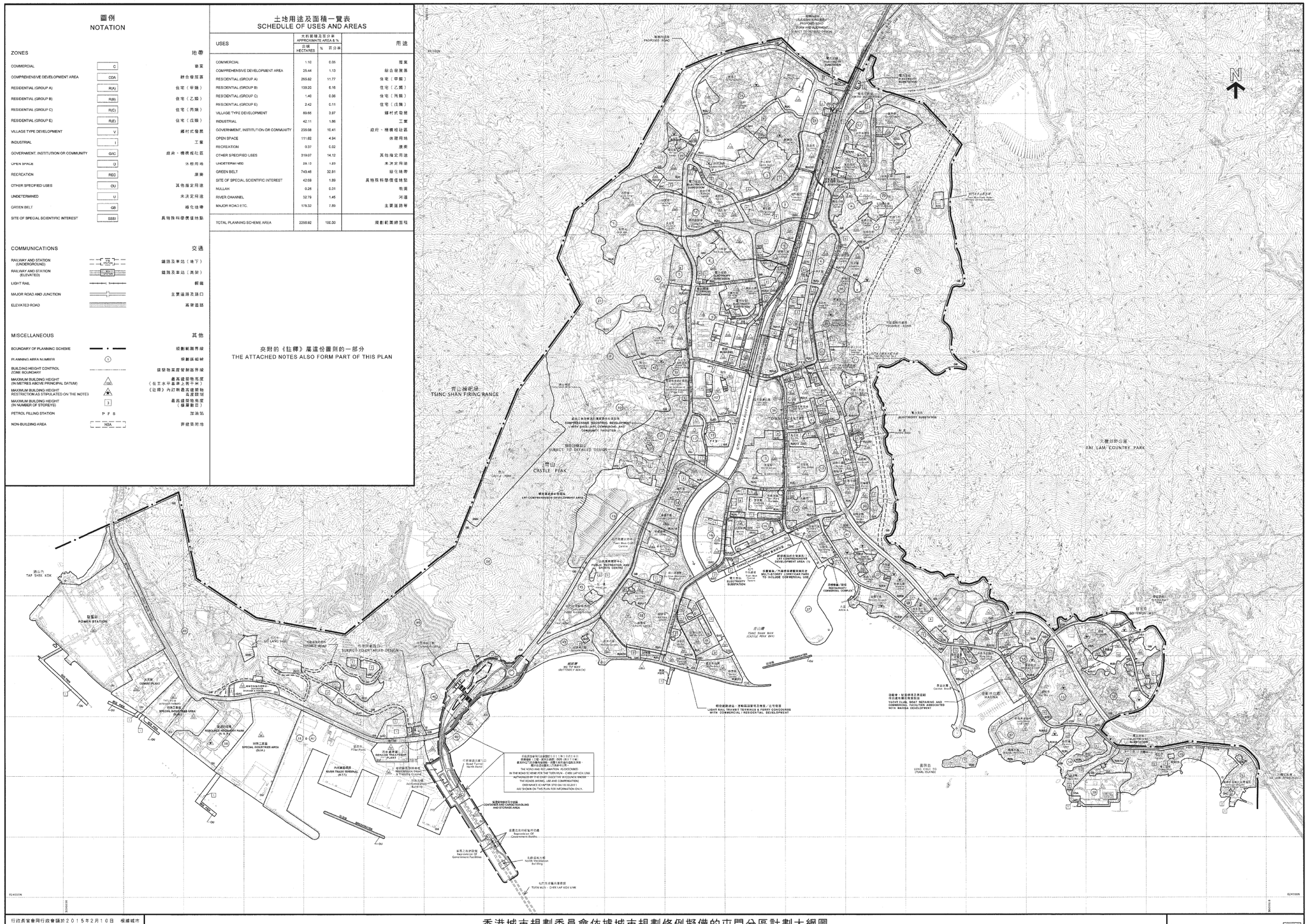
MISCELLANEOUS 其他

BOUNDARY OF PLANNING SCHEME		規劃範圍界線
PLANNING AREA NUMBER	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	最高建築物高度限制（《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	1.10	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)	139.22	6.16	住宅（乙類）
RESIDENTIAL (GROUP C)	1.46	0.06	住宅（丙類）
RESIDENTIAL (GROUP E)	2.42	0.11	住宅（店舖）
VILLAGE TYPE DEVELOPMENT	89.66	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	休憩用地
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	0.26	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
THE ATTACHED NOTES ALSO FORM PART OF THIS PLAN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青山綠化帶
TSING SHAN FIRING RANGE
青山
CASTLE PEAK
大欖郊野公園
TAI LAM COUNTRY PARK
TOWN CENTRE
SUBJECT TO DETAILED DESIGN
MTR DEPOT
MTR STABLING SIDING
MTR TUEN MUN STATION
TUEN MUN BYPASS
TUEN MUN - CHEK LAP KOK LINK
LIGHT RAIL TRANSIT TERMINUS & FERRY CONCOURSE WITH COMMERCIAL / RESIDENTIAL DEVELOPMENT
YACHT CLUB, BOAT REPAIRING AND COMMERCIAL FACILITIES ASSOCIATED WITH MANOLA DEVELOPMENT
MULTI-STOREY COMMERCIAL CARPARK TO INCLUDE COMMERCIAL USE
LRT COMPREHENSIVE DEVELOPMENT AREA (1)
LRT COMPREHENSIVE DEVELOPMENT AREA
PUBLIC TOILET
RIVER TRADE TERMINAL
SEWAGE TREATMENT PLANT
POWER STATION
CEMENT PLANT
SPECIAL INDUSTRIES AREA (SIA)
SPECIAL INDUSTRIES AREA (SIA1)
HONG KONG WETLAND PARK
SO LANG SHA
TAP SHEK KOK
TSING SHAN MAIN (CASTLE PEAK BAY)
BIG TUP MAN (BITTERN'S REACH)
LUNG CHEUNG TO (TSANG YU ISLAND)
CONTAINER AND CARGO HANDLING AND STORAGE AREA
NORTH VENTILATION BUILDING
Representative Of Government Facilities
Representative Of Government Facilities
Reprovision Of Government Facilities
Reprovision Of Government Facilities
Reprovision

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
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

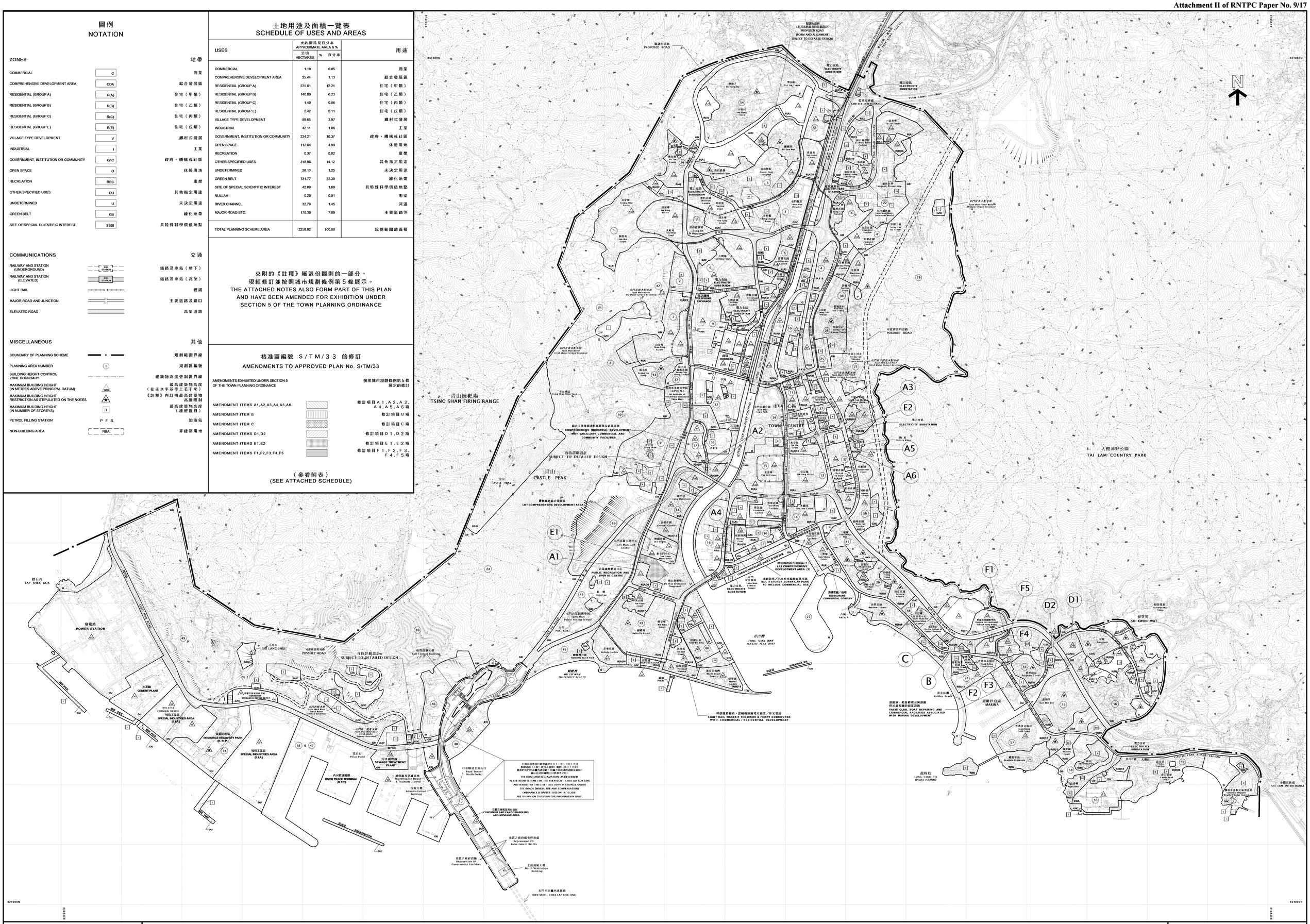
USES	APPROXIMATE AREA & % 大約面積及百分率 公頃 HECTARES	% 百分率	用途
COMMERCIAL	1.10	0.05	商業
COMPREHENSIVE DEVELOPMENT AREA	25.44	1.13	綜合發展區
RESIDENTIAL (GROUP A)	275.81	12.21	住宅（甲類）
RESIDENTIAL (GROUP B)	140.80	6.23	住宅（乙類）
RESIDENTIAL (GROUP C)	1.40	0.06	住宅（丙類）
RESIDENTIAL (GROUP E)	2.42	0.11	住宅（戊類）
VILLAGE TYPE DEVELOPMENT	89.65	3.97	鄉村式發展
INDUSTRIAL	42.11	1.86	工業
GOVERNMENT, INSTITUTION OR COMMUNITY	234.21	10.37	政府、機構或社區
OPEN SPACE	112.64	4.99	休憩用地
RECREATION	0.37	0.02	康樂
OTHER SPECIFIED USES	318.96	14.12	其他指定用途
UNDETERMINED	28.13	1.25	未決定用途
GREEN BELT	731.77	32.39	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.	178.38	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/33 的修訂
AMENDMENTS TO APPROVED PLAN No. S/TM/33

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,A6	修訂項目A1，A2，A3，A4，A5，A6項
AMENDMENT ITEM B	修訂項目B項
AMENDMENT ITEM C	修訂項目C項
AMENDMENT ITEMS D1,D2	修訂項目D1，D2項
AMENDMENT ITEMS E1,E2	修訂項目E1，E2項
AMENDMENT ITEMS F1,F2,F3,F4,F5	修訂項目F1，F2，F3，F4，F5項

（參看附表）
(SEE ATTACHED SCHEDULE)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831000N
824000N
擬議的道路
(形式和線形有待詳細設計)
PROPOSED ROAD
(FORM AND ALIGNMENT SUBJECT TO DETAILED DESIGN)
PROPOSED ROAD
青山綠靶場
TSING SHAN FIRING RANGE
青山
CASTLE PEAK
CASTLE PEAK ROAD - TAM MI
CASTLE PEAK ROAD - TSING LUNG TAU
TSING KWAI HIGHWAY
TSING LONG HIGHWAY
TSING LUN ROAD
TSING KWAI ROAD
TSUEN WAN ROAD
MUNICIPAL COUNCIL ROAD
TUEN MUN ROAD
TUEN MUN - CHEK LAP KOK LINK
TSING LONG HIGHWAY
TOWN CENTRE
A1
A2
A3
A4
A5
A6
C
B
E1
E2
F1
F2
F3
F4
F5
D1
D2
大欖郊野公園
TAI LAM COUNTRY PARK
可能建設的道路
POSSIBLE ROAD
有待詳細設計
SUBJECT TO DETAILED DESIGN
綜合工業及商業發展及相關設施
COMPREHENSIVE INDUSTRIAL DEVELOPMENT WITH ANCILLARY COMMERCIAL AND COMMUNITY FACILITIES
輕鐵總站及綜合發展
LRT COMPREHENSIVE DEVELOPMENT AREA
輕鐵總站及綜合發展區(1)
LRT COMPREHENSIVE DEVELOPMENT AREA (1)
CARGO HANDLING AREA & 輕鐵車廠
多層貨物/汽車停車場暨商業用途
MULTI-STOREY LORRY/CAR PARK TO INCLUDE COMMERCIAL USE
輕鐵總站/車廠及綜合發展
LIGHT RAIL TRANSIT TERMINUS & FERRY CONCOURSE WITH COMMERCIAL / RESIDENTIAL DEVELOPMENT
遊艇會・船隻維修及與遊艇停泊處有關的商業設施
YACHT CLUB, BOAT REPAIRING AND COMMERCIAL FACILITIES ASSOCIATED WITH MARINA DEVELOPMENT
MARINA
BREAKWATER
SHIPYARD
SEWAGE TREATMENT PLANT
RESOURCE RECOVERY PARK (R.R.P.)
SPECIAL INDUSTRIES AREA (S.I.A.)
RIVER TRADE TERMINAL (R.T.T.)
CEMENT PLANT
POWER STATION
TAP SHEK KOK
SIU LANG SHUI
SO KWUN WAT
LUNG CHOI TO (PEARL ISLAND)
TSING LUN INTERCHANGE
CASTLE PEAK ROAD - TAI LAM
TUEN MUN GOLF COURSE
PUBLIC RECREATION AND SPORTS CENTRE
TUEN MUN CENTRAL SQUARE
TUEN MUN HOSPITAL
TUEN MUN TOWN HALL
TUEN MUN PUBLIC LIBRARY
TUEN MUN DISTRICT OFFICE
TUEN MUN CHUNG TSUEN LIBRARY
TUEN MUN CHUNG TSUEN SECONDARY SCHOOL
TUEN MUN PRIMARY SCHOOL
TUEN MUN CHILDREN AND YOUTH CENTRE
TUEN MUN MEDICAL AND HEALTH CENTRE
TUEN MUN FIRE STATION
TUEN MUN MAGISTRACY
TUEN MUN GOVERNMENT OFFICES
TUEN MUN COMMUNITY COLLEGE
TUEN MUN SECONDARY SCHOOL
TUEN MUN CATHOLIC SECONDARY SCHOOL
TUEN MUN GOVERNMENT SECONDARY SCHOOL
TUEN MUN GOVERNMENT PRIMARY SCHOOL
TUEN MUN CATHOLIC PRIMARY SCHOOL
TUEN MUN FAMILY SERVICE CENTRE
TUEN MUN CHILD CARE CENTRE
TUEN MUN CHILDREN AND YOUTH HOSTEL
TUEN MUN CHUNG TSUEN SOCIAL SERVICE BUILDING
TUEN MUN CHUNG TSUEN COMMUNITY HALL
TUEN MUN CHUNG TSUEN SPORTS GROUND
TUEN MUN CHUNG TSUEN PUBLIC MARKET
TUEN MUN CHUNG TSUEN MULTI-STOREY CARPARK
TUEN MUN CHUNG TSUEN MUNICIPAL SERVICES BUILDING
TUEN MUN CHUNG TSUEN SWIMMING POOL
TUEN MUN CHUNG TSUEN PUBLIC TOILET
TUEN MUN CHUNG TSUEN COOKED FOOD CENTRE
TUEN MUN CHUNG TSUEN GOVERNMENT OFFICES
TUEN MUN CHUNG TSUEN CHILD CARE CENTRE
TUEN MUN CHUNG TSUEN ELDERLY CENTRE
TUEN MUN CHUNG TSUEN CLINIC
TUEN MUN CHUNG TSUEN POLICE STATION
TUEN MUN CHUNG TSUEN FIRE STATION
TUEN MUN CHUNG TSUEN AMBULANCE DEPOT
TUEN MUN CHUNG TSUEN MAGISTRACY
TUEN MUN CHUNG TSUEN DISTRICT OFFICE
TUEN MUN CHUNG TSUEN PRIMARY SCHOOL
TUEN MUN CHUNG TSUEN SECONDARY SCHOOL
TUEN MUN CHUNG TSUEN SPECIAL SCHOOL
TUEN MUN CHUNG TSUEN COMMUNITY COLLEGE
TUEN MUN CHUNG TSUEN HOSPITAL
TUEN MUN CHUNG TSUEN COMMUNITY HALL
TUEN MUN CHUNG TSUEN PUBLIC LIBRARY
TUEN MUN CHUNG TSUEN SPORTS CENTRE
TUEN MUN CHUNG TSUEN SWIMMING POOL
TUEN MUN CHUNG TSUEN PUBLIC MARKET
TUEN MUN CHUNG TSUEN MULTI-STOREY CARPARK
TUEN MUN CHUNG TSUEN MUNICIPAL SERVICES BUILDING

~~APPROVED~~***DRAFT*** TUEN MUN OUTLINE ZONING PLAN NO. S/TM/33***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/33***A***

Schedule of Uses

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COMMERCIAL

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Ambulance Depot Commercial Bathhouse/Massage Establishment Eating Place Educational Institution Exhibition or Convention Hall Government Use (not elsewhere specified) Hotel Information Technology and Telecommunications Industries Institutional Use (not elsewhere specified) Library 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

(please see next page)

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.

(please see next page)

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 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.

(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.

(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.

(f) On land designated "Comprehensive Development Area (3)" 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 2.6 and a maximum building height of 79mPD.

~~(f)~~***(g)*** In determining the maximum plot ratio for the purposes of paragraphs (c) to ~~(e)~~***(f)*** 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.

~~(g)~~***(h)*** 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 ~~(e)~~***(f)*** 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.

(please see next page)

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

(please see next page)

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" ***and "Residential (Group A)26"*** zones, the planning intention is for public housing development.

Remarks

(a) On land designated "Residential (Group A)" ("R(A)"), "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.

(c) On land designated "R(A)" , "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 paragraphs (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 paragraphs (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.

(please see next page)

RESIDENTIAL (GROUP A) (cont'd)

Remarks (cont'd)

(d) On land designated "R(A)2" to "R(A)21"***,*** ~~and~~ "R(A)25" ***and "R(A)26"***, 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/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
R(A)26	***Maximum plot ratio of 6.5***

(please see next page)

RESIDENTIAL (GROUP A) (cont'd)

Remarks (cont'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.

(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.

(g) In determining the maximum plot ratio for the purposes of paragraphs (a) 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.

(h) In determining the relevant maximum non-domestic GFA on land designated "R(A)20" for the purposes of paragraph (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.

(i) In determining the maximum plot ratio/GFA for the purposes of paragraphs (a) 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.

(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 (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 (d) above may thereby be exceeded.

(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 (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)

(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.

(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)

(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.

(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.

(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.

(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.

(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.

(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.

(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.

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RESIDENTIAL (GROUP B) (cont'd)

Remarks (cont'd)

(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 ~~87,000~~***95,180***m^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 ~~69,780~~ ***61,600***m^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 shall result in a total

(please see next page)

RESIDENTIAL (GROUP B) (cont'd)

Remarks (cont'd)

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.

(r) On land designated "R(B)20", 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 4 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.

~~(r)~~*(s)* In determining the maximum plot ratio/GFA for the purposes of paragraphs (a) to ~~(q)~~ *(r)* 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.

~~(s)~~*(t)* 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 ~~(q)~~*(r)* above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

~~(t)~~*(u)* 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

(please see next page)

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)	Public Vehicle Park (excluding container vehicle) 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.

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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 ***Art Studio (excluding those involving direct provision of services or goods)*** 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 ***(not elsewhere specified)*** 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

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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***, and selected uses akin to industrial production and would not compromise building and fire safety*** are also always permitted in this zone.

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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.

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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.

GOVERNMENT, INSTITUTION OR COMMUNITY (1)

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 *Government Refuse Collection Point* *Government Use (not elsewhere specified)* *Public Convenience* *Public Utility Installation* *Religious Institution*	*Field Study/Education/Visitor Centre* *Institutional Use (not elsewhere specified)* *Place of Recreation, Sports or Culture* *Public Vehicle Park (excluding container vehicle)* *Residential Institution* *Social Welfare Facility*

Planning Intention

This zone is intended primarily to provide land for the development of a religious institution. Any development on land zoned "Government, Institution or Community (1)" shall be compatible and blend in harmoniously with its surrounding environment.

Remarks

On land designated "Government, Institution or Community (1)" ("G/IC(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 GFA of 2,825m^2, a maximum site coverage of 60% and the maximum building height in terms of mPD as stipulated on the Plan, or the GFA, site coverage and height of the existing building, whichever is the greater. A public open space of not less than 615m^2 should be provided at street level.

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

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) On-Farm Domestic Structure Picnic Area Public Convenience Tent Camping Ground	Animal Boarding Establishment Broadcasting, Television and/or Film Studio Eating Place Field Study/Education/Visitor Centre Flat Golf Course Government Refuse Collection Point Government Use (not elsewhere specified) Holiday Camp Hotel House 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

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.

(please see next page)

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 shall result in a total development in excess of a maximum plot ratio of 0.2 and a maximum building height of 2 storeys.

(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 paragraphs (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
Art Studio (excluding those involving direct provision of services or goods)
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)

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 ***(not elsewhere specified)***
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

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

(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.

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 "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 Container Storage/Repair Yard	Government Use 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; Electricity Cable Utilities; and Light Rail Transit Terminus & Ferry Concourse with Commercial/Residential Development.

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", 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

(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", 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", 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/33***A***

EXPLANATORY STATEMENT

EXPLANATORY STATEMENT

~~APPROVED~~ ***DRAFT*** TUEN MUN OUTLINE ZONING PLAN NO. S/TM/33***A***

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~~APPROVED~~ *DRAFT* TUEN MUN OUTLINE ZONING PLAN NO. S/TM/33*A*

(Being ~~an Approved~~ *a 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/33*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 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 under section 5 or 7 of the Ordinance.

2.8 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 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 OZP was subsequently amended and exhibited for public inspection under section 5 of the Ordinance.***

~~2.9 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.~~10~~***9*** 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). ***The OZP was subsequently amended and exhibited for public inspection under section 7 of the Ordinance.***

~~2.11 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.~~12~~*10* 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 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.~~ ***The OZP was subsequently amended and exhibited for public inspection under section 5 of the Ordinance.***

~~2.14 On 2 May 2014, the draft Tuen Mun OZP No. S/TM/32, incorporating amendments mainly related to the rezoning of 14 sites for residential use was exhibited for public inspection under section 5 of the Ordinance. During the two-month exhibition period, a total of 2,052 valid representations were received. On 25 July 2014, the representations were published for three weeks for public comments and 3 comments were received. After giving consideration to the representations and comments on 7 November 2014, the Board decided not to propose any amendments to the draft OZP to meet the representations under section 6B(8) of the Ordinance.~~

2.~~15~~*11* On 10 February 2015, 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/33. On 13 February 2015, the approved Tuen Mun OZP No. S/TM/33 ~~(the Plan)~~ was exhibited for public inspection under section 9(5) of the Ordinance.

2.12 On 3 January 2017, the CE in C referred the approved Tuen Mun OZP No. S/TM/33 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 13 January 2017 under section 12(2) of the Ordinance.

2.13 On _____ 2017, the draft Tuen Mun OZP No. S/TM/34 (the Plan), incorporating amendments mainly related to the rezoning of six sites for residential use and other amendments to reflect the latest planning circumstances 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

Based on ~~According to~~ the 2011 Population Census, the population of the Area was ***estimated by the Planning Department as*** about 454,050 persons. The planned population of the Area would be about ***572,500*** 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 The Tuen Mun East Area is a residential area with developments that are in general low to medium density in nature. 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, an Expert Evaluation on air ventilation assessment (AVA EE 2009) was undertaken to assess the 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 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). ***Similarly, for the purpose of assessing the air ventilation impact of zoning amendments for 6 sites for residential purpose with specific building height restrictions as well as other development parameters, AVA EEs were undertaken in 2017 (AVA EEs 2017).***

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 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 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 blows along major air paths i.e. the Tuen Mun River Channel, Tuen Mun Road, Hing Kwai Street, 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. These north-south air paths also serve as corridors for the summer winds blowing north. Besides the north-south air paths, there are several east-west paths along Tsing Tin Road, Shek Pai Tau Road, Pui To Road, 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 air paths and allow cross flow to bring winds to areas to the interior of the major air paths. The available winds for the Tuen Mun East and Tuen Mun West Areas should be adequate. ~~Both~~

~~t~~*T*he AVA EE 2009~~,and~~ the AVA EE 2014 ***and the AVA EEs 2017*** recommend strips of non-building areas (NBAs) for better penetration of the prevailing winds. In addition to NBAs, the AVA EEs also recommend other effective measures, such as incorporation of breezeways, air paths, open space, lower podium height, minimisation 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, NBAs 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 air path linking Tuen Mun River Channel and Ming Kum Road that help to distribute the flow to interior areas;

(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. 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. For the other sites in Area 54, the 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 minimise the impact of the future developments on the air environment in the Tuen Mun East Area, as suggested in the AVA EEs, buildings should be built with adequate spacing gaps and the development complexes should be spaced apart and avoid forming long and continuous building groups.

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~~ ***these*** 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 For the five "R(A)26" sites in Area 16, Area 17, Area 23, Area 28 and Area 39, the AVA EE 2017 recommends that critical air paths should be preserved within these sites and potential developments through measures including NBAs, building separations, setbacks and open void at ground level.

~~8.6~~ ***8.7*** The AVA EE***s*** ~~2014~~ also recommend~~s~~ that in future developments including those proposed with NBAs, minimisation of podium and fulfilment of building separation requirements in accordance with the SBD Guidelines (APP-152) would also be required.

9. LAND USE ZONINGS

9.1 Commercial ("C") Total Area: 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 "C(1)" zones 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. Developments in these two sub-zones 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: 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 Six "CDA" zones have been earmarked on the Plan. They are located in Areas 9, 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 55 which is to the north of Peridot Court in Area 58 is ~~at present occupied by container storage yards~~ ***currently vacant***. The "CDA" in Area 56 near to So Kwun Wat Village ~~has been partly completed~~ ***is a private residential development named Avignon***. 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. ***The "CDA(3)" in Area 56 to the south-west of Avignon is subject to a maximum plot ratio of 2.6 and a maximum building height of 79mPD. 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.***

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.

9.2.7 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.

9.2.8 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: ~~265.82~~ ***275.81*** 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***, as well as five sites under "R(A)26" zone (including sites to the west of Nerine Cove in Area 16, at Yip Wong Road in Area 17, east of Tuen Hing Road in Area 23, north of Wu Shan Road in Area 28, and north of Handsome Court in Area 39)*** 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**,** 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 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)", "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. ***Developments or redevelopments in areas zoned "R(A)26" are subject to a maximum plot ratio of 6.5, or the plot ratio of the existing building, whichever is the greater. Necessary GIC/retail facilities would be provided where appropriate.*** The stipulated 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 sew*er*age impact assessment.

9.3.6 Two sites occupied by Chelsea Heights and the 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 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" 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 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" 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 85mPD to 156mPD as shown on the Plan according to the overall building height concept of the Area as specified in paragraph 7.2 ***above***.

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)2~~2~~*6*" site at Hin Fat Lane ***in Area 39***, according to the AVA EE 2014, one 20m wide NBA is recommended to facilitate the penetration of ~~prevailing~~ ***east-north-easterly and easterly*** wind***s*** ~~and~~ ***as well as*** 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. ***However, under the AVA EE 2017, it is recognized that only a 15m wide NBA could be provided at the southern site boundary due to site constraints and various design consideration. For similar purpose of a 20m wide NBA, other suitable design features/measures are proposed to mitigate the air ventilation impact on the surrounding developments. They include provision of a landscaped area in the southeastern portion of the site and provision of a 50m-long area with low-rise building block/open area in the northern portion of the site.*** ~~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 the four "R(A)26" sites in Area 17, Area 23, Area 28 and Area 39, the AVA EE 2017 recommends that, critical air paths should be preserved within these sites and potential developments through measures including building separations, setbacks and open void at ground level. The AVA EE 2017 has recommended that further quantitative AVAs should be conducted in the detailed design stage. For the "R(A)26" site in Area 16, the AVA EE 2014 recommends that NBA of at least 15m in width should be provided to connect with Tuen Yee Street as an air path. The other NBA of 15m-wide is also recommended along the southern boundary of the site to allow wind penetration to Nerine Cove at the east. The requirement for all air ventilation measures will be proposed for incorporation into the lease***

or planning brief as appropriate.

9.3.15~~6~~ ***6*** 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~~7~~ ***7*** 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~~8~~ ***8*** Application for minor relaxation of the building height restriction of 100mPD under "R(A)1" zone is not allowed.

9.3.18~~9~~ ***9*** 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: ~~139.20~~ ***140.8*** 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 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 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).

9.4.5 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.

9.4.6 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 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~~ ***95,180m^2*** and a maximum non-domestic of 2,000m^2 for commercial uses. To create a stepped height profile, the northern ***and southern*** part***s*** of the "R(B)14" site is restricted to a maximum ***building height*** of 85mPD and ~~its southern part is restricted to~~ 70mPD ***respectively*** as stipulated on the Plan. The "R(B)15" site is subject to a maximum GFA of ~~69,780m^2~~ ***61,600m^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)).

9.4.19 ***A site to the south-west of Harrow International School Hong Kong in Area 48 is zoned "R(B)20" for residential development. The development is subject to a maximum plot ratio of 4 and a maximum building height of 90mPD. It is recommended in the AVA EE 2017 that two 15m-wide NBAs in alignment of NNE/SSW direction in both portions of the site, and a setback of minimum 3m wide at the eastern portion of the site along Castle Peak Road – Castle Peak Bay, should be provided to mitigate the potential air ventilation issues. Developer(s) of the site is required to carry out quantitative AVA at the detailed design stage to identify NBAs and other enhancement measures and to ascertain their effectiveness. To take forward the recommendations of the AVA EE 2017, the requirements for setback, NBA and a quantitative AVA will be proposed for incorporation into the lease for the site.***

9.4.~~19~~*20* 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.~~20~~*21* 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.~~21~~*22* 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~~*23* 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 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: 42.11 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***, and selected uses akin to industrial production and would not compromise building and fire safety*** 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: ~~235.08~~ ***234.21*** 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 the swimming pool complexes in Area 16 and 29, indoor recreation centres in Areas 1, 5, 10, 16 and 28, Lingnan University in Area 52, Harrow International School ***Hong Kong and Chu Hai College of Higher Education*** in Area 48, Ching Chung Koon, Castle Peak Hospital***, Siu Lam 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 sports ground in Area 16***, schools and a sewage pumping station in Area 54, a fresh water pumping station in Area 38, ***a community health centre in Area 29, a clinic in Area 3,*** ~~the post-secondary school in Area 48,~~ a seawater pumping station in Area 59, and indoor recreation centres in Areas 3, 14 and 54. ***The "G/IC" site in Area 55 is reserved for provision of a sub-divisional fire station and a police station.*** 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 is subject to a building height restriction of 70mPD, as stipulated on the Plan, to avoid blocking the views from MacLehose Trail to its north.

9.9.6 ***The "G/IC(1)" site to the east of So Kwun Wat Road near Tuen Mun Road in Area 55 is for a church development with GFA of 2,825m^2, site coverage of 60% and a building height of 35mPD. A public open space of not less than 615m^2 should be provided at street level. These restrictions have been specified in the Notes.***

9.9.~~6~~*7* Minor relaxation of the building height restrictions ***for the "G/IC" sites*** 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: ~~111.62~~ ***112.64*** 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, ***an 11-a-side football pitch in Area 17,*** 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 minimised 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.

9.12 Other Specified Uses ("OU") Total Area: ~~319.07~~ ***318.96*** ha

9.12.1 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 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 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 one located in Area 52 is under construction. Developments in this zone are subject to building height restrictions 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) 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.

(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).

(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.

(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.

(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.

(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.

(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.

(s) 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.

(t) 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 ***plot ratio in*** 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.

9.12.2 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.

9.12.3 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.

9.12.4 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.

9.12.5 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.

9.13 Green Belt ("GB") Total Area: ~~743.46~~ ***731.77*** 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.

9.14 Site of Special Scientific Interest ("SSSI") Total Area: 42.69 ha

9.14.1 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.

9.14.2 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).

9.14.3 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).

9.15 Undetermined ("U") Total Area: 28.13 ha

9.15.1 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 sites therefore are zoned "U" at this interim stage.

9.15.2 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 Area 40 in the north, and 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 Area 40 and HKBCF and North Lantau. The Northern Landfall of TM-CLKL is to the east of the River Trade Terminal and its toll plaza is in Tuen Mun Area 46. The construction of the whole section of the TM-CLKL is targeted for completion in 2018.

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. All of the above declared monument, sites of archaeological interest, graded and proposed graded historic buildings/structures are worthy of preservation.

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 ***to assess the archaeological impact and propose mitigation measures***. The archaeologist shall apply for a licence to conduct the ***archaeological investigation of the*** AIA under the Antiquities and Monuments Ordinance (Cap. 53) ***if necessary***. 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.

土木工程拓展署
CEDD Civil Engineering and Development Department

Attachment V of RNTPC
Paper No. 9/17

Agreement No. CE 15/2015 (CE)

Preliminary Development Review for Housing Sites at Tuen Mun Central – Feasibility Study

Technical Assessment Report

September 2017

(Ref.: TA-01)



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土木工程拓展署
New Territories West Development Office
Civil Engineering and Development Department

Agreement No. CE 15/2015 (CE)

Preliminary Development Review for Housing Sites at Tuen Mun Central - Feasibility Study

Technical Assessment Report (Ref.: TA-01)

September 2017

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AECOM ASIA COMPANY LIMITED

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1 INTRODUCTION

1.1 Background and Study Objectives

1.1.1 To increase land and housing supply in short, medium and long terms, the Government has identified sites with the potential to be developed for residential use in various districts. Among others, five sites at Tuen Mun Central, namely Tuen Mun Kau Hui (Kau Hui), Wu Shan Recreational Park (Wu Shan), Tseng Tau Sheung Tsuen South (TTST), Pui Oi School and Adjoining Area (Pui Oi) and Hang Fu, (the Housing Sites) were proposed for public housing developments. **Figure 1.1** indicates the location of the Housing Sites.

1.1.2 AECOM Asia Co Ltd was commissioned by the Civil Engineering and Development Department (CEDD) in July 2015 to undertake an assignment: Agreement No. CE 15/2015 (CE) – Preliminary Development Review for Housing Sites at Tuen Mun Central - Feasibility Study (the Study). The Study examines and confirms the feasibility on developing public housing at the Housing Sites by conduction of various engineering assessments and formulates the infrastructure proposals, implementation strategies and programme for timely delivery of infrastructure to support the public housing developments.

1.2 Purpose and Structure of the Report

1.2.1 The purpose of this Technical Assessment Report is to summarise the key findings, recommendations and conclusions of various preliminary technical assessments, and the implementation strategy and frameworks for the recommended infrastructure.

1.2.2 Apart from this introductory section, the sections of this report are as follows:

Section 2:	presents the existing conditions of the Housing Sites;
Section 3:	presents the recommended development parameters;
Sections 4 to 9:	provide a summary of findings and recommendations of various technical assessments for the Housing Sites;
Sections 10:	presents the works programme and the implementation strategy for the identified infrastructure works; and
Section 11:	provides conclusions of the Technical Assessment Report.

2 PROPOSED DEVELOPMENT SITES

2.1 Tuen Mun Kau Hui (Kau Hui)

2.1.1 Kau Hui is located at the west bank of Tuen Mun River Channel near Wong Chu Road. The site falls within an area mainly zoned "Open Space" ("O") and "Government, Institution or Community" ("G/IC") with a small portion zoned "Other Specified Uses" annotated "Comprehensive Industrial Development with Ancillary Commercial and Community Facilities" and shown as 'Road' on the approved Tuen Mun Outline Zoning Plan No. S/TM/33 (the OZP). It is approximately 2.43 ha in area. The site is relatively flat with existing ground level at about 4 mPD to 6mPD. The eastern portion of the site is partly held by the Highways Department (HyD) under temporary government land allocation (TGLA), which was previously the works areas and site offices of HyD and the Home Affairs Department (HAD)'s projects, while the western portion of the site is currently the temporary site office of the Drainage Services Department (DSD)'s project under TGLA and unallocated government land. **Plate No. 1** in **Appendix A** gives a view of the existing site conditions.

2.1.2 Existing land uses of Kau Hui are currently under unleased and unallocated government land and TGLAs. The proposed housing development only requires termination of the TGLAs. No private land resumption is required.

2.2 Wu Shan Recreational Park (Wu Shan)

2.2.1 Wu Shan is located to the south of Sun Tuen Mun Centre and at the western part of Wu Shan Recreation Playground. Majority of Wu Shan is vegetated land falling within an area zoned "Green Belt" ("GB") with a very minor portion zoned "G/IC" on the OZP. The existing ground level is at about 7mPD to 12mPD. **Plate No. 2** in **Appendix A** gives a view of the existing site conditions.

2.2.2 Recognising the local aspirations and avoiding the complete loss of landscape resources, it is recommended that the development of Wu Shan should be limited to the west of the natural knoll at Wu Shan Recreation Playground. To optimise the potential housing development, a section of the existing cycling track connecting to the footbridge at Wu Shan Road has to be realigned. The area of the proposed housing development is about 1.89 ha. Existing land uses of Wu Shan are currently under government land allocation (GLA). The proposed housing development only requires revision of the boundary of GLA. No private land resumption is required.

2.3 Tseng Tau Sheung Tsuen South (TTST)

2.3.1 TTST is located to the east of Tuen Hing Road and Villa Tiara, and to the west of Tai Lam Country Park. The site is situated at hillside with existing ground level rising from about 7mPD to 68mPD towards the upper terrain to the northeast of the site, in form of various slopes and retaining structures. Small site platforms with rural settlement and temporary structures for domestic or workshop uses are scattered across majority of the TTST site. **Plate No. 3** in **Appendix A** gives a view of the existing site conditions.

2.3.2 The area of the proposed housing development is about 1.68 ha and an area of minimum 0.62 ha is reserved for a 30-classroom primary school. Slope protection works is required at the southeast of the site with approximate area of 1.9 ha. TTST falls within an area partly zoned "Residential (Group B) 10" and partly zoned "GB" on the OZP. The land is all government land, parts of which are subject to government land licences/permits or TGLAs. No private land resumption is required for the proposed housing development. However, clearance of the existing rural settlement and temporary structures in TTST and closure of existing Fraser Road are required for the proposed housing development. It is preliminarily estimated that there are about 89 nos. of building/temporary structures to be affected.

2.4 Pui Oi School and Adjoining Area (Pui Oi)

2.4.1 Pui Oi is adjoining Castle Peak Road – Castle Peak Bay and to the north of Handsome Court. Pui Oi has an area of about 0.59 ha. The western portion of the site is flat land and its north is bounded by Hin Fat Lane, while the eastern part is occupied by slopes with natural vegetation and some temporary structures. The existing ground level is at about 5.8mPD to 11.7mPD from west to east.

2.4.2 The site is government land partly occupied by the former Hong Kong Christian Service Pui Oi School (Pui Oi School) which has been vacated and an existing public road with roundabout. The northwest of Pui Oi is Yau Chong Home which is a social welfare facility operated by Fu Hong Society subject to a tenancy given by the Government. The Ceramic Kiln in Hin Fat Lane (the Kiln) and temporary structures are located at the northeast of the site. The Kiln is a Grade 3 historic building. To preserve its existing setting, the Kiln and surrounding vegetation are not included in the development area of the site. **Plate No. 4** in **Appendix A** gives a view of the existing site conditions.

2.4.3 Pui Oi falls within an area partly zoned "G/IC" and partly zoned "Residential (Group A) 22" with a small portion zoned "GB" on the OZP. No private land resumption is required for the proposed housing development. However, relocation and demolition of Yau Chong Home, closure of the existing public road and roundabout, demolition of the former Pui Oi School within the development area are required.

2.5 Hang Fu

2.5.1 The site is bounded by Hoi Wong Road to the west and Hang Fu Street to the east, covering a flat land of about 0.44ha in area. The existing ground level is at about 4.5mPD. It is currently vacant government land with no specific use. The site falls within an area zoned "G/IC" on the OZP. No private land resumption/clearance is required for the proposed housing development. **Plate No. 5** in **Appendix A** gives a view of the existing site conditions.

3 RECOMMENDED DEVELOPMENT PARAMETERS

3.1 Kau Hui

3.1.1 Kau Hui comprises two separate portions, namely western portion and eastern portion. Although the elevated Yip Wong Road bisects the site into two portions, the two portions are connected through an area underneath the elevated section of Yip Wong Road near Wong Chu Road. Western and eastern portions are proposed to accommodate 1 domestic block and 3 domestic blocks respectively, producing about 1,100 flats for western portion and about 2,450 flats for eastern portion. Building heights of 115/116mPD on the eastern portion and 148mPD on the western portion, with 39 to 50 storeys, are proposed. To allow flexibility for the future public housing development, another scenario with proposed building height of 140mPD on both eastern and western portions has been considered. Besides, the proposed maximum building heights under the two scenarios (i.e. 140mPD at the eastern portion and 150mPD at the western portion) have also been assessed in the Study. The building height may be subject to further revision in detailed design stage. Both portions are intended to have non-domestic facilities such as social welfare facilities, kindergarten, retail facilities and car park provisions, subject to detailed design. The conceptual housing layouts of western and eastern portions are presented in **Figure 3.1**. The proposed development parameters of Kau Hui are tabulated in **Table 3.1**.

3.2 Wu Shan

3.2.1 The site is proposed to accommodate 3 domestic blocks, producing about 2,940 flats. The proposed building heights range from 109mPD to 123mPD with 36 to 41 storeys. While the building height may be subject to further revision in detailed design stage, a maximum building height of 125mPD is proposed. Non-domestic facilities intended to be provided include social welfare facilities, kindergarten, retail facilities and car park provisions, subject to detailed design. The conceptual housing layout of Wu Shan is presented in **Figure 3.2**. The proposed development parameters of Wu Shan are tabulated in **Table 3.1**.

3.3 TTST

3.3.1 TTST is located at hillside and has substantial level difference. This site will have three main platforms to be connected by lifts and walkways, with the proposed site formation levels ranging from 10.0mPD to 30.5mPD. New public road is to be provided for connecting the platforms and Tuen Hing Road.

3.3.2 To cater for a probable increase in demand for primary schools, the 30.5mPD platform is reserved for use as a primary school.

3.3.3 The proposed housing development would have 4 domestic blocks, producing about 2,700 flats. The proposed building heights range from 124mPD to 142mPD with 36 to 41 storeys. While the building height may be subject to further revision in detailed design stage, a maximum building height of 145mPD is proposed. The site is intended to accommodate non-domestic facilities such as social welfare facilities, kindergarten, retail facilities and car park provisions, subject to detailed design. The conceptual housing layouts at TTST are presented in **Figure 3.3**. The proposed development parameters of TTST are given in **Table 3.1**.

3.4 Pui Oi

3.4.1 Pui Oi would accommodate 1 domestic block, producing about 1,020 flats. The proposed building height is 125mPD with 41 storeys. While the building height may be subject to further revision in detailed design stage, a maximum building height of 125mPD is proposed. The site is intended to accommodate non-domestic facilities such as car park provisions, subject to detailed design. The conceptual housing layout of Pui Oi is presented in **Figure 3.4**. The proposed development parameters are detailed in **Table 3.1**.

3.5 Hang Fu

3.5.1 There are 2 domestic blocks for Hang Fu, producing about 520 flats. The proposed building height is 83mPD with 27 storeys. While the building height may be subject to further revision in detailed design stage, a maximum building height of 100mPD is proposed. The site is intended to accommodate non-domestic facilities such as retail facilities and car park provisions, subject to detailed design. The conceptual housing layout of Hang Fu is shown in **Figure 3.5** and the proposed development parameters are given in **Table 3.1.**

Table 3.1 – Recommended Development Parameters of the Proposed Housing Development

Housing Site	Approx. Site Area (ha)	Approx. Domestic GFA (sq.m) [Plot Ratio (PR)]	Approx. Non-Domestic GFA (sq.m) [Plot Ratio (PR)]	Number of Domestic Blocks	Number of Domestic Flats	Number of Storeys	Proposed Building Heights	Propose Site Formation Level	Supporting Facilities
Kau Hui	2.43	146,160 [PR: 6]	11,684 [PR:0.5]	4	3,550	39-50 storeys	115/116mPD (eastern portion) and 148mPD (western portion)#	+4.5mPD to +5.0mPD	- Social welfare facilities - Retail facilities - Car park: 153 spaces - Loading / unloading bay: 4 - Kindergarten
Wu Shan	1.89	112,900 [PR: 6]	9,400 [PR: 0.5]	3	2,940	36-41storeys	109mPD to 123mPD	+6.4mPD	- Social welfare facilities - Retail facilities - Car park: 63 spaces - Loading / unloading bay: 3 - Kindergarten
TTST	1.68 (for public housing development) minimum 0.62ha (for school development)	100,500 [PR: 6]	8,400 [PR: 0.5]	4	2,700	36-41 storeys	124mPD to 142mPD	+10.0mPD to +30.5mPD	- Social welfare facilities - Retail facilities - Car park: 56 spaces - Loading / unloading bay: 4 - Kindergarten - One 30-classroom primary school
Pui Oi	0.59	35,400 [PR: 6]	1,180 [PR: 0.2]	1	1,020	41 storeys	125mPD	+5.8mPD to +11.7mPD	- Car park spaces: 52 spaces - Loading / unloading bay: 1
Hang Fu	0.44	26,400 [PR: 6]	880 [PR: 0.2]	2	520	27 storeys	83mPD	+4.5mPD	- Retail facilities - Car park : 28 spaces - Loading / unloading bay: 2

#To allow flexibility for the future public housing development, another scenario with proposed building height of +140mPD on both eastern and western portions has been considered. Besides, the proposed maximum building heights under the two scenarios (i.e. 140mPD at the eastern portion and 150mPD at the western portion) have also been assessed in the Study.
* The development parameters and supporting facilities in the above Table 3.1 are subject to change in detailed design stage.

4 TRAFFIC AND TRANSPORT

4.1 Introduction

4.1.1 This assessment aims to assess the adequacy of the existing transport infrastructure and networks and to forecast new provisions or improvement works required to support the housing developments in future.

4.2 Traffic Impact Assessment

4.2.1 In order to investigate the traffic engineering feasibility and traffic implications of the proposed housing developments, capacity analyses have been conducted in accordance with the methods stated in the Transport Planning Design Manual (TPDM) published by the Transport Department.

4.2.2 The traffic impacts on strategic highway, local roads and key junctions in Years 2026, 2027 and 2031 were assessed and are discussed below. The assessed junctions and road links are shown in **Figure 4.1** and **Figure 4.2**.

Traffic Impact on Strategic Highway and Local Roads

4.2.3 The results of the assessment on major road links were summarised in **Table 4.1**.

Table 4.1 Major Road Links Performance in Years 2026, 2027 and 2031

Ref.	Road Link	Direction	Link Capacity (pcu/hr*)	Peak	Link Performance (V/C ratio#)		
					2026^	2027	2031
L6	Tuen Mun Road (Sam Shing)	NB	6,100	AM	4,540	4,860	5,195
					(0.74)	(0.80)	(0.85)
				PM	5,540	5,670	6,090
					(0.91)	(0.93)	(1.00)
		SB	6,100	AM	5,920	6,185	6,745
					(0.97)	(1.01)	(1.11)
				PM	4,345	4,555	4,910
					(0.71)	(0.75)	(0.80)
L8	Wong Chu Road	EB	3,600	AM	3,490	2,980	3,065
					(0.97)	(0.83)	(0.85)
				PM	3,915	3,130	3,455
					(1.09)	(0.87)	(0.96)
		WB	3,600	AM	3,935	3,265	3,515
					(1.09)	(0.91)	(0.98)
				PM	2,990	2,430	2,610
					(0.83)	(0.68)	(0.73)
L10	Wong Chu Road	EB	3,600	AM	4,300	3,875	3,960
					(1.19)	(1.08)	(1.10)
				PM	3,865	3,305	3,610
					(1.07)	(0.92)	(1.00)
		WB	3,600	AM	3,690	3,265	3,485
					(1.03)	(0.91)	(0.97)
				PM	3,585	3,070	3,240
					(1.00)	(0.85)	(0.90)
L14	Tuen Mun Road (Town Centre)	NB	5,700	AM	4,970	4,375	4,685
					(0.87)	(0.77)	(0.82)
				PM	5,920	5,260	5,900
					(1.04)	(0.92)	(1.04)
		SB	5,700	AM	5,720	5,070	5,760

Ref.	Road Link	Direction	Link Capacity (pcu/hr*)	Peak	Link Performance (V/C ratio#)		
					2026^	2027	2031
					(1.00)	(0.89)	(1.01)
				PM	4,450	3,905	4,350
					(0.78)	(0.69)	(0.76)
L18	Tuen Mun Road (Fu Tei)	NB	6,100	AM	5,795	5,105	5,510
					(0.95)	(0.84)	(0.90)
				PM	6,435	5,435	6,160
					(1.05)	(0.89)	(1.01)
		SB	6,100	AM	6,635	5,630	6,445
					(1.09)	(0.92)	(1.06)
				PM	5,220	4,635	5,285
					(0.86)	(0.76)	(0.87)
L20	Tuen Mun Road (Fu Tei)	NB	6,100	AM	6,190	6,340	6,855
					(1.01)	(1.04)	(1.12)
				PM	6,395	6,625	7,225
					(1.05)	(1.09)	(1.18)
		SB	6,100	AM	6,660	6,800	7,245
					(1.09)	(1.11)	(1.19)
				PM	5,320	5,415	6,115
					(0.87)	(0.89)	(1.00)
L21	Slip Road from Wong Chu Road Eastbound	NB	1,800	AM	1,950	1,260	1,295
					(1.08)	(0.70)	(0.72)
				PM	2,140	1,405	1,675
					(1.19)	(0.78)	(0.93)
L22	Slip Road from Tuen Mun Road Southbound	SB	1,800	AM	2,150	1,505	1,680
					(1.19)	(0.84)	(0.93)
				PM	1,825	1,255	1,375
					(1.01)	(0.70)	(0.76)
L23	Slip Road from Wong Chu Road Eastbound	SB	3,600	AM	2,350	2,620	2,665
					(0.65)	(0.73)	(0.74)
				PM	1,720	1,905	1,935
					(0.48)	(0.53)	(0.54)
L24	Slip Road from Tuen Mun Road Northbound	NB	1,800	AM	1,520	1,745	1,805
					(0.84)	(0.97)	(1.00)
				PM	1,760	1,815	1,865
					(0.98)	(1.01)	(1.04)

* 'pcu/hr' refers to 'passenger car unit per hour'.

'V/C ratio' refers 'volume to capacity' ratio. It is an indication of the traffic condition of roads during peak hours. A V/C ratio equal to or less than 1.0 is considered acceptable. A V/C ratio between 1.0 and 1.2 indicates a manageable degree of congestion. A V/C ratio above 1.2 indicates more serious congestion.

^ In Year 2026, the additional traffic brought about by the Housing Sites will not cause insurmountable traffic impacts to Tuen Mun even when Tuen Mun Western Bypass is not yet commissioned.

4.2.4 In Year 2026, the V/C ratios for the assessed road links will generally below 1.0 except those for Wong Chu Road (L8 and L10), Tuen Mun Road (L14, L18 and L20) and Wong Chu Road slip roads (L21 and L22) which will be between 1.0 and 1.2. The degree of congestion will be manageable.

4.2.5 The result for Year 2027 revealed that the V/C ratios for the assessed road links would be generally below 1.0 except those for Wong Chu Road (L10), Tuen Mun Road (L6 and L20) and Wong Chu Road slip road (L24) which would be between 1.0 and 1.2. The results for Year 2031 revealed that the V/C ratios for assessed road links would generally below 1.0 except those for Wong Chu Road (L10), Tuen Mun Road (L6, L14, L18 and L20) and Wong Chu Road slip road (L24) which would be between 1.0 and 1.2. The degree of congestion will be manageable.

Traffic Impact on Local Junctions and Proposed Improvement Measures

4.2.6 In Year 2026, all junctions will be operating within their design capacity.

4.2.7 In Years 2027 and 2031, all junctions will be operating within their capacity except the following junctions. Junction improvement works have been proposed and described below.

4.2.8 Hoi Wong Road / Hoi Chu Road (J7) - it is proposed to increase 1 additional traffic lane at the junction approach of Hoi Wong Road northbound. The existing western road kerb of Hoi Wong Road will be setback towards the west. The proposed junction improvement is shown in **Figure 4.7**.

4.2.9 Castle Peak Road – Castle Peak Bay / Hin Fat Lane (J12) - it is proposed to convert the existing junction operation type from priority control to signalised control. The proposed junction improvement is shown in **Figure 4.8**.

4.2.10 Castle Peak Road – Castle Peak Bay / Tuen Hing Road (J13) - it is proposed to modify the existing traffic movements at each traffic lanes at the junction approach of Castle Peak Road – Castle Peak Bay northbound. The proposed junction improvement is shown in **Figure 4.9**.

4.2.11 Performance of all assessed junctions and links are shown in **Appendix E**.

4.3 Public Transport Provision

4.3.1 The public transport demand for the proposed housing developments has been estimated from the pedestrian generation and the percentage of the assumed mode of transport for road-based public transport during the peak hour.

4.3.2 A franchised bus screen line survey was conducted at the roads located in the vicinity of the Housing Sites during the AM and PM peak periods to review the existing franchised bus utilisation.

4.3.3 Kau Hui

4.3.4 Since Kau Hui is not located within close proximity of existing public transport services, additional public transport service is proposed to serve the residents at Kau Hui and its nearby population. To provide feeder services to railway station, additional public transport service could be considered to provide en-route stop near the MTR Tuen Mun Station. The existing franchised bus services operated along Pui To Road and Tsing Wun Road have spare capacity. Hence, re-routing some of the existing bus routes to provide an en-route stop at Kau Hui could offer more route choices for the residents as a supplement.

Wu Shan

4.3.5 The total residual capacity of the existing bus routes along Lung Mun Road and Wu Shan Road could cater for the estimated public transport demand of Wu Shan. To enhance the existing public transport services, additional public transport service is proposed as a supplement to provide en-route stop near the MTR Tuen Mun South Station under planning.

TTST and Pui Oi

4.3.6 The total residual capacity of the existing bus routes along Tuen Hing Road could cater for the demand from TTST and Pui Oi. In addition to the existing public transport services, additional public transport service is proposed to serve the residents of TTST, Pui Oi and the nearby population and to provide en-route stop near the MTR Tuen Mun Station.

Hang Fu

4.3.7 The results revealed that the residual capacity of the existing bus routes along Hoi Chu Road could cater for the estimated public transport demand of Hang Fu site.

4.3.8 The details of public transport services would be reviewed by the Transport Department in Route Planning, Programming nearer the time of population intake of respective development site.

4.3.9 To alleviate the current crowdedness of the West Rail Line (WRL), the number of train compartments of the WRL has been gradually increased from 7-car to 8-car starting from January 2016. When comparing with the situation of 7-car trains with the hourly frequency of 20 at each direction in 2015, the passenger carrying capacity will be increased by about 14% after all WRL trains are operated with 8-car. With consideration of the facilities along the "East-West Corridor"(comprises Ma On Shan Line, Shatin to Central Link (Tai Wai to Hung Hom Section) and WRL) such as the fire safety requirements at tunnel sections and the length of platforms, etc., it is estimated that the "East-West Corridor" can ultimately reach an hourly frequency of 28 at each direction, with 8-car trains. On this basis, the carrying capacity of the WRL will increase by 60% over the 7-car trains operating in 2015 at an hourly frequency of about 20.

4.3.10 In the long term, the Government will timely commence studies on improving the carrying capacity of the railways in the Northwest New Territories beyond 2031, to cope with the passenger demands.

4.4 Proposed Traffic and Transport Infrastructure

4.4.1 The proposed traffic and transport infrastructure or improvement works are described below.

4.4.2 Kau Hui (**Figure 4.3**) - General / bus lay-bys are proposed along both sides of Tin Hau Road. In addition, a taxi stand at Yip Wong Road is proposed. To allow vehicles to turn around at the western end of Tin Hau Road, the current hammer-head is proposed to be converted to a cul-de-sac. To enhance pedestrian accessibility, a section of Tin Hau Road footpath is proposed to be widened and a pedestrian crossing is proposed near the general / bus lay-bys and the access of eastern site.

4.4.3 Wu Shan (**Figure 4.4**) - Bus lay-bys at Lung Mun Road southbound are proposed. The ramps of the existing footbridge at the junction of Lung Mun Road / Tuen Tsing Lane are proposed to be replaced with passenger lifts to improve the accessibility to/from the Light Rail Depot Station of Light Rail Transit (LRT). A section of existing cycle track connected to the footbridge at Wu Shan Road is proposed to be re-aligned and two passenger/cycle track lifts are proposed.

4.4.4 TTST (**Figure 4.5**) - General / bus lay-bys are proposed along the new access road. In addition, three existing bus lay-bys in the vicinity of TTST are proposed to be extended, which are located at the eastbound and westbound of Tuen Hing Road to the west of TTST and the southbound of Castle Peak Road – Castle Peak Bay to the north of TTST. To improve pedestrian accessibility, a section of Tuen Hing Road southern footpath is proposed to be widened and cautionary pedestrian crossings are proposed at the new priority junction of Tuen Hing Road and the new public access road of TTST.

4.4.5 Pui Oi (**Figure 4.5)** - A new bus lay-by at Castle Peak Road – Castle Peak Bay southbound is proposed.

4.4.6 Hang Fu (**Figure 4.6)** - The junction of Hang Fu Street/Hang Kwai Street is a priority junction. In near future, this junction will be converted into a signalised junction with signalised pedestrian crossing by other projects. These works could improve the pedestrian safety at that location. The existing vehicle access and zebra crossing at Hang Fu Street will be relocated.

Proposed Parking and Loading / Unloading Provision

4.4.7 The provision of internal transport facilities at the Housing Sites shall be in accordance with the Hong Kong Planning Standards and Guidelines (HKPSG).

4.5 Conclusion

4.5.1 Traffic impact assessment has been carried out for design years 2026, 2027 and 2031 to assess the accumulative impact from the Housing Sites.

4.5.2 The results revealed that the V/C ratios for the assessed road links would be generally below 1.0 in the Years 2026, 2027 and 2031, except those for Wong Chu Road, Tuen Mun Road and Wong Chu Road slip roads which would be between 1.0 and 1.2. It indicates the degree of congestion is manageable.

4.5.3 With the proposed junction improvement at the junctions of Hoi Wong Road / Hoi Chu Road (J7), Castle Peak Road – Castle Peak Bay / Hin Fat Lane (J12) and Castle Peak Road – Castle Peak Bay / Tuen Hing Road (J13), all assessed junctions will operate within capacity in the Years 2026, 2027 and 2031.

4.5.4 The public transport demand of the proposed housing developments has been estimated. The results revealed that the residual capacity of the existing bus routes, coupled with additional public transport service, could cater the public transport demand. With the associated improvement of WRL, the passenger carrying capacity of WRL will increase and capable to meet the demand from the proposed housing developments.

4.5.5 Suitable traffic and transport infrastructure or improvement works are proposed.

4.5.6 In conclusion, the traffic and transport impact assessment has demonstrated that, with the implementation of proposed infrastructure and improvement works, the proposed housing developments will not cause unacceptable traffic and transport impact.

5 ENVIRONMENT

5.0 The Study was conducted to support the rezoning of the Housing Sites and further environmental review studies (e.g. preliminary environmental review for the site formation and infrastructure works of the development, the environmental assessment study for the public housing sites, etc.) will be conducted in the detailed design stage for the proposed housing developments.

5.1 Air Quality

Construction Phase

5.1.1 The potential air quality impact from the construction works of the proposed housing developments would be dust emissions generated from site formation, excavation, loading or unloading stockpile material, stockpiling of material, wind erosion of exposed areas and superstructure works. With the implementation of dust suppression measures stipulated in Air Pollution Control (Construction Dust) Regulation, the construction of the proposed housing developments would unlikely cause adverse dust impacts on nearby air sensitive uses.

Operation Phase

5.1.2 During the operation phase of proposed housing developments, with adequate buffer distance between the adjoining roads and the domestic housing blocks, no adverse air quality impact would be anticipated at the proposed housing developments.

5.1.3 The potential chimney emission sources located within the 500m assessment areas of Housing Sites are identified. No industrial emission sources are identified within 500m assessment area of Wu Shan, TTST, Pui Oi and Hang Fu. For Kau Hui, the identified chimneys are distributed at the industrial premises at the western side of Tuen Mun River Channel, north and northwest of Kau Hui. The separation distance between Kau Hui and the nearest chimney (i.e. located at the roof of Luen Cheong Can Centre) is about 230m. No air sensitive use of Kau Hui is found within the minimum buffer distance (200 m) from industrial chimney exit as stipulated in HKPSG. Hence, no adverse air quality impact would be anticipated for the Housing Sites.

5.2 Noise

Construction Phase

5.2.1 The potential noise impacts from the construction works would mainly relate to the use of powered mechanical equipment (PME). Quantitative construction noise impact assessment based on the Technical Memoranda under the Noise Control Ordinance is recommended to be conducted in the design phase to check the compliance of noise criteria. With the implementation of noise control measures (e.g. following the noise control requirements in the Environmental Protection Department (EPD)'s "Recommended Pollution Control Clause for Construction Contract"), the construction of the proposed housing developments would not cause unacceptable noise impacts on nearby noise sensitive uses.

Operation Phase

5.2.2 Road traffic noise on the noise sensitive receivers (NSRs) of the Housing Sites was predicted based on the traffic flows for the worst case year, following strictly the procedures stipulated in the "Calculation of Road Traffic Noise (CRTN)" (1988) published by Department of Transport, United Kingdom. Road traffic noise was presented in terms of noise levels exceeded for 10% of the one-hour period having the peak traffic flow (i.e. L10 (1-hour) dB(A)).

5.2.3 Based on the conceptual housing layouts, the representative noise sensitive facades of the Housing Sites would be exposed to different road traffic noise levels depending on the orientation of the facades. The road traffic noise assessment results are summarised in **Appendix D**. To minimise the traffic noise impact, provision of architectural fins, acoustic windows, acoustic balconies with acoustic lining, fixed glazings with maintenance window, single aspect building design and noise barriers have been recommended for the affected NSRs as summarised in **Table 5.2.** With these mitigation measures in place, full compliance with the noise standard of 70 dB(A) for residential dwellings as stipulated in HKPSG could be achieved for the Housing Sites with no adverse road traffic noise impact anticipated.

Table 5.2 Main Road Traffic Noise Sources and Proposed Mitigation Measures

Housing Sites	**Main Road Traffic Noise Sources**	**Proposed Mitigation Measures**
Kau Hui	Wong Chu Road, Yip Wong Road and Tin Hau Road	- Noise barrier - Acoustic windows - Fixed glazings with maintenance window
Wu Shan	Lung Mun Road and Wu Shan Road	- Screening by noise tolerant building - Fixed glazings - Acoustic windows - Architectural fins
TTST	Castle Peak Road - Castle Peak Bay, Tuen Hing Road and proposed new access road	- Acoustic windows
Pui Oi	Castle Peak Road - Castle Peak Bay	- Acoustic balconies with acoustic lining - Fixed glazings - Architectural fins
Hang Fu	Hoi Wong Road and Hang Fu Street	- Architectural fins - Single aspect building (Acoustic windows/acoustic balconies as alternatives to be explored in detailed design stage)

5.2.4 Site visits were conducted within the 300m study area of the Housing Sites to identify any potential existing fixed plant noise sources. The following fixed plant noise sources were identified and the assessment results were summarized in **Table 5.3** and **Appendix D**.

Table 5.3 – Fixed Plant Noise Sources and Noise Assessment Summary

Housing Sites	**Fixed Plant Noise Sources**	**Predicted Noise Level at Noise Sensitive Facade, $L_{eq\ (30mins)}$ dB(A) or Assessment Results**
Kau Hui	• Fixed plant on Block 1 and air conditioners on the Central Service Building, Nan Fung Industrial City	49 - 52 (complied with fixed plant noise criteria)
Wu Shan	• Ventilation noise from Jockey Club Tuen Mun Butterfly Beach Sports Centre • Power substation near Sun Tuen Mun Centre	40 - 63 (complied with fixed plant noise criteria)
TTST & Pui Oi	• Tuen Mun Substation	This substation is a concrete structure enclosing the plant. The fixed plant noise from the substation was negligible.
Hang Fu	• Construction Industry Council Tuen Mun Training Ground • KMB Bus Depot • Castle Peak Bay Fire Station and Ambulance Depot	Due to the single aspect design, no adverse fixed plant noise impact is anticipated from these potential fixed plant noise sources at the southwest to west.
	• UTi Logistics Centre, • Viet Huong Building (a logistic centre) • Hing On Lane Substation • Tuen Mun Cargo Working Area	Due to noise screening by Nerine Cove and Area 39, no adverse fixed plant noise impact is anticipated from the fixed plant noise sources at the southeast to south.

5.2.5 The potential railway noise impact to the Housing Sites has been evaluated. No railway is identified within 300m assessment area from TTST and Pui Oi. The horizontal separation distance from the boundary of Kau Hui and Wu Shan to the nearest LRT track is larger than the 25m requirement stipulated in HKPSG. Therefore, adverse railway noise impact to these sites is not anticipated.

5.2.6 For Hang Fu, to alleviate the potential railway noise impact from the LRT, single aspect building design is incorporated in the conceptual housing layout. Acoustics windows / acoustic balconies as alternatives to single aspect building design shall be explored in detailed design stage. For any flats that have view angle on the LRT track, a minimum of 25m horizontal separation distance is allowed between the LRT track and the sensitive façade, fulfilled the requirement stipulated in HKPSG. No adverse railway noise impact would be anticipated.

5.3 Water Quality

Construction Phase

5.3.1 Water quality impacts from construction are associated with the general construction activities, construction site run-off, construction works at and near watercourses, accidental spillage, sewage effluent from construction workforce and site runoff and groundwater from contaminated areas. The site practices as outlined in the Professional Persons Environmental Consultative Committee Practice Notes (ProPECCPN) 1/94 "Construction Site Drainage" and the Environment, Transport and Works Bureau Technical Circular (ETWB TC) (Works) No. 5/2005 "Protection of natural streams / rivers from adverse impacts arising from construction works", such as installation of sedimentation basins and sand traps for collecting surface runoff and covering the stockpiling of dusty materials, are recommended to minimise the potential water quality impacts from the construction activities. With the implementation of the recommended mitigation measures, the construction works for the housing developments would not result in unacceptable impacts on water quality.

Operation Phase

5.3.2 The key source of potential impact on the inland water bodies during the operation phase will be runoff from the road surfaces and developed areas. It is anticipated that the water quality impacts associated with the operation phase could be minimised / avoided by appropriate mitigation measures such as adequate storm drainage system with suitable pollutant removal devices and good stormwater management practices.

5.4 Waste Management

Construction Phase

5.4.1 Waste types generated by the construction activities likely include inert and non-inert construction & demolition (C&D) materials from site formation and infrastructure works, general refuse from the workforce and chemical wastes from the maintenance of construction vehicles and equipment. Provided that the identified wastes during construction phase would be handled, transported and disposed of using the recommended methods and that good site practices would be strictly followed (such as minimising the quantity of waste to be disposed by re-use/recycling, provision of sufficient waste reception/disposal points and transporting waste by covering trucks/enclosed containers), adverse environmental impacts during construction phase are not expected.

Operation Phase

5.4.2 The main wastes type to be generated during the operation phase would be municipal solid waste. With the proper disposal arrangement, no adverse impact is expected.

5.5 Ecology

5.5.1 The Assessment Area covered the Housing Sites, the area within a 500 m boundary of the Housing Sites, as well as other sites of conservation importance (e.g. Tai Lam Country Park, Tuen Mun Egretry) that may be affected by the housing developments. Literature review and ecological surveys were also conducted.

5.5.2 Nine habitat types were identified within the Assessment Area, including woodland, mixed woodland, shrubland, plantation, grassland, developed area / wasteland, village / orchard, natural watercourse, and modified watercourse. While the majority of the habitats were evaluated with low ecological value, shrubland was evaluated with low to moderate ecological value and woodland and natural watercourse were both evaluated with moderate ecological value. Species of conservation importance recorded in the Assessment Area include two flora species, six avifauna species and three mammal species. Habitat maps showing the types and locations of terrestrial habitats within the Assessment Area were shown in **Figures 5.5.1 – 5.5.5**. The assessment results are summarised in **Table 5.4.**

Table 5.4 Ecological Values of Habitats within the Assessment Area

Habitat Type	Kau Hui	Wu Shan	TTST	Pui Oi	Hang Fu	Species of Conservation Importance Identified	Ecological Value
Woodland	-	✓	✓	-	-	*Flora Species:* • Incense Tree	Moderate
Mixed Woodland	-	-	-	-	-	-	Low
Shrubland	-	-	-	-	-	*Flora Species:* • Luofushan Joint-fir *Avifauna Species:* • Collared Scops Owl	Low to moderate
Plantation	✓	✓	✓	-	-	*Avifauna Species:* • Greater Coucal *Mammal Species:* • Japanese Pipistrelle Bat	Low
Grassland	-	✓	-	-	-	-	Low
Developed Area / Wasteland	✓	✓	✓	✓	✓	*Avifauna Species:* • Black Kite	Low
Village / Orchard	-	-	✓	-	-	*Mammal Species:* • Short-nosed Fruit Bat • Pallas's Squirrel	Low
Natural Watercourse	-	-	-	-	-	-	Moderate
Modified Watercourse	-	-	✓	-	-	*Avifauna Species:* • Little Egret • Great Egret • Chinese Pond Heron	Low

5.5.3 No flora species of conservation importance was identified in the Housing Sites. Fauna species of conservation importance recorded within the Housing Sites include mammals Short-nosed Fruit Bat and Pallas's Squirrel at village/orchard habitat in TTST; as well as avifauna Greater Coucal at plantation in Wu Shan, which were all common species in Hong Kong. All three fauna species are highly mobile species, which are anticipated to move away from disturbance to utilise other readily available habitats in the vicinity. No significant ecological impact would be anticipated at the Housing Sites.

Construction Phase

5.5.4 Terrestrial sites of conservation importance within the Assessment Area include Tai Lam Country Park and Tuen Mun Egretry. The boundaries of TTST and Pui Oi were designed to avoid encroachment into the Tam Lam Country Park where no direct impact would be anticipated. Given the distance between Tuen Mun Egretry and the Housing Sites, no direct impact is anticipated on the Egretry.

5.5.5 The construction of Kau Hui, Pui Oi and Hang Fu would result in permanent loss of plantation and developed area / wasteland. Considering the low ecological value and the limited diversity and abundance of ecological resources recorded, only minor ecological impact is anticipated.

5.5.6 The semi-mature woodland within Wu Shan supported low to moderate diversity and abundance of wildlife, with no species of conservation importance. With a considerable area of moderate value woodland to be permanently lost, minor to moderate ecological impact is anticipated. Other habitats (plantation, grassland, and developed area / wasteland) within Wu Shan were rated with low ecological value, supporting low diversity and abundance of wildlife. While avifauna Greater Coucal were recorded at plantation habitat, the species is common in Hong Kong and highly mobile, anticipated to utilise other readily available habitats within the vicinity. Ecological impacts arising from the loss of plantation, grassland, and developed area / wasteland within Wu Shan were anticipated to be minor.

5.5.7 Given the small area of woodland loss in TTST, minor to moderate ecological impact is anticipated. A relatively large area of village/orchard could also be permanently lost. While mammals of conservation importance Short-nosed Fruit Bat and Pallas's Squirrel were recorded, no bat roost or nursery ground was identified within the site. Considering the low wildlife abundance and low ecological value of the habitat, minor ecological impact is anticipated from the loss of village/orchard. Several modified watercourses could be permanently lost under the development of TTST, which were channelised and supported low diversity and abundance of wildlife. Minor ecological impact is anticipated. Plantation and developed area/wasteland within TTST were small in area with low ecological values, supporting no significant ecological resources. Minor ecological impact is anticipated from the loss of these habitats.

5.5.8 Tai Lam Country Park locates in close proximity on the east of TTST and Pui Oi, while development at Wu Shan affects woodland with low to moderate wildlife diversity and abundance, including an avifauna and a mammal species of conservation importance in the vicinity. Construction at these sites are likely to result in increase of human activities and disturbance such as noise from traffic and construction machinery, air quality impact (dust generated from construction), and glare / lighting from construction sites. Minor to moderate ecological impacts are anticipated to arise from the construction disturbance.

5.5.9 Kau Hui and Hang Fu are mainly surrounded by developed area/wasteland, which is currently subject to heavy disturbance and human activities. Given the existing level of disturbance, and low wildlife diversity and abundance recorded, minor ecological impact is anticipated to arise from the construction disturbance.

5.5.10 General good site practice should be implemented to minimise ecology impacts arising from noise, air quality and glare/lighting disturbance, such as erecting hoarding and fencing, use of quiet mechanical plant and noise barrier and control the timing of lighting periods.

Operation Phase

5.5.11 Tai Lam Country Park locates in close proximity on the east of TTST and Pui Oi, while development at Wu Shan affects woodland with low to moderate wildlife diversity and abundance, including an avifauna and a mammal species of conservation importance in the vicinity. The operation at these sites will result in an increase in regular human activities (e.g. human usage of residential areas and infrastructures). These human activities are also likely long-term and high in magnitude. Minor to moderate ecological impacts are anticipated.

5.5.12 Kau Hui and Hang Fu are mainly surrounded by developed area/wasteland, which is currently subject to heavy disturbance and human activities. Given the existing level of disturbance, and low wildlife diversity and abundance recorded, minor ecological impact is anticipated to arise from the increase in regular human activities during the operation phase.

5.5.13 Transplantation and compensation planting should be considered to compensate for trees to be felled and the habitats for associated fauna. The compensatory planting should aim to create a habitat with habitat complexity (such as use of diverse species) in order to enhance its ecological value. Buffer planting should also be considered along the boundary of TTST, Pui Oi and Wu Shan to minimise the indirect impacts, such as noise and glare/lighting, arising from operation phase.

5.5.14 With the proper implementation of the recommended mitigation measures, residual ecological impacts arising from the construction and operation of the Housing Sites are anticipated to be minor and acceptable.

5.6 Hazard Impact

5.6.1 A hazard assessment has been conducted to ascertain all potential hazards posed by the existing Liquefied Petroleum Gas (LPG) Filling Station in the proximity to Kau Hui. The risk level is assessed as acceptable in accordance with the Hong Kong Risk Guidelines. The results of the preliminary quantitative risk assessment support the Kau Hui housing development without risk mitigation measures.

5.7 Land Contamination

5.7.1 A preliminary site appraisal, comprises desktop study and site walkover survey, was conducted to identify the potentially contaminating land uses within the Housing Sites. Based on the preliminary site appraisal, potential contaminating areas were identified at Kau Hui, TTST and Hang Fu.

5.7.2 Two potentially contaminated areas (2 diesel storages) at the previous works areas of HyD and HAD within Kau Hui (Eastern Site), two potentially contaminated areas (2 chemical storages) at the works areas of DSD within Kau Hui (Western Site), were identified during the site walkover survey as shown in **Figure 5.7**. Preliminary site investigation was carried out to provide an early indication on the land contamination issues. Although the collected samples showed exceedance in the Risk Based Remediation Goals (Urban Residential Land Use Scenario) (the RBRGs), the identified contaminants are treatable using conventional remediation methods and the contaminated soil, after proper treatment, could be safely reused on-site.

5.7.3 A small-scale car repair workshop was identified at TTST. Based on the peripheral observation (paved with intact concrete with no significant spillage observed), extensive contamination due to the operation of workshop is not envisaged.

5.7.4 Hang Fu previously contained temporary storage of the confiscated / unclaimed vehicles. Given the area of concern is small and no apparent land contamination was observed, land contamination is not expected to be extensive.

5.7.5 As the concerned sites are either in operation or inaccessible, further land contamination assessment (LCA) including site re-appraisal and if necessary site investigation/remediation works is recommended to be carried out at later stage when clearance of the land is completed. Land contamination impacts are considered not insurmountable if further LCA is conducted in accordance with EPD's Guidance Manual, Guidance Note and Practice Guide, and the contaminated soil and groundwater (if any) are properly treated using appropriate remediation methods according to the Remediation Action Plan approved by EPD.

5.8 Landscape and Visual Impact

5.8.1 Preliminary landscape and visual impact assessment (LVIA) has been conducted to evaluate the potential landscape and visual impact due to the proposed housing developments and associated infrastructure. Appropriate mitigation measures are recommended to minimise any potential adverse impact identified.

5.8.2 The surveyed area comprises the Housing Sites and the areas in the vicinity. There is no Old and Valuable Trees identified within the Housing Sites. Approximately 1,072 nos. of existing trees would be potentially affected by the housing developments and proposed infrastructure. Tree survey plan of the Housing Sites and three road junctions are shown in **Figures 5.8.1 – 5.8.8**. Summary of broad tree survey results is presented in **Table 5.5**. All affected tree species are common species in Hong Kong and there was no tree of specific conservation interest.

Table 5.5 Summary of Broad Tree Survey Results

Housing Sites	**Approx. no of tree to be potentially affected**	**Number of large tree surveyed**	**Number of large tree to be preserved as far as possible, subject to site condition**	**Major tree species recorded**
Kau Hui	143	2	2	*Eucalyptus tereticornis* (細葉桉), *Acacia mangium* (大葉相思), *Cassia siamea* (鐵刀木)
Wu Shan	372	2	2	*Acacia confusa* (台灣相思)
TTST	408	2	2	*Acacia confusa* (台灣相思), *Dimocarpus longan* (龍眼)
Pui Oi	37	3	3	*Dimocarpus longan* (龍眼), *Celtis sinensis* (朴樹)
Hang Fu	50	0	0	*Leucaena leucocephala* (銀合歡)
Proposed Junction Improvement Works	62	0	0	*Lagerstroemia speciosa* (大葉紫薇), *Acacia confusa* (台灣相思)

5.8.3 Based on the potential landscape impacts identified, a series of landscape mitigation measures are recommended to mitigate any adverse impacts. It includes transplanting trees of high amenity value, compensatory planting in a ratio of not less than 1:1 in terms of quality and quantity in accordance with Development Bureau Technical Circular (Works) (DEVB TCW) No. 7/2015 – Tree Preservation, designing the proposed development visually compatible with the adjacent urban landscape setting, provision of 20% to 30% greening areas within the housing developments. Through the mitigation measures, it is predicted that the residual landscape impact will be reduced to slightly or moderately adverse.

5.8.4 Representative viewpoints (VPs) from key public viewers are selected for making photomontages to illustrate the visual impact of the proposed housing developments. They are shown in **Appendix C**.

Visual Impact Assessment for Kau Hui

5.8.5 The visual envelope is generally defined by Nan Fung Industrial City and Luen Cheong Can Centre (67mPD – 96mPD), a natural knoll and proposed open space to the north; medium to high-rise developments of varying building heights of 80-155mPD at Tuen Mun town centre to the east; Lung Yat Estate (100mPD) and the committed private housing development at Yip Wong Road (100mPD) to the south; and Castle Peak to the west. A number of representative viewpoints from key public views are identified for visual impact assessment.

5.8.6 The site is located in the western part of Tuen Mun town centre with a mix of medium and high-rise residential and industrial developments as well as G/IC use. The key visual resources include the Tuen Mun River Channel, Castle Peak and the natural knoll to the north of the site. The proposed housing development with the proposed maximum building height of 140mPD (eastern portion) and 150mPD (western portion) is higher than the adjacent Yau Oi Estate (80mPD), Nan Fung Industrial City (67mPD), Lung Yat Estate (100mPD) and the committed private residential development at Yip Wong Road (100mPD). The proposed development is considered as an extension of housing sites from the adjacent residential developments. The natural knoll and the proposed open space to its immediate north, to a certain extent, provide a visual break in the locality. With incorporation of suitable design elements, such as stepping down building heights towards Tuen Mun River Channel, minimum 25m setback along the southern boundary of the site from Wong Chu Road and provision of building separations to serve as air path/visual corridors, controlling of building mass, etc., the visual composition of the proposed development is considered not incompatible with the existing and planned urban context of the area. Yet its location near the river would inevitably impose an overwhelming effect, in particular to short range views from Tuen Mun River promenade.

5.8.7 In the assessment of visual change from key VPs, the existing open views from the at-grade VPs around the site (e.g. from Tuen Mun Park, Wu Shan Riverside Park, Tuen Mun River promenade and Tin Hau Temple Plaza) will be altered. Potential visual changes from representative public viewpoints are summarised below:

- VP1 from Tuen Mun Park

VP1 represents potential visual impacts on pedestrians and recreational users along the east bank of Tuen Mun River Channel and at Tuen Mun Park which are frequently visited and easily accessible by locals. The VP is about 200m to the northeast of the site and has a long-range open sky view. The current visual context of this VP consists of Tuen Mun River Channel and the natural knoll at Tin Hau Road in the foreground, Lung Yat Estate and Lung Mun Oasis with the ridgeline of Castle Peak, which is a key visual resource, at the background. The proposed development will partially blocked the long-range view to the west and will reduce the visual openness from this VP. It will dominate the riverside view at close-range. The magnitude of visual change is considered as **substantial.** Considering public viewers at this VP has **high** sensitivity, the residual visual impact would be **significantly adverse**.

- VP2 from Promenade along Tuen Mun River Channel

VP2 represents potential visual impacts on pedestrian and recreational users along the east bank of Tuen Mun River Channel which are frequently visited and easily accessible by locals. The VP is about 150m to the east of the site. It currently has an open sky view with a visual context of Tuen Mun River Channel in the foreground, Lung Yat Estate, Lung Mun Oasis, Nan Fung Industrial City and the ridgeline of Castle Peak at the background. The proposed development will dominate the riverside view at such close viewing distance and the ridgeline of Castle Peak is completely blocked. It will lead to loss of visual openness and vista to the ridgeline of Castle Peak. There would be **substantial** magnitude of visual change. The sensitivity of this VP to change would be **high**, and the residual visual impact would be **significantly adverse**.

- VP3 from Wu Shan Riverside Park

VP3 represents potential visual impacts on pedestrians and recreational users along the west bank of Tuen Mun River Channel and at Wu Shan Riverside Park which are frequently visited and easily accessible by locals. The VP is about 150m to the south of the site. The current visual context consists of an open sky view with Wu Shan Riverside Park and a glimpse of Lung Yat Estate at the foreground and Yau Oi Estate at the background. There is only a partial view of Kau Hui development from this VP as the view is dominated by another committed private residential development at Yip Wong Road, which has blocked much of the existing view towards the open sky due to its close proximity and would unavoidably reduce the visual openness from this VP. The magnitude of visual change caused by the Kau Hui development is considered **slight** as the Kau Hui development is almost entirely shielded from view by the Yip Wong Road development and existing vegetation. With **high** sensitivity to change of the public viewers, the residual visual impact for this VP would be **slightly adverse**.

- VP4 from Tin Hau Temple Plaza

VP4 represents potential visual impacts on recreational users of Tin Hau Temple Plaza which is a publicly accessible local landmark. The VP is about 300m to the north of the site. The current visual context consists of Tin Hau Road, the plaza and its arch at the foreground, Tin Hau Temple and natural knoll, and glimpse of Nerine Cove and Yuet Wu Villa at distance. While the proposed development will be partially screened by the natural knoll, the existing open sky view will be inevitably reduced with building blocks

protruding from the knoll. The magnitude of visual change is considered as **moderate** to visitors to Tin Hau Temple Plaza. With the **medium** sensitivity of the public viewers, the residual visual impact shall be **moderately adverse**.

- VP5 from the natural knoll to the north of the site

VP5 represents potential visual impacts on visitors and recreational users to the pavilion at the top of the natural knoll at Tin Hau Road to the north of Kau Hui site. The VP is about 100m to the north of the site from an elevated viewpoint of about 38mPD. The visual context is mainly enclosed by existing hillside vegetation and amenity planting with a pavilion. The proposed development would be noticeable but would be screened by existing vegetation and there would only be glimpse view of the development, the magnitude of visual change would be **slight.** Considering the **medium** sensitivity of the public viewers, the residual visual impact shall be **slightly adverse**.

- VP6 from Yeung Siu Hang Garden

VP6 represents potential visual impacts on recreational users of Yeung Siu Hang Garden which is a sizable public open space in the area popular and easily accessible by locals. The VP is about 700m to the northwest of the site. Current visual context of this VP is contained by the vegetation within the garden at the foreground, YKK Building and Hong Kong Institute of Vocational Education (Tuen Mun) at the background. View towards the proposed development will largely be screened by existing vegetation within the garden with only minor portion of towers slightly visible. The magnitude of visual change is considered as **negligible**, with **high** sensitivity of the public viewers, it shall result in **negligible** visual impact.

- VP7 from Tsing Shan Path

VP7 represents potential visual impacts on hikers at Tsing Shan Path which is a popular hiking route. The VP is about 1000m to the west of the site from an elevated viewpoint of about 200mPD. The VP has a long-range view to Tuen Mun town centre which is dominated by medium to high-rise developments, and Tai Lam Country Park at the background. While the proposed development will be seen as an added component to the overall townscape, it is much taller as compared to surrounding developments and will cause slight obstruction to the existing natural ridgeline of Tai Lam. There will be noticeable loss of greenery along existing Wong Chu Road traffic corridor. The VP has a **high** sensitivity to change. The magnitude of visual change is considered as **slight** and the residual visual impact shall be **slightly adverse**.

5.8.8 Design considerations sensitive to the surrounding context have been adopted and they may also serve as mitigation measures which have been incorporated in the conceptual layout to alleviate any potential adverse visual impact. Key visual mitigation measures include:

- creation of visual connection;
- control of development heights and massing;
- visual compatibility of the proposed development;
- preservation of existing trees; and
- maximisation of greenery provision.

5.8.9 The residual visual impact of the VPs at Tuen Mun Park, Wu Shan Riverside Park and Tin Hau Temple Plaza will be between **moderate** and **significantly adverse**. Residual visual impact of other VPs will remain **slightly adverse**.

5.8.10 As a whole, it is predicted that the resultant overall visual impact would be **moderately adverse**.

Visual Impact Assessment for Wu Shan

5.8.11 The visual envelope of Wu Shan is generally defined by Castle Peak to the west; the high-rise residential developments of varying building heights (100-120mPD) at Castle Peak Bay to its east; Sun Tuen Mun Centre (150mPD) to the north; and Siu Shan Court (60mPD) to the south. A number of representative VPs from key public views are identified for visual impact assessment.

5.8.12 The site is located in the western part of Tuen Mun town centre with a mix of medium and high-rise residential as well as G/IC use. The key visual resources include Castle Peak Bay and Castle Peak. The proposed housing development with the proposed maximum building height of 125mPD is higher than the adjacent developments, including Siu Shan Court (60mPD) and Wu King Estate (60mPD), but is lower than Sun Tuen Mun Centre (150mPD). The proposed development is considered as a localised extension of housing sites from the adjacent medium to high-rise residential developments. The natural knoll to its immediate east and the adjacent Wu Shan Recreation Playground remain as the visual break in the locality. With the incorporation of appropriate design elements in the development site such as provision of building separations between building blocks to serve as air path/visual corridors, controlling building mass, setbacks, minimising impact on the existing vegetation at the adjacent natural knoll, etc., the visual composition of the proposed development is compatible with the existing and planned urban context of the area.

5.8.13 In the assessment of visual change from key VPs, the existing open views from the at-grade VPs around the site (e.g. Wu Shan Recreation Playground, public open space at Butterfly Estate, Hung Lau Sitting-out Area and Castle Peak Beach) would be partially blocked. Potential visual changes from representative public view points are summarised below:

- VP1 from Footbridge over Lung Mun Road

VP1 represents potential visual impacts on pedestrians travelling to and from the Tuen Mun Recreation and Sports Centre, Tuen Mun Golf Centre and Sun Tuen Mun Centre and along Lung Mun Road. The VP is about 95m north of the site, and has direct and full view towards the proposed development. The current visual context consists of an open sky view, Wu Shan Recreation Playground at the foreground and medium-rise Siu Shan Court at the background. The proposed development will block some of the long-range view to Wu Shan Recreation Playground. Given the close proximity of the VP to the site, it would inevitably be visually prominent and reducing the existing visual openness and open sky view. The magnitude of visual change is considered as **substantial**. Due to the transient nature of the public viewers along the footbridge and Lung Mun Road, their sensitivity shall be **low**. The residual visual impact shall be **moderately adverse**.

- VP2 from Public Open Space at Butterfly Estate

VP2 represents potential visual impacts on the recreational users and pedestrian at the public open spaces at Butterfly Estate which are frequently used by the locals. The VP is about 150m to the southeast of the site. Currently, the visual context is contained by vegetation at the foreground and the surrounding residential blocks. The proposed development will be largely screened by the existing vegetation and will be hardly visible from this VP. The magnitude of visual change is considered as **negligible**. With **medium** sensitivity to visual change, the visual impact is expect to be **negligible**.

- VP3 from Hung Lau Sitting-out Area

VP3 represents potential visual impacts on visitors to Hung Lau Sitting-out Area which is an easily accessible public open space of historical interest. The VP is about 380m to the southwest of the site. The visual context is largely contained by vegetation at the foreground with glimpse open sky view and view of existing residential development. The view of the proposed development will be largely screened by existing trees and vegetation within the sitting-out area, but it will slightly block some of the existing open view. The magnitude of visual change is considered as **slight** to the visitors to Hung Lau Sitting-out Area. With **medium** sensitivity for this recreational public viewers, the residual visual impact shall be **slightly adverse**.

- VP4 from Wu Shan Recreation Playground

VP4 represents potential visual impacts on recreational users at the basketball courts of Wu Shan Recreation Playground which is frequently used by the locals and public. This VP is about 400m to the east of the site. Currently, there is an open view to the ridgeline of Castle Peak to the west as well as views of Sun Tuen Mun Centre and Siu Shan Court. The visual mass of the development is comparable to the adjacent Sun Tuen Mun Cetnre, however, the long-range open view to the Castle Peak would inevitably be substantially blocked by the proposed development. The incorporation of building separations between blocks helps break up the visual mass and retain some of the visual permeability towards Castle Peak. The magnitude of visual change is considered as **substantial**. Considering the sensitivity of the recreational public viewers to be **high**, the residual visual impact shall be **significantly adverse**.

- VP5 from the western hillside of Wu Shan Recreation Playground

VP5 represents potential visual impacts on the visitors to the western knoll of Wu Shan Recreation Playground which is frequently visited by locals. The VP is about 130m to the east of the site from an elevated viewpoint of about 20mPD. As the visual context is contained by vegetation at the foreground, the proposed development will be screened by the existing vegetation and will be hardly seen from this VP. The magnitude of visual change is considered as **negligible** from this viewpoint. The sensitivity of the recreational public users is **medium**, the residual visual impact would be **negligible** given there is hardly any visual change.

- VP6 from Castle Peak Beach

VP6 represents potential visual impacts on recreational users of Castle Peak Beach which is easy accessible and a popular beach in the community. The VP is about 1800m

to the east of the site. This VP has a panoramic view towards the southern portion of Tuen Mun town centre across Castle Peak Bay with the ridgeline of Castle Peak at the background. It has a relatively long distance view towards the proposed development. The proposed development will be an extended component of existing high-rise residential developments in the visual context and will not block the ridgeline of Castle Peak. The magnitude of visual change is considered as **slight** from this VP. With **high** sensitivity for this recreational public viewers, the residual visual impact shall expect to be **slightly adverse**.

5.8.14 Design considerations sensitive to the surrounding context have been adopted and they may also serve as mitigation measures which have been incorporated in the conceptual layout to alleviate any potential adverse visual impact. Key visual mitigation measures include:

- creation of visual connection and breezeways;
- control of development heights and massing;
- visual compatibility of the proposed development;
- preservation of existing trees; and
- maximisation of greenery provision.

5.8.15 The VPs at Wu Shan Recreation Playground and from the footbridge across Lung Mun Road will experience visual changes arising from the proposed development due to short viewing distance and blockage of distant view, and the resultant visual impact would be **moderate** to **significant**. For the remaining VPs, their residual visual impact will be **slight** to **negligible** given they are screened by other visual elements in the area.

5.8.16 As a whole, it is predicted that the resultant overall residual visual impact would be **moderately adverse**.

Visual Impact Assessment for TTST

5.8.17 The visual envelope of TTST is generally defined by the Tai Lam Country Park to the east; and medium and high-rise residential developments of varying building heights of 50-150mPD at the eastern part of Tuen Mun town centre. A number of representative VPs from key public views are identified for visual impact assessment.

5.8.18 The site is located in the eastern part of Tuen Mun town centre with a mix of medium and high-rise residential developments as well as G/IC uses. The key visual resources include the Tai Lam Country Park to its east as a mountain backdrop when viewed from the town centre. The proposed housing development with the proposed maximum building height of 145mPD is higher than the adjacent Villa Tiara (65mPD). The proposed development is considered as an extension of housing sites from the adjacent residential development. While the proposed development lies at the hillslope below Tai Lam Country Park, the proposed building height respects the ridgeline of Tai Lam Country Park. With incorporation of suitable design elements such as disposition of low-rise building blocks in the western portion of the site to minimise visual impact to Villa Tiara, variations in building height, provision of building separations between building blocks to serve as air path/visual corridors, setbacks, controlling building mass, etc., the visual composition of the proposed development is not incompatible with the existing and planned urban context of the area.

5.8.19 In the assessment of visual change from key VPs, the existing open views from the VPs at Maclehose Trail in Tai Lam Country Park and Tuen Mun Cultural Square will be partially blocked. Potential visual changes from representative public view points are summarised below:

- VP1 from the pedestrian walkway outside Yan Oi Market

VP1 represents potential visual impacts on visitors to Yan Oi Market and users of adjacent public car park, which are frequently visited and used by locals. This VP is about 280m southwest of the site. The VP currently has an open sky view with glimpse of the ridgeline of Tai Lam, and partial view of existing residential development (Kai Hei Land building of about 70mPD) with trees along Castle Peak Road in the foreground. There is only partial view of TTST development as it is mostly blocked by the Pui Oi development, which has dominated the view from this VP and blocked much of the visual openness due to its close proximity to the site. Given the number of individuals are many, the viewing distance is short and the duration of view is short for visitors and users of car park given the transient nature, the overall sensitivity is considered to be **medium**. The magnitude of visual change is considered as **slight** given the development is mainly shielded by the Pui Oi development. The resultant visual impact from this VP would be **slightly adverse**.

- VP2 from the bus stop outside Tuen Mun Eye Centre along Tuen Hing Road

VP2 represents potential visual impacts on public using the Tuen Hing Road bus stop and pedestrians along Tuen Hing Road, which is frequently used by locals gaining access to and from Tuen Mun town centre and is a major route for public transports. This VP is about 260m west of the site. The current visual context consists of low-rise G/IC use (the Eye Centre), the existing medium-rise residential development, with an open sky view to the ridgeline of Tai Lam. The ridgeline and open sky view, which are key visual resources, would be partially blocked by the proposed development. The incorporation of visual corridor/air ventilation corridors of 15m between building blocks would provide slight visual permeability. Nonetheless, the overall visual mass would remain to be prominent from this VP. The magnitude of visual change is

considered as **substantial**. Given the transient nature of this VP with **low** sensitivity, the resultant visual impact from this VP would be **moderately adverse**.

- VP3 from Tuen Mun East Fresh Water Service Reservoir

VP3 represents potential visual impacts on hikers en route Maclehose Trail which is a popular hiking trail. The VP is about 290m north of the site at an elevation of about 50mPD and currently have a glimpse of an open sky view. The visual context is confined by vegetation in the foreground. The proposed development will block some of the long-range sky view and will protrude from the existing vegetation. The incorporation of visual corridor/air ventilation corridors of 15m between building blocks would provide slight visual permeability. The magnitude of visual change is considered as **slight**, with **low** sensitivity of public viewers due to short viewing duration and availability of alternative views, will result in a **slightly adverse** visual impact.

- VP4 from Maclehose Trail in Tai Lam Country Park

VP4 represents potential visual impacts on hikers at Maclehose trail in Tai Lam Country Park which is a popular hiking route. The VP is about 110m to the east of the site with an elevation of about 80mPD. The VP has a long-range panoramic view across Tuen Mun town centre with tapering building height profile dominated by high-rise residential developments, with a view to the ridgeline of Castle Peak at the background and powerlines from pylon spanning across the view and some vegetation in the foreground. Given the short-ranged view from this VP, the proposed development would inevitably be visually prominent and would obstruct much of the long-range open sky views towards the town centre, though much of the view to the ridgeline of Castle Peak is not affected as it is outside the development site. The incorporation of visual corridor/air ventilation corridors of 15m between building blocks would provide slight visual permeability to Tuen Mun town centre. The magnitude of visual change is considered as **substantial**, with **high** sensitivity of public viewers, will result in a **significant** visual impact.

- VP5 from Tuen Mun Cultural Square

VP5 represents potential visual impacts on visitors to Tuen Mun Cultural Square and the users of adjacent Tuen Mun Town Hall, government facilities and the public transport interchange underneath, which is a major transport nodal point frequently visited by locals. This VP is about 430m to the west of the site and currently has some open sky view with glimpses to the ridgeline of Tai Lam Country Park which is a key visual resource. Its visual context is largely contained by the surrounding Tuen Mun Town Hall and Tuen Mun Public Library in the foreground, Waldorf Garden and Villa Tiara at the background. The proposed development is not visible from this VP as it is screened by existing residential developments. The magnitude of visual change is considered as **negligible**, with **medium** sensitivity of public viewers, will result in a **negligible** visual impact.

- VP6 from Tuen Mun Park

VP6 represents potential visual impacts on visitors and users of Tuen Mun Park, which is a major public open space in the area easily accessible to the public, at the eastern

side of Tuen Mun town centre. The VP is about 850m to the west of the site with view of some high-rise residential developments and medium-rise institutional buildings at the background and vegetation at the foreground. The proposed development will be largely screened by the existing vegetation and building blocks and will be hardly visible. The magnitude of visual change is considered as **negligible**, with **high** sensitivity of public viewers, will result in **negligible** visual impact.

- VP7 from Pui To Road (South) Rest Garden

VP7 represents potential visual impacts on pedestrians along Tin Hau Road and promenade of Tuen Mun River Channel and the users of Pui To Road (South) Rest Garden. Tin Hau Road and Tuen Mun River Channel promenade are the main vehicular and pedestrian thoroughfares in the area which are frequently accessed by locals. The VP is about 1000m to the west of the site. The current visual context of this VP is contained by the vegetation at the foreground with view towards the ridgeline of Tai Lam Country Park which is a visual resource, and glimpse view of some high-rise buildings (Tuen Mun Government Offices, Parklane Square and Waldorf Garden) at the background. The proposed development will be largely screened by the existing vegetation and only minor portion of the proposed development would be visible between existing high-rise residential building blocks. The magnitude of visual change is considered as **negligible**, with **medium** sensitivity of public viewers, will result in an **negligible** visual impact.

- Viewpoint VP8 from Tin Hau Temple Plaza

Viewpoint VP8 represents potential visual impacts on visitors to Tin Hau Temple Plaza which is a public open space and landmark frequently accessed by locals. The VP is about 1050m to the west of the site and has long-range open sky view. The visual context consists of Tuen Mun River Channel and vegetation at the foreground, high-rise buildings (The Trend Plaza, Parklane Square and Waldorf Garden) and views to the ridgeline of Tai Lam Country Park at the background. The proposed development would slightly block view of the mountain backdrop, but is visually compatible with existing high-rise residential building blocks forming an extension to existing urban setting. The ridgeline of Tai Lam and the long-ranged open sky views are unaffected. The magnitude of visual change is considered as **negligible**, with **medium** sensitivity of public viewers, will result in **negligible** visual impact.

5.8.20 Design considerations sensitive to the surrounding context have been adopted and they may also serve as mitigation measures which have been incorporated in the conceptual layout to alleviate any potential adverse visual impact. Key visual mitigation measures are include:

- creation of visual connection and breezeways;
- control of development heights and massing;
- variation in building height;
- visual compatibility of the proposed development;
- preservation of existing trees; and
- maximisation of greenery provision.

5.8.21 The residual visual impact of the VP from Maclehose Trail will be **significant** due to short viewing distance and blockage of distant view. For other VPs within the visual envelope, their residual visual impact will be **moderate** to **negligible**.

5.8.22 As a whole, it is predicted that the overall residual visual impact would be **moderately adverse**.

Visual Impact Assessment for Pui Oi

5.8.23 The visual envelope of Pui Oi is generally defined by the Tai Lam Country Park to the east; and the medium to high-rise residential developments of varying building heights of 50-150mPD at the eastern part of Tuen Mun town centre. A number of representative VPs from key public views are identified for visual impact assessment.

5.8.24 The site is located in the eastern part of Tuen Mun town centre with a mix of medium and high-rise residential developments as well as G/IC uses. The key visual resources include the Tai Lam Country Park to its east as a mountain backdrop when viewed from the town centre. The proposed housing development with the proposed maximum building height of 125mPD is higher than the adjacent Tuen Mun Fa Yuen (60mPD), Man Po Building (86mPD), Come On Building (78mPD), Kai Hei Land Building (70mPD), Chi Lok Fa Yuen (50mPD) and Handsome Court (62mPD). The proposed development is considered as an extension of housing sites from the adjacent medium to high-rise residential developments. While the proposed development lies below the hillslope of Tai Lam Country Park, the proposed building height respects the ridgeline of Tai Lam Country Park. With incorporation of suitable design elements such as provision of landscaped area and designation of non-building area (NBA) in the southeastern portion and at the southern boundary respectively to serve as air path/visual corridors, controlling building mass, etc., the visual composition of the proposed development is considered not incompatible with the existing and planned urban context of the area.

5.8.25 In the assessment of visual change from key VPs, the existing open views from VPs at Maclehose Trail in Tai Lam Country Park will be partially blocked, while a short-ranged VP from outside Yan Oi Market would be most affected. Potential visual changes from representative public view points are summarised below:

- VP1 from pedestrian walkway outside Tuen Mun Government Secondary School

VP1 represents potential visual impacts on pedestrians along the junction of Castle Peak Road – Castle Peak Bay Section and Tuen Hing Road. It is a key pedestrian nodes for access to and from Tuen Mun town centre. The VP is about 120m northwest of the site and has a short-range view comprising mainly the Tuen Mun Substation, ridgeline of Tai Lam with open sky view. The ridgeline, which is a key visual resource, is not affected as the conceptual layout has incorporated a visual corridor/air ventilation corridor and one-storey non-domestics block at the northern portion of the site to provide visual/air ventilation relief. There is only partial view to the proposed development but given the scale and building height it would nonetheless reduce some visual openness. The magnitude of visual change is considered as **moderate**, with **medium** sensitivity of public viewers, will result in a **moderately adverse** visual impact.

- VP2 from pedestrian walkway outside Yan Oi Market

VP2 represents potential visual impacts on visitors to Yan Oi Market and users of adjacent public car park, which are frequently visited and used by locals. This VP is about 70m southwest of the site. The VP currently has an open sky view with glimpse of the ridgeline of Tai Lam, and partial view of existing residential development (Kai Hei Land building of about 70mPD) with trees along Castle Peak Road in the foreground. The proposed development is protruded from existing vegetation and given the close proximity of the VP to the site (about 70m), it would inevitably be visually intrusive and overshadowing, obstructing the existing visual openness and open sky view. The glimpse view to the ridgeline is still intact with the incorporation of the visual corridor/air ventilation corridor at the southern portion of the site. The magnitude of visual change is considered as **substantial**, with **medium** sensitivity of public viewers, will result in a **significantly adverse** visual impact.

- VP3 from a vantage point at Tai Lam Country Park on Maclehose Trail near Pui Oi School

VP3 represents potential visual impacts on hikers on Maclehose Trail in Tai Lam Country Park which is a popular route for hiking. The VP is about 200m east of the site from an elevated angle (80mPD) and has a panoramic view to Tuen Mun town centre and Castle Peak in the background. The proposed development will block some of the long-range view towards Castle Peak, but view to the Castle Peak ridgeline is not affected. The development is seen as an extended component to the overall townscape and is comparable to the existing visual context of an urban town centre. The incorporation of visual/air ventilation corridor in the central part of the site help preserve some of the open view towards the town centre. The magnitude of visual change is considered as **moderate** from this VP, with **high** sensitivity of public viewers, will result in a **moderately adverse** visual impact.

5.8.26 Design considerations sensitive to the surrounding context have been adopted and they may also serve as mitigation measures which have been incorporated in the conceptual layout to alleviate any potential adverse visual impact. Key visual mitigation measures are include:

- creation of visual connection and breezeways;
- control of development heights and massing;
- visual compatibility of the proposed development;
- preservation of existing trees; and
- maximisation of greenery provision.

5.8.27 For the VPs within the visual envelope, their residual visual impact will be **moderate** to **significant**.

5.8.28 As a whole, it is predicted that the overall residual visual impact would be **moderately adverse**.

Visual Impact Assessment for Hang Fu

5.8.29 The visual envelope of Hang Fu is generally defined by the high-rise residential developments of varying building heights of 85-150mPD to the west of Tuen Mun River Channel, Nerine Cove (114mPD) to the east and Oceania Heights (129mPD) to its north. A number of representative VPs from key public views are identified for visual impact assessment.

5.8.30 The site is located in the southern part of Tuen Mun town centre which is highly-developed with a mix of high-rise residential developments and G/IC uses. The key visual resources include the Tuen Mun River Channel, Castle Peak Bay and Castle Peak. The proposed maximum building height of 100mPD is lower than the adjacent Nerine Cove (114mPD) and Oceania Heights (129mPD). The proposed development is considered as a localised extension of housing sites from the adjacent high-rise residential developments. With the incorporation of design elements such as designation of NBAs in the central portion and at the southern boundary of the development site to serve as air path/visual corridors, setbacks, controlling building mass, etc., the visual composition of the proposed development is considered not incompatible with the existing and planned urban context of the area.

5.8.31 In the assessment of visual change from key VPs, the existing open views from VPs around the site (e.g. from Tuen Mun Swimming Pool, Wu Shan Riverside Park and Wu Shan Recreation Playground) will be altered, in particular for the short-ranged VP from Hoi Wong Road. Potential visual changes from representative public view points are summarised below:

- VP1 from Maclehose Trail in Tai Lam Country Park

VP1 represents potential visual impacts on hikers on Maclehose Trail in Tai Lam Country Park from an elevated viewpoint of about 80mPD. It is about 1,340m east of the site and is frequently visited by public as it is a popular route for hiking. The VP has a long-range view of the southern part of Tuen Mun town centre dominated by high-rise residential developments, and an open sky view with the ridgeline of Castle Peak at the background and vegetation in the foreground. The proposed development will be hardly visible as it would mostly be screened by existing residential building blocks and merge into the existing townscape. The magnitude of visual change is considered as **negligible** from this VP. The VP has a **high** sensitivity as it offers good quality of view, but the view would only be of short duration and alternative views are available. The resultant visual impact would be **negligible**.

- VP2 from Castle Peak Beach

VP2 represents potential visual impacts on locals and visitors of the Castle Peak Beach. The VP is about 1,120m to the southeast of the site. The VP has a long-range and broad view of the clusters of high-rise developments, the Tuen Mun Typhoon Shelter and open sky view towards the ridgeline of Castle Peak. The view to the proposed development from this VP is completely blocked by existing high-rise developments. The magnitude of visual change is considered as **negligible** from this VP, which has a **high** sensitivity given it has good quality of view and is frequently visited by public, The resultant visual impact from this VP will be **negligible**.

- VP3 from Wu Shan Riverside Park

VP3 represents potential visual impacts on pedestrians and recreational users along Tuen Mun River Channel and Wu Shan Riverside Park which is frequently visited and easily accessible. The VP is about 450m to the west of the site. The existing view of this VP is dominated by existing high-rise residential and commercial building blocks, with gaps between buildings allowing glimpse view of ridgeline of Tai Lam; the Tuen Mun River Channel in the foreground with open sky view. The proposed development forms two elongated blocks when viewed from this VP, blocking views of some of the existing building gaps. However, given the existing visual context, it is comparable in the overall scale and height with neighbouring residential developments, and the view is seen as an extension from adjacent developments. The provision of two east-west orientated NBAs of at least 15m in width at the central portion and along the southern boundary of the site would break up the elongated building mass and allow some visual relief and visual permeability. The magnitude of visual change is considered as **moderate** from this VP. Given the close distance to the site, and the recreational nature of the VP with occasional views, the sensitivity of public viewers would be **high**, it will result in a **moderately adverse** visual impact.

- VP4 from Hoi Wong Road near Tuen Mun Swimming Pool

VP4 represents potential visual impacts on visitors to Tuen Mun Swimming Pool, squash court and travellers along Hoi Wong Road. The VP is about 110m northeast of the site. The current view comprises of mainly adjacent high-rise residential developments (the Nerine Cove) and some open sky view between building gaps and further south along Hoi Wong Road. Due to close proximity to the site, inevitably the current open view along Hoi Wong Road will be substantially blocked by the proposed development. The open sky view will be lost. However, as the current view is already partially occupied by existing high-rise residential development to its east, the proposed development is not incompatible with the current context and is a localised extension of housing site from adjacent residential developments. The proposed building separation would help break up the visual mass but is hardly effective in mitigating the visual bulk experienced from this VP. The magnitude of visual change is considered as **substantial**. Given the duration of view would be occasional from this VP as it is mainly of transient nature, the sensitivity would be **medium,** and the resultant visual impact would be **significantly adverse** visual impact.

- VP5 from Wu Shan Recreation Playground

VP5 represents potential visual impacts on visitors and users of Wu Shan Recreation Playground, which is an easily accessible and sizable open space for locals in western side of Tuen Munt town centre. The VP is about 730m southwest of the site. Looking from the football court of Wu Shan Recreation Playground, it currently has an expanded open sky view, with high-rise developments (the Tuen Mun Central Square, Nerine Cove and Oceania Heights) forming a tapering skyline, and partial view of the ridgeline of Tai Lam with existing buildings blocking most of the view towards the ridgeline. From this VP, the proposed development is comparable in the existing visual context and the overall scale and height with neighbouring residential developments, and the view is seen as a an extension from adjacent developments. The existing skyline will be slightly altered with addition of the proposed development blocking

some of the permeability through building gaps. There will be a gradual change of building height profile decreasing from Nerine Cove to the proposed development. The magnitude of visual change is considered as **slight** for visitors to Wu Shan Recreation Playground and other public viewers to the south west of the site. With **high** sensitivity of public viewers, it will result in a **slightly adverse** visual impact.

5.8.32 Design considerations sensitive to the surrounding context have been adopted and they may also serve as mitigation measures which have been incorporated in the conceptual layout to alleviate any potential adverse visual impact. Key visual mitigation measures include:

- creation of visual connection and breezeways;
- control of development heights and massing;
- visual compatibility of the proposed development;
- preservation of existing trees; and
- maximisation of greenery provision.

5.8.33 For VPs within the visual envelope, their residual visual impact will be **slight** to **significant**.

5.8.34 As a whole, it is predicted that the overall residual visual impact would be **moderately adverse**.

5.8.35 In conclusion, while the proposed developments would inevitably impose moderately adverse visual impacts due to short viewing distance and blockage of open distant view from some public view points, the visual composition of the proposed developments is considered not incompatible with the existing and planning urban context of the area which is predominantly medium to high-rise residential developments mixed with G/IC uses. Apart from the recommended design measures, suitable building design elements, such as sensitive façade design and treatment in terms of colour, tone and texture, should be explored at the detailed design stage to further improve the visual quality.

6 AIR VENTILATION

6.1 Existing Conditions

6.1.1 The Housing Sites are all situated at the Tuen Mun Central area. Tuen Mun area falls in a valley between the Tai Lam Country Park and Castle Peak, with maximum height of around 400mPD to 500mPD to the east and west of the Housing Sites. Meanwhile, the terrain to the north and south are relatively flat.

6.1.2 The annual prevailing winds at the Tuen Mun Central area are from the N, NNE, NE, ENE, E, ESE and SE directions, whereas the summer prevailing winds are winds from E, SSE, S, SSW, SW and WSW directions. Summary of annual and summer prevailing winds at the Tuen Mun Central area is shown in **Appendix B**.

6.1.3 The existing developments in the vicinity of the Housing Sites are mostly residential, industrial and commercial buildings with varying building height and density. The proposed developments will inevitably weaken the incoming air flows under different prevailing winds. However, there are multiple air paths in the Tuen Mun Central area, formed by the existing road networks, open spaces, parks and Tuen Mun River Channel to allow the penetration of winds through the urban area. These wind corridors include Tuen Mun River Channel and Wong Chu Road near Kau Hui site; Lung Mun Road, Wu Shan Recreation Playground / Wu Shan Road and Tuen Mun River Channel near Wu Shan site; Tuen Hing Road and Castle Peak Road – Castle Peak Bay located near TTST site; and Castle Peak Road – Castle Peak Bay near Pui Oi site. Major wind corridors in the Tuen Mun Central area are shown in **Appendix B**.

6.2 Air Ventilation Assessment

6.2.1 **Kau Hui -** Kau Hui is bounded by Tuen Mun River Channel at its east, Wong Chu Road at its south and Tin Hau Road at its north, and Yip Wong Road runs across the site in north-south direction. Tuen Mun River Channel, Wong Chu Road and Tin Hau Road are major wind corridors in the locality. Under the annual prevailing winds from N, NNE and ENE directions, the proposed development would affect wind penetration to Lung Yat Estate as well as the committed private housing development (100mPD) to its immediate south. Under the annual prevailing winds from the ESE and SE directions, the proposed development may generate a wind wake that would reach Nan Fung Industrial City (67mPD) to its immediate northwest. Under E prevailing wind, the proposed development at eastern portion of the site would have impact on the pedestrian wind environment at the western portion of the site. Further downstream of the western portion of the site under E wind condition is an open area with various existing road structures and there would be no air ventilation issues. Under the summer prevailing winds from the SW and WSW directions, wind penetration to the cycling track and pedestrian walkway along Tuen Mun River Channel may be partially sheltered by the proposed development. With the incorporation of recommended design features/measures, it is anticipated that air ventilation impact on the surrounding developments would be reduced. They include provision of at least 25m setback along the southern boundary of the site facing Wong Chu Road to alleviate wind influence on Lung Yat Estate; provision of 15m building separations between the proposed building blocks in the Eastern Site to facilitate air penetration to reach Lung Yat Estate and Nan Fung Industrial City; and incorporation of voids at the ground level of the proposed building blocks fronting Tuen Mun River Channel to allow wind penetration to alleviate the potential impact on part of the cycling track and pedestrian walkway located downstream. Conceptual layout of the Kau Hui site and the recommended design features/measures are shown in **Appendix B**.

6.2.2 **Wu Shan -** Wu Shan is located at the western part of Wu Shan Recreation Playground and bounded by Wu Shan Road at its south and Lung Mun Road at its west. Tuen Mun River Channel, Lung Mun Road and Wu Shan Road/Wu Shan Recreation Playground are major wind corridors in the locality. The proposed development would create partial blockage to the existing wind corridor of Wu Shan Road/Wu Shan Recreation Playground under annual/summer prevailing winds from ENE, E, ESE and SE directions and might induce wind influence to the nearby downwind areas such as Lung Mun Road to its immediate west and Tuen Mun Golf Centre and Tuen Mun Recreation and Sports Centre to its further west. Under annual prevailing winds from N, NNE and NE directions, the proposed development would induce wind influence to Siu Shan Court (60mPD) to its immediate south. Under summer prevailing winds from S, SSW and SW directions, the wind wake induced by the proposed development is likely to reach Sun Tuen Mun Centre (150mPD) and Wu Shan Recreation Playground. With the incorporation of the recommended design features/measures, it is anticipated that air ventilation impact on the surrounding developments would be reduced. They include provision of 15m setback from Tuen Mun Butterfly Beach Sports Centre to allow air flow to reach Siu Shan Court, 48m setback from Siu Shan Court to alleviate the possible wind influences in the vicinity, 73m setback from Sun Tuen Mun Centre (including 10m setback the northern boundary of the site) for alleviating the potential air ventilation impact on Sun Tuen Mun Centre, 15m building separations between the proposed building blocks for avoiding blockage of wind by long continuous facades as well as incorporation of voids at the ground level of the proposed building blocks in the central portion of the site to facilitate air flow to reach Lung Mun Road and Tuen Mun Golf Centre. Conceptual layout of Wu Shan site and the recommended design features/measures are shown in **Appendix B**.

6.2.3 **TTST -** TTST is located at the hillslope below Tai Lam Country Park, capturing the downhill wind. Tuen Hing Road and Castle Peak Road - Castle Peak Bay at its west are the major wind corridors in the locality. Under annual/summer prevailing winds from NE, ENE, E, ESE, SSE and S, the wind wake generated by the proposed development would affect the wind environment of Villa Tiara (65mPD) to its immediate west. Nevertheless, the air ventilation impact could be suitably mitigated by the incorporation of the following design features/measures. They include provision of 15m building separations between the proposed building blocks in the northern and central portions of the site to allow air penetration to reach Villa Tiara and other nearby developments; provision of a 15m air path in the southern portion of the site to align with Tuen Hing Road (by incorporation of permeable elements at the ground floor of the proposed building blocks) to mitigate the partial blockage to the wind corridor of Tuen Hing Road; and provision of a 20m-setback along the southern and eastern boundary (such as the provision of an access road) and adoption of stepping building heights descending from north to south. Conceptual layout of the TTST site and the recommended design features/measures are shown in **Appendix B**.

6.2.4 **Pui Oi -** Pui Oi is located at the east of Castle Peak Road - Castle Peak Bay, which is the major wind corridor in the locality. Under the annual/summer prevailing winds from N, NNE, NE, ENE, E and ESE directions, the wind influence zone of the proposed development might reach Handsome Court (62mPD) to its south and Come On Building (78mPD)/Man Bo Building (86mPD) to its west. In accordance with the Expert Evaluation on Air Ventilation Assessment conducted in 2014 (AVA EE 2014), one 20m-wide NBA should be provided to facilitate the penetration of prevailing wind and downhill air movement from the east serving the areas to the west of the site. However, with site constraints and design considerations, only a 15m-wide NBA would be reserved at the southern site boundary. Other suitable design features/measures are recommended to mitigate the air ventilation impact on the surrounding developments. They include provision of a landscaped area in the southeastern portion of the site and provision of a 50m-long area with only low-rise building block/open area in the northern portion of the site and reduction of the southern portion of the proposed low-rise building block to allow downhill wind to reach Come On Building/Man Bo Building. Conceptual layout of the Pui Oi site and the recommended design features/measures are shown in **Appendix B**.

6.2.5 **Hang Fu -** Hang Fu site is located at the junction of Hang Fu Street and Hoi Wong Road. In accordance with the AVA EE 2014, under the summer prevailing wind from the southwest direction, the proposed development would likely affect the wind environment of Nerine Cove (114mPD) to its immediate east. The potential air ventilation impact induced by the proposed development would be mitigated by providing two NBAs of at least 15m in width in east-west direction to serve as the localised air paths. One is designated in the central portion of the site to connect with Tuen Yee Street to allow wind penetration to Nerine Cove to its east and the other one is designated along the southern boundary of the site to allow wind penetration to Nerine Cove and also provides setback to avoid wall-like effect in connectivity with the committed private housing to its immediate south. The proposed development is also required to incorporate minimization of podium design and fulfil the requirement of building separation in Practice Notes for Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineers (PNAP) APP-152 (Sustainable Building Design Guidelines). Conceptual layout of the Hang Fu site and the recommended design features /measures are shown in **Appendix B**.

6.2.6 Generally speaking, the conceptual housing layouts of the five subject sites in Tuen Mun Central follow the recommendations in PNAP APP-152 (Sustainable Building Design Guidelines) in providing 20% permeability, while measures such as setbacks and building separations are also incorporated in attempting to alleviate the possible wind influences. The current analysis and mitigation measures provided is based on the current conceptual layout, thus representing basic features of the development sites, while further measures together with other variations in design can be explored and evaluated in the detail design stage. Therefore, further quantitative air ventilation assessments are recommended to be carried out in the detailed design stage to assess the effectiveness of the proposed improvement measures, address the potential problematic areas identified, reappraise the additional mitigation measures and optimise the schemes.

7 INFRASTRUCTURE

7.1 Geotechnics

Introduction

7.1.1 Preliminary geotechnical assessment has been conducted to identify potential ground and geotechnical engineering constraints associated with the housing developments, confirm the technical feasibility, investigate any natural terrain hazards that may affect the housing developments and recommend engineering solutions. The findings of these technical assessments are summarised below.

Superficial Geology

7.1.2 **Wu Shan** – The development area is overlain with debris flow deposits, beach deposits and Quaternary alluvium. Unsorted sand, gravel, cobbles and boulders with clay/silt matrix of Holocene Debris Flow Deposits (Qd) was mapped on the southwestern portion of the Development Area. Sand of Holocene Beach Deposits (Qb) and Holocene Raised Beach Deposits (Qrb), and clay/silt, well-sorted to semi-sorted sand and gravel of Holocene Alluvium (Qa) was recorded to the north of the development area. Dark grey marine mud (undivided) of Holocene Hang Hau Formation (QHH) was mapped adjacent to the development area.

7.1.3 **Kau Hui** –The reclaimed area within and adjacent to the development area is generally overlain with fill, whereas marine sand (ms) of the Holocene Hang Hau Formation (QHH) is recorded below the fill deposits. In addition, undivided, mainly dark grey marine mud of QHH is evident at the southeastern corner of the development area.

7.1.4 **Pui Oi** – Superficial deposits are generally located to the west of the development area, comprising sand of Holocene Beach Deposits (Qb). Areas of fill are also indicated to the west of the development area.

7.1.5 **TTST** - Sand of Holocene Beach Deposits (Qb) was identified to the west of the development area.

Solid Geology

7.1.6 **Wu Shan** - The development area is predominantly underlain by Upper Jurassic Andesite with tuff and tuffite which belong to the Tuen Mun Formation of the Repulse Bay Volcanic Group (JTU). The Tuen Mun Formation is fault bounded and strongly foliated. The lower portion of Tuen Mun Formation comprises interbedded sandstone, siltstone and phyllite with subordinate tuff, tuffite and conglomerate. The upper portion of the formation comprises predominantly andesitic lava with interbedded lapilli lithic-bearing fine ash crystal tuff and breccia at base. The bedrock of the development area has been metamorphosed, with foliation dipping at 60° to the southeast.

7.1.7 **Kau Hui** – The development area is generally underlain by Upper Jurassic Andesite with tuff and tuffite which belong to the Tuen Mun Formation of the Repulse Bay Volcanic Group (JTU). The lower portion of Tuen Mun Formation comprises interbedded sandstone, siltstone and phyllite with subordinate tuff, tuffite and conglomerate same as Wu Shan.

7.1.8 **Pui Oi** – The development area is predominantly underlain by Upper Jurassic to Lower Cretaceous coarse-grained granite (gc).

7.1.9 **TTST** – The development area is predominantly underlain by Upper Jurassic to Lower Cretaceous coarse-grained granite (gc). A small north-western portion of the development area is underlain by Upper Jurassic to Lower Cretaceous megacrystic fine-grained granite (gf).

Structural Geology

7.1.10 **Wu Shan, Kau Hui -** There is no fault recorded within or in the vicinity of the development areas.

7.1.11 **Pui Oi –** An NE-SW trending fault is located approximately 200 m to the southeast of the development area.

7.1.12 **TTST –** Jointing is generally indicated to dip at around 53° to the southeast at the northern portion of the development area and 69° to the northeast at the southern portion of the development area.

Groundwater Regime

7.1.13 Based on the existing standpipes and piezometers records, the groundwater regime for the respective development area is summarised in **Table 7.1.1**:

Table 7.1.1 – Groundwater Regime at the development areas

Housing Site	**Groundwater Level**
Wu Shan	+1.53 mPD and +5.51 mPD
Kau Hui	+0.73 mPD and +3.42 mPD
Pui Oi	+9.22 mPD and +60.28 mPD
TTST	+5.28 mPD and +66.45 mPD

Ground Investigation Works

7.1.14 Project-specific ground investigation (GI) works for the Study were carried out by DRiLTECH Ground Engineering Ltd. between December 2015 and April 2016. Of the boreholes formed, three were carried out primarily for land contamination assessment.

7.1.15 The engineering properties of soils within the Housing Sites have been assessed using the existing and project-specific GI records and laboratory test results, and preliminary design parameters were recommended. The recommendations given will need to be reviewed in subsequent stages of the housing developments as further GI information comes available.

Natural Terrain Hazard

7.1.16 TTST is located at the toe of natural terrain hillsides. Natural terrain hazards (e.g. open hillside failures, channelised debris flows and boulder falls) may affect the site. Possible mitigation measures, such as construction of concrete barrier/soil nails and modification of existing flexible barriers, have been proposed in the preliminary natural terrain hazards assessment (NTHA). Although no significant natural terrain hazards may affect the other four proposed housing sites, the possible significance and extent of natural terrain hazards are required to be further reviewed and confirmed by the NTHA at the detailed design stage for Kau Hui, and hazard mitigation measures would be proposed where necessary.

Existing Man-made Features

7.1.17 Preliminary geotechnical assessment on existing man-made features that could affect or be affected by the proposed housing developments was conducted. The features which will impose potential risk to the proposed developments or will be affected by the proposed site formation works were preliminarily identified. Detailed geotechnical assessment on these features is recommended to be carried out in the detailed design stage.

Conclusion

7.1.18 Preliminary geotechnical assessment on the existing man-made slopes and natural terrain within and in the vicinity of the Housing Sites have been carried out with possible mitigation measures identified. It is considered that from a geotechnical perspective, the proposed developments at the Housing Sites is feasible although there are constraints and risks.

7.2 Site Formation

7.2.1 This section presents the preliminary site formation schemes of the Housing Sites.

Wu Shan

7.2.2 The proposed formation level is generally +6.4 mPD. As existing ground levels within the site are generally higher than the proposed formation level, excavation works are required to construct a levelled platform and as such retaining walls at the east edge of development area is required in order to retain the unexcavated hill. The maximum retaining height will be approximately 7.0m. For the southern portion of the development area, only small fill slopes are required to match the new formation area with the existing ground level around.

Kau Hui

7.2.3 The proposed formation levels range from +4.5mPD to +5.0mPD for Eastern Site and Western Site respectively. As the proposed site formation levels are close to the existing ground levels, minimum cut-fill activities are required to provide a level formation surface.

Pui Oi

7.2.4 Based on the conceptual housing layout, it comprises non-domestic block at the bottom with housing block on the top. The founding level of the non-domestic block is at +5.8mPD matching Castle Peak Road's existing road level. The existing Pui Oi site level is generally at +6.3mPD. Only minor site excavation works down to +5.8mPD formation level are required.

TTST

7.2.5 The proposed formation levels range from +10.0mPD to +30.5mPD for residential areas, and approximately +8.5mPD to +30.5mPD for the proposed road.

7.2.6 There is a significant difference between the proposed formation levels between the southwest and northeast of the proposed development within the area. The platforms will be gently sloping to accommodate these changes in formation level, with the level increasing from southwest to northeast. Predominant excavation works, with some localised areas of filling works, are required to construct the platforms for the proposed development within this area. Excavation depths of up to 15m are proposed.

7.2.7 Due to the insufficient space within the site, and to avoid an excessive cut into the hillside, retaining walls are generally required all around the development area with cut slope at the top at some localised areas to accommodate the changes in formation level. The design of these retaining walls/bored pile walls depends on the actual ground conditions encountered at these areas and shall be finalised based on the project specific GI at later stages of the project.

7.2.8 TTST is partly located along the toe of a large natural terrain hillside that contains several stream courses or natural drainage lines that intersect the site boundary. The affected drainage lines will be intercepted by peripheral surface channels such that the original runoff from upstream will be conveyed to the downstream discharge point directly or via the new discharge conduits.

Hang Fu

7.2.9 The existing flat formation level of Hang Fu (+4.5mPD) is matching with the founding level of the conceptual housing layout. No major formation works are required in this site.

7.3 Drainage

7.3.1 The principal objective of the drainage impact assessment (DIA) is to identify, assess and mitigate potential adverse drainage impacts which might arise from the proposed housing developments.

Existing Drainage System

7.3.2 The Housing Sites are located within seven drainage catchments in the Tuen Mun Basin, namely catchments A, B, C, D, E, F and G. The outfalls for the respective catchments are summarised in **Table 7.3.1**. The delineation of the catchments is presented in **Figure 7.3.1**.

Table 7.3.1 - Summary of Existing Outfalls

Name	Outlet Pipe Size	Coverage of catchment
Outfall A	2-cell 2.8m(W) x 2.2m(H)	Kau Hui
Outfall B	3-cell 2.4m(W) x 1.9m(H)	Wu Shan
Outfall C	3-cell 2.5m(W) x 2.0m(H)	Wu Shan
Outfall D	3-cell 3.5m(W) x 3.0m(H)	TTST & Pui Oi
Outfall E	2-cell 3.0m(W) x 3.0m(H)	TTST
Outfall F	1650 mm dia.	Hang Fu
Outfall G	1950 mm dia.	Hang Fu

Changes to Drainage Characteristics

7.3.3 The existing land uses have been changed after the housing development with an increase in paved area. Change in land use upon completion of the development will reduce the permeability and increase the peak discharge from the proposed sites.

Assessment of Drainage Impacts and Mitigation Measures

7.3.4 The DIA is carried out in accordance with the ETWB TC (Works) No. 2/2006, Drainage Impact Assessment Process for Public Sector Projects and Stormwater Drainage Manual. The hydrological and hydraulic parameters assumed in this assessment are in compliance with the requirements of the Stormwater Drainage Manual of DSD.

7.3.5 Hydraulic models have been established for the assessment. To ascertain the impact and proposed appropriate mitigation measures, baseline scenario (i.e. the case representing the existing land use pattern and drainage system within the assessment area) and post-development scenario (i.e. case after full housing developments for the Housing Sites).

7.3.6 **Kau Hui** – It will be split into two sites, “Eastern Site” and “Western Site”. Separate drainage connections to the existing box culvert (2-cell 2.8m(W) x 2.2m(H)) (Outfall A) in the south of the site are recommended. To avoid the potential conflict with the proposed housing blocks, existing drainage system (including 1x1200mm dia. and 1x1050mm dia. storm drains) within “Western Site” have to be diverted.

7.3.7 **Wu Shan -** It is proposed to discharge the surface runoff arising from Wu Shan to the existing box culvert (3-cell 2.4m(W) x 1.9m(H)) (Outfall B) in the north of the site as well as existing 600mm diameter drain along Lung Mun Road.

7.3.8 **TTST** - A new drainage pipe of 1350mm diameter is proposed to collect the surface runoff from the development area. Its alignment will be along the proposed new access road with its connection to the existing drainage system at the junction with Tuen Hing Road. Runoffs from uphill catchment of the development area will be collected by peripheral surface channels with its downstream connected to the new 1350mm diameter drainage pipe. All collected water will then be conveyed to Outfall D (3-cell 3.5m(W) x 3.0m(H)) for discharge. To mitigate the adverse impact arising from the additional runoff after the development, three sections of existing 1050mm dia. drainage pipe (two at Tuen Mun Heung Sze Wui Road and one at Tuen Lee Street) are proposed to be upgraded as 1200mm diameter.

7.3.9 **Pui Oi** - Runoffs from this housing site and the upland area is proposed to be discharged to the existing box culvert (2-cell 3.5m x 2.5m) at Castle Peak Road – Castle Peak Bay and then to the Outfall D on the eastern bank of the Tuen Mun River Channel.

7.3.10 **Hang Fu** - It is proposed to discharge the surface runoff from Hang Fu to the existing drainage system at Tuen Yee Street via new drainage pipes (1 x 450mm dia. and 1 x 1650mm dia. pipes). In conjunction with the new pipe installation, two sections of existing 1500mm dia. drainage pipe and three sections of existing 1650mm dia. drainage pipe at Tuen Yee Street are proposed to be upgraded to 1650mm dia. and 1800mm dia. pipes respectively in order to mitigate the impact.

Conclusion

7.3.11 The proposed developments except Kau Hui site will increase net paved area after completion of the housing developments. Thus, the peak runoff would increase. To support the proposed housing developments, new drainage infrastructure is proposed with its downstream connected to the existing drainage system. Drainage impact arising from the Housing Sites has been assessed taking into account the change in land use. Based on current findings and with the implementation of the mitigation measures, there would have no insurmountable drainage impact caused by the proposed housing developments.

7.4 Sewerage

Introduction

7.4.1 A sewerage impact assessment (SIA) has been carried out to assess the impact arising from the proposed population intake for the Housing Sites. The assessment establishes the additional sewage flow, recommends proposed sewerage infrastructure and evaluates the adequacy of the existing sewerage networks to convey the flows from the housing developments to the sewage treatment facilities.

Existing Major Sewerage System

7.4.2 The Housing Sites are located within the sewerage catchment of Pillar Point Sewage Treatment Works (PPSTW).

7.4.3 An existing trunk system along Tuen Mun Nullah collects sewage from east of Tuen Mun Central to the west for final disposal at PPSTW along Lung Mun Road via the Pak Kok Sewage Pumping Station (Pak Kok SPS) near Butterfly Beach Park.

7.4.4 A Western Interceptor Sewer (WIS) and WIS Sewage Pumping Station (WIS SPS) associated with gravity sewers and rising mains have recently been constructed. The WIS is to share the sewage load of the existing Tuen Mun trunk sewage culvert (running in a north-south direction adjacent to Tuen Mun River Channel towards PPSTW) by diverting sewage flow from Tuen Mun North to PPSTW.

7.4.5 PPSTW is the most downstream point of the whole Tuen Mun sewerage system to receive all sewage generated from the existing or planned developments within Tuen Mun. It is located at Lung Mun Road near the River Trade Terminal. The treated effluent from PPSTW is discharged into the sea via the twin submarine outfall pipes. Upgrading and expansion of the PPSTW were completed in 2014 with the average treatment capacity uplifted from 215,000m3/day to 241,000m3/day.

7.4.6 It has been identified that WIS, Tuen Mun trunk sewage culvert and PPSTW have adequate capacity. However, sections of local sewers at the downstream end of TTST and Pui Oi do not have enough capacity to deal with the flow and require upgrading. No insurmountable sewerage impact is envisaged arising from the proposed housing developments.

Approach for Assessment and Sewage Flow Projection

7.4.7 The SIA has been carried out in accordance with the standards set out in the Sewerage Manual and the guidelines laid down in the Guidelines for Estimating Sewage Flows for Sewage Infrastructure Planning Version 1.0 (EPD, 2005).

7.4.8 Based on the planning parameters, the estimated average dry weather flows (ADWF) and trade flow from the respective proposed housing site are calculated. **Table 7.4.1** gives the details.

7.4.9 Hydraulic model has been set up for the assessment of the additional sewage flow impact to the existing sewerage system and the design of the proposed sewerage infrastructure for the new housing developments.

Table 7.4.1 Estimated Sewage Flow from Tuen Mun Central Housing Sites

Site	ADWF (m^3/d)	ADWF + 10% allowance * (m^3/d)	Trade Flow (m^3/d)	Trade Flow+10% allowance * (m^3/d)
Kau Hui	1,980	2,180	92.4	101.6
Wu Shan	1,686	1,855	89.04	97.9
TTST	2,172	2,390	112.84	124.1
Pui Oi	768	845	20.44	22.5
Hang Fu	277	305	8	9
Total	6,883	7,575	322.72	355.2

Note: * 10% allowance to include uncertainty in the SIA

Sewage Discharge Scheme

7.4.10 The layout of major existing sewerage system in the vicinity of the Housing Sites is shown in **Figure 7.4.1**.

7.4.11 **Pui Oi and TTST** - Sewage from the proposed housing developments at Pui Oi and TTST sites is proposed to be conveyed to the existing sewerage system crossing Tuen Mun Road and along Tsing Hoi Circuit. The downstream of the system carries the sewage to the trunk sewage system along Tin Hau Road and Lung Mun Road to PPSTW.

7.4.12 For the connection to the existing sewerage system, a new 375mm dia. sewer from TTST (running along Tuen Hing Road, Castle Peak Road – Castle Peak Bay and Tsing Hoi Circuit) is to be installed. Sewage from Pui Oi is proposed to be discharged to the existing sewers (varying from 300mm dia. to 375mm dia.) along Castle Peak Road – Castle Peak Bay and Tsing Hoi Circuit.

7.4.13 The hydraulic assessment indicated that the existing sewerage system at Tsing Hoi Circuit has insufficient capacity to receive the additional flow from TTST and Pui Oi. To mitigate the impact, upsizing of the pipes (one from 375mm dia. to 450mm dia. and one from 450mm dia. to 600mm dia.) is required. Other existing downstream sewers have capacity to accommodate the additional flow from the proposed housing sites.

7.4.14 **Hang Fu** - The sewage generated from the site is proposed to be discharged by gravity to the existing sewerage system at Hang Fu Street which conveys flow to the downstream 1950mm dia. sewer along Tuen Yee Street, crossing Tuen Mun River Channel by invert siphon pipeline and Lung Mun Road trunk sewer for final disposal at PPSTW.

7.4.15 The hydraulic assessment indicated that a section of sewers at Hang Fu Street from Hoi Wing Road to the connection of existing 1950mm dia. pipe (size 375mm dia. to 450mm dia.) was surcharged. To mitigate the impact, adjustment of pipe gradient is required. Other existing downstream sewers have capacity to accommodate the additional flow from the proposed housing site.

7.4.16 **Kau Hui and Wu Shan** - The WIS sewerage system and the existing trunk sewage culvert are almost running parallel along Lung Mun Road. The proposed sewerage discharge schemes for both Kau Hui and Wu Shan sites are recommended to be connected to WIS instead of the existing trunk sewage culvert at Tin Hau Road and Lung Mun Road. This scheme could relieve the increasing flow to the trunk sewage culvert and its downstream pumping station.

7.4.17 For the sewerage connection from Kau Hui to WIS system, installation of a new 375mm dia. sewage pipeline along Tin Hau Road is proposed with its downstream connected to a WIS nearby manhole (no. WIS302).

7.4.18 For the sewerage connection from Wu Shan site to WIS system at Lung Mun Road, installation of an approximately 700m long and 375mm dia. sewer along Wu Shan Road and Lung Mun Road to a WIS flow discharge chamber outside the Hong Kong Jockey Club Tuen Mun Public Riding School at Lung Mun Road is proposed.

7.4.19 The hydraulic assessment has indicated that the WIS system has enough capacity to accommodate the additional flows from Kau Hui and Wu Shan sites.

Impact Assessment on Sewage Pumping Stations

7.4.20 The sewage flow from the Housing Sites will be routed through the existing sewage pumping stations, namely Pak Kok SPS and WIS SPS. The capacity of Pak Kok SPS will be stretched near to its limit whereas WIS SPS will be working within its design capacity after introduction of the additional sewage flow from the proposed housing developments. **Table 7.4.2** summarises the conditions of the relevant pumping stations for the scenarios before and after introduction of the additional sewage flow.

Table 7.4.2 Impact Assessment on Existing Sewage Pumping Stations

Sewage Pumping Stations	Design Capacity (m^3/s)	Maximum Flow for Year 2031 without the proposed housing developments (m^3/s)	Maximum Flow for Year 2031 under Sewage Discharge Scheme [(a)] (m^3/s)
Pak Kok SPS	4.59	4.5897	4.5899
WIS SPS	1.6	1.5200	1.5535

Remarks: (a) Scheme includes conveying sewage flow from TTST, Pui Oi and Hang Fu to the existing trunk sewage culvert whereas sewage flow from Kau Hui and Wu Shan be conveyed to WIS system.

Impact Assessment on Pillar Point Sewage Treatment Works

7.4.21 Sewage generated from the Housing Sites is ultimately discharged to PPSTW for treatment. The PPSTW has been upgraded from preliminary treatment to chemically enhanced primary treatment plus disinfection with the design capacity raised to 241,000 m3 (ADWF) per day.

7.4.22 Based on the hydraulic assessment for the projection Year 2031, the total sewage flow into PPSTW including those from the proposed housing developments will be 227,587 m3 (ADWF) per day which is still within the capacity of PPSTW.

Conclusion

7.4.23 Based on the hydraulic assessment, it is envisaged that the existing downstream sewerage system could adequately cope with the additional sewage flow from the Housing Sites except two local sewers at the downstream of TTST and Pui Oi at Tsing Hoi Circuit and a section of sewers at the downstream of Hang Fu at Hang Fu Street. Upsizing of the local sewers and adjustment of pipe gradient are proposed respectively to mitigate the impact.

7.4.24 The sewage generated from the Housing Sites is ultimately discharged to PPSTW for treatment. The PPSTW, as well as the existing Pak Kok SPS and WIS SPS, have capacity to accommodate the additional flow.

7.4.25 There is no insurmountable issue from the sewerage impact perspective arising from the proposed housing developments.

7.5 Water Supply

Existing Water Facilities

7.5.1 Tuen Mun Water Treatment Works (TMWTW) is supplying fresh water to Tuen Mun area. The design capacity of TMWTW is 330 million litre per day (MLD) with reliable throughput at 283MLD. TMWTW is supplying fresh water after treatment to the regional fresh water service reservoirs for temporary storage and subsequent distribution to various districts in Tuen Mun area. The proposed housing developments at Tuen Mun Central is within the supply zones of different service reservoirs. Details of the service reservoirs and the main waterworks in the vicinity of the proposed housing developments are stipulated in **Table 7.5.1**.

Table 7.5.1 Fresh Water Supply System for Housing Sites

Housing Sites	Service Reservoirs	Capacity	Existing key watermains in the vicinity of Housing Sites
Kau Hui	Tuen Mun North Fresh Water Service Reservoir (TMNFWSR)	60,564m^3	DN600 to DN250 water mains
Wu Shan	Tuen Mun West Fresh Water Service Reservoir (TMWFWSR)	70,470 m^3	DN700 to DN450 water mains
Pui Oi	Tuen Mun East Fresh Water Service Reservoir (TMEFWSR)	47,309 m^3	DN600 water mains
TTST			
Hang Fu	Tuen Mun East Fresh Water Service Reservoir (TMEFWSR)	47,309 m^3	DN300 water mains

7.5.2 Salt water supply in the vicinity of the Housing Sites on the west of Tuen Mun River Channel is currently provided by Tuen Mun Salt Water Pumping Station (TMSWPS) with capacity of 54 MLD. It is working with Tuen Mun North Salt Water Service Reservoir (TMNSWSR) as a balancing tank with a capacity of 11,782 m3. Lok On Pai Salt Water Pumping Station (LOPSWPS) with a capacity of 83 MLD is supplying salt water to the existing users on the east of Tuen Mun River Channel. It is connected to the Tan Kwai Tsuen Salt Water Service Reservoir (TKTSWSR) as a balancing tank with a capacity of 18,100 m3. The saltwater supply system near the Housing Sites are given in **Table 7.5.2**.

Table 7.5.2 Salt Water Supply System for Housing Sites

Housing Sites	Supply System	Existing key saltwater mains in the vicinity of Housing Sites
Kau Hui	TMSWPS and TMNSWSR	DN600 to DN 250 mains
Wu Shan	TMSWPS and TMNSWSR	DN900 to DN250 mains
Pui Oi	LOPSWPS and TKTSWSR	DN1000 to DN 150 mains
TTST		
Hang Fu	LOPSWPS and TKTSWSR	DN200 mains

Water Demand Estimate

7.5.3 Based on the population, the mean daily fresh water demand for the housing developments is approximately 10,300 m^3/day and the mean daily salt water (flushing) demand is approximately 4,000 m^3/day.

Potential Impact to Waterworks Facilities

7.5.4 The fresh water treatment capacity in respect of TMWTW is considered sufficient to cope with the increasing fresh water demand which generates from the proposed housing developments.

7.5.5 The capacity of both TMSWPS and LOPSWPS is marginally adequate to cater for increasing salt water (flushing) demand from the proposed developments. In case the salt water supply is inadequate, "temporary mains-water for flushing "(TMF) is an alternative. The alignments of key freshwater and saltwater mains are presented in **Figures 7.5.1** and **7.5.2**.

Conclusions and Recommendations

7.5.6 The fresh water supply to the Housing Sites is considered adequate. The salt water supply to the Housing Sites is marginally adequate. Use of fresh water for flushing purpose may be regarded as a temporary alternative measure if there is deficiency in salt water supply. It is recommended to carry out further assessment in the detailed design stage.

7.5.7 The TTST site is situated in a hilly terrain with a substantial level difference. The existing fresh and salt water supply could marginally cope with the minimum residual heads requirement at the extremity of the system. If there is any change to the site formation levels in future, it is required to carry out further assessment of the need for provision of pumping and storage facility for TTST site.

7.6 Utilities

Power Supply

7.6.1 Power lines networks including high voltage, low voltage and light voltage cables are falling in and around the vicinity of the Housing Sites and most of them are underground cables. A set of 132kV overhead power lines, which is supported by several pylons are found in close proximity to TTST. Existing 132kV cables within Kau Hui and Wu Shan are to be diverted. The diversion works for Kau Hui has been scheduled for completion in 2018.

7.6.2 Assessment of the power demand has been conducted and CLP Power Hong Kong Limited advised that their power supply networks are capable to cope with the demand arising from the proposed housing developments. The detailed power supply arrangement including the power supply connection point will be further confirmed in the detailed design stage.

Towngas Supply

7.6.3 Extensive pipeline networks running in vicinity of the Housing Sites are identified. Most of their pipelines are low pressure and intermediate pressure underground pipes with size ranging from 100mm to 400mm diameter. It is anticipated that the impact due to the construction works of the Housing Sites on the gas main will be minimal as most of them are being within the existing carriageways.

7.6.4 Assessment of the gas supply has been conducted and the Hong Kong and China Gas Company Limited advised that the existing gas network is capable to provide gas supply to the Housing Sites without any major upgrading work.

Telecommunication Installations

7.6.5 Existing telecommunication installations are identified in the vicinity of the Housing Sites. Telecommunication companies have been liaised regarding feasibility to extend their services to the Housing Sites. No adverse comments are received.

Conclusion

7.6.6 The existing utilities would not induce insurmountable impact on the proposed housing developments. It is confirmed that power supply, gas supply and telecommunication services could cope with the demands from the Housing Sites. Some existing utilities are within the Housing Sites, requiring diversion. Adequate time should be allowed to the utilities undertakers to carry out utility diversion and removal works.

8 BUILT HERITAGE AND ARCHAEOLOGY

8.1 Introduction

8.1.1 Preliminary built heritage and archaeological impact assessment (PBHAIA) is prepared to ascertain built heritage and archaeological impact arising from the proposed housing developments.

8.1.2 This PBHAIA has been conducted in accordance with the Guidelines for Archaeological Impact Assessment and the Guideline for Cultural Heritage Impact Assessment. The PBHAIA comprised a baseline study and an impact assessment study associated with the appropriated mitigation measures proposed.

8.2 Shek Kok Tsui Site of Archaeological Interest

Baseline Condition

8.2.1 Shek Kok Tsui (石角咀) Site of Archaeological Interest (SAI) comprises two main components – the northern portion is situated within Wu Shan Recreation Playground and part of it is overlapping with the proposed housing development at Wu Shan.

8.2.2 Two excavations were conducted on a sand dune to the south of the current Wu Shan Recreation Playground during late 1970 and early 1971[1]. Remains dated to Neolithic Age and Sui Dynasty (AD581-AD618) were unearthed during the excavations. A salvage excavation was carried out in 1978 and 1979 adjacent to the current Wu Shan Recreation Playground. Remains from the Late Neolithic to Bronze Ages, as well as kiln debris from Tang dynasty were unearthed. The site has then been obliterated by reclamation and construction since then after the 1970s. First Territory-wide Archaeological Survey was conducted in 1984 in area including Wu Shan Recreation Playground. It reported no significant in situ archaeological deposits remains. The Sun Yat-sen University carried out the Second Territory-wide Archaeological Survey in March 1998. No archaeological deposit was recorded in the survey.

Assessment and Proposed Mitigation Measures

8.2.3 To assess the archaeological potential of Northern Shek Kok Tsui SAI at Wu Shan, an archaeological field survey (including trial pit and auger hole excavation) was carried out in early 2016. Artefacts were revealed from the excavation at the south-western terrace of the existing knoll within Wu Shan Recreation Playground. Given the highly fragmented and wearing condition of the artefacts, it is believed that artefacts were seriously disturbed and damaged by previous agricultural, construction, and landscape activities. As only scattered artefacts of low archaeological value were recovered, it is considered that the presence of these artefacts shall not render the development of Wu Shun infeasible.

[1] Salmon, P. (1972). Shek Kok Tsui, Castle Peak. *Journal of the Hong Kong Archaeological Society*, 3:18-23.

8.2.4 It is recommended to conduct further archaeological investigation within the south-western terrace in the detailed design stage to ascertain the existence of any archaeological resources remained. Subject to the findings of the further archaeological investigation, appropriate mitigation measures should be formulated and implemented by the project proponent in prior agreement with the Antiquities and Monuments Office (AMO).

8.3 Ceramic Kiln at Hin Fat Lane

Baseline Condition

8.3.1 The existing Ceramic Kiln at Hin Fat Lane (the Kiln) is located on the uphill slope to the north of the proposed Pui Oi housing site. It is known as "Castle Peak Pottery Kiln (青山陶窰)" or "Dragon Kiln (龍窰)" and was constructed in about 1940.

8.3.2 The Kiln was used to produce ceramic wares. During late 1970s, the Kiln was only occasionally used by local artists to fire their own pottery and ceased operation in 1982. The Kiln was confirmed as a Grade 3 Historic Building on 16 September 2014.

Assessment and Proposed Mitigation Measures

8.3.3 Preserving the Kiln in-situ does not only retain the historic fabric of the Kiln, but also attaches the symbolic meanings to conserve the history of local industry from the 1950s to the 1970s. Hence, it is recommended to preserve the Kiln at its original location. Given that the Kiln is situated outside the proposed housing site boundary of Pui Oi with distance of approximately 30m, potential direct impacts on the Kiln from the proposed housing development is not anticipated during its construction phase and operation phase.

8.3.4 Indirect impacts on the structural integrity of the Kiln in the form of ground-borne vibration, ground settlement and tilting due to construction works might arise during the construction phase. The current conceptual housing layout respects the cultural setting of the Kiln and observes a quiet and landscaped environment presently surrounding the Kiln. Local trees and the natural landscape are preserved surrounding the Kiln, which could also act as a buffer for ground-borne vibration to the Kiln generated by the proposed development during the construction phase.

8.3.5 A detailed geotechnical assessment and a condition survey of the Kiln prior to the commencement of the construction phase are recommended. During construction phase, the "3A" Monitoring System (alarm/alert/action) on the ground-borne vibration amplitude, ground settlement and tilting shall be formulated to ensure the structural integrity of the Kiln.

8.3.6 With the implementation of the recommended mitigation measures, indirect impacts on the Kiln due to the housing development at Pui Oi site will be minimised and the housing development is expected to be feasible.

8.4 Other Built Heritage

8.4.1 Based on the considerable distance from 180m to 270m between the nine other built heritage and the Housing Sites as listed in **Table 8.1**, it is anticipated that there is no adverse impact from the proposed housing developments thus no mitigation measure is required.

Table 8.1 Distance between other built heritage and Housing Sites

Built Heritage Resource	Distance from Housing Sites in meters (m)
Morrison Building, Hoh Fuk Tong Centre (Declared Monument)	270m away from northern boundary of TTST
Hoh Fuk Tong House, Pavilion, Canteen, Home of Leung Fat, Mark Hall, and Home of Bethel of Hoh Fuk Tong Centre (Proposed Grade 3)	270m away from northern boundary of TTST
Hung Lau (Proposed Monument)	180m away from southern boundary of Wu Shan
Hau Kok Tin Hau Temple (Nil Grade)	200m away from northern boundary of Kau Hui

8.5 Conclusion

8.5.1 The baseline conditions of built heritage and archaeological remains within the Assessment Area had been assessed, including the Northern Shek Kok Tsui SAI at Wu Shan and the Kiln in the vicinity of Pui Oi.

8.5.2 With the implementation of the recommended mitigation measures, the proposed housing development at Wu Shan will not cause insurmountable problems on the archaeological remains and the proposed housing development at Wu Shan is expected to be feasible.

8.5.3 The Kiln is approximately 30 meters away from the eastern boundary of Pui Oi housing site. No direct impact is anticipated. With the implementation of the recommended mitigation measures, indirect impacts on the Kiln due to the housing development at Pui Oi will be minimised and the housing development is expected to be feasible.

9 LAND REQUIREMENTS

9.1 Introduction

9.1.1 The land requirement study aims to identify the land requirements for the proposed housing developments and the associated infrastructure at Tuen Mun Central.

9.2 Permanently and Temporarily Affected Lots

9.2.1 Based on the development proposals, the housing developments will affect approximately 5ha of government land including area to be allocated for the housing development and infrastructure works. The extent of land required either permanently or temporarily for the housing developments and the infrastructure, including the construction space, is presented in the preliminary land requirement plans (**Figures 9.1** to **9.7**).

9.2.2 All housing developments and infrastructure are proposed in government land and no private land lot needs to be resumed.

9.3 Affected Buildings and Temporary Structures

9.3.1 Approximately 89 structures will be potentially affected by the development and infrastructure at TTST (**Figure 9.4** and **9.5**). Most of these are rural settlement such as temporary structures. The number of structures and households to be affected are subject to detailed survey in detailed design stage.

9.3.2 The development at Pui Oi requires the demolition of the former Pui Oi School, the existing Fu Hong Society Yau Chong Home, clearance of existing temporary structures on slope and road closure of the existing public road and roundabout. The former Pui Oi School has been vacated whereas the existing Fu Hong Society Yau Chong Home will be vacated for demolition by the Government.

9.4 Affected Government Facilities

9.4.1 The housing development will take up the vegetation area at the western part of the existing Wu Shan Recreation Playground being managed by the Leisure and Cultural Services Department (LCSD). In addition, part of the existing cycle track near the playground may need to be temporarily relocated to phase with the proposed housing development works. No other facilities in the playground will be affected.

9.5 Affected Industrial Site and Open Storage Site

9.5.1 The depots of HyD and DSD located to the south of Tin Hau Road will be affected by the housing development at Kau Hui. The depots are under temporary land allocation and could be vacated upon advance notification or upon expiration of its allocation.

9.5.2 A vehicle repair workshop identified at the southeastern part of TTST will be affected by the housing development at TTST.

9.5.3 Part of Hang Fu site is being used for temporary storage by the Government.

9.6 Tree Survey, Tree Preservation and Removal Proposal

9.6.1 Approximately 1,072 nos. of existing trees would be potentially affected by the housing developments and proposed infrastructure. No registered Old and Valuable Tree nor rare and endangered tree species is identified on sites. There are 9 nos. of large trees with trunk dia. larger than 1m identified in the assessment area which are recommended to be preserved as far as possible, subject to site condition.

9.6.2 As the development layouts for the Housing Sites are preliminary and will be subject to further review during the detailed design stage, the extent of trees to be affected by the housing developments needs to be further ascertained in the detailed design stage.

9.7 Conclusion

9.7.1 The land requirement for the proposed housing developments and the supporting infrastructures have been determined. No private land will be resumed for the development. However site clearance of existing temporary structures, in particularly at Tseng Tau Sheung Tuen, are required which requires sufficient lead time in planning of the works.

10 IMPLEMENTATION

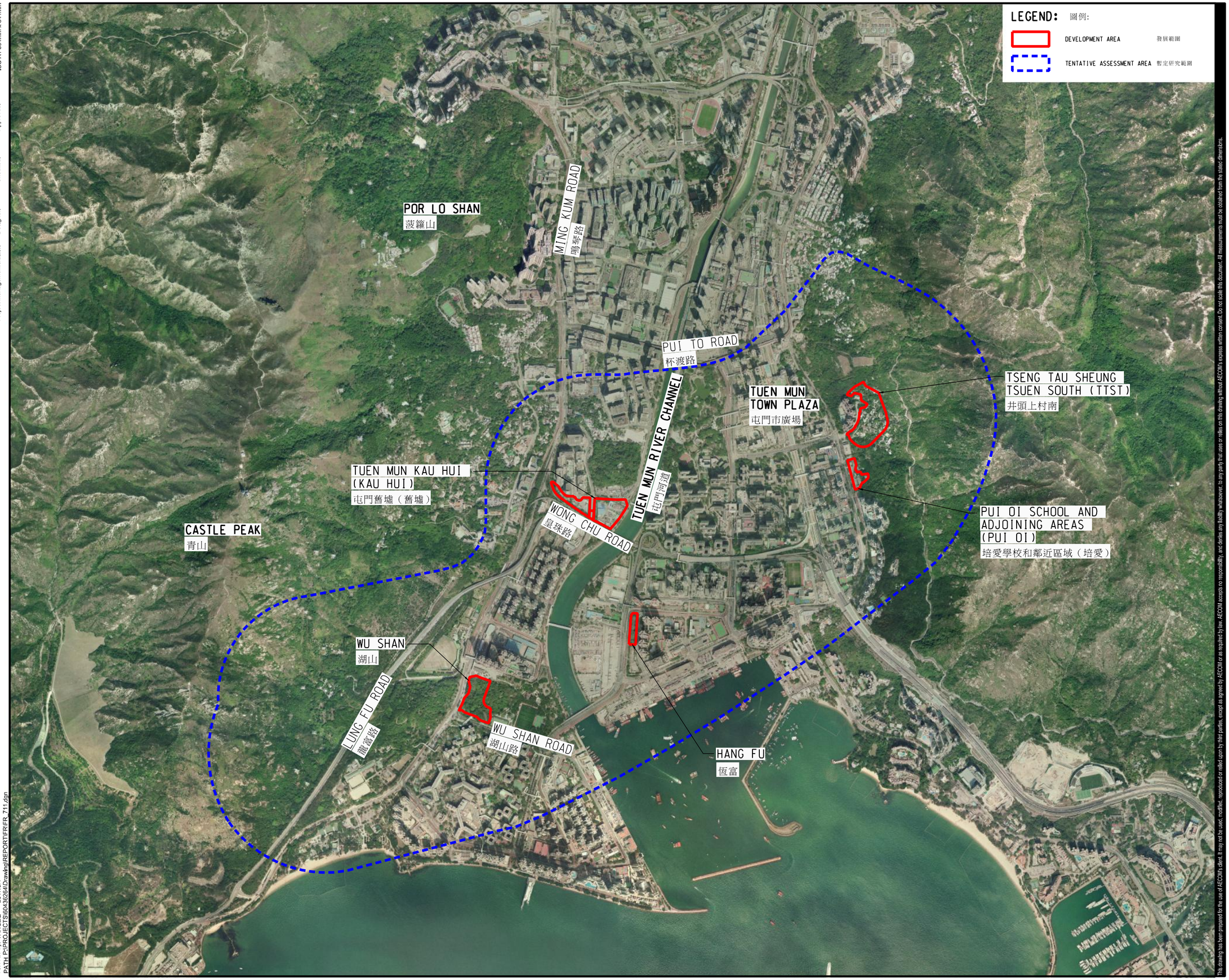
10.1.1 In connection with the zoning amendment of the Housing Sites from its current zoned uses to "Residential(A)" in the OZP, CEDD will commission an Investigation, Design and Construction Assignment to refine, design and construct the proposed site formation and associated infrastructure works for Kau Hui, Wu Shan and TTST, and the proposed infrastructure works for Pui Oi and Hang Fu .

10.1.2 The development completion for the Housing Sites is anticipated to take place in phases from Financial Year 2023/24. To tie in with the tentative completion of the proposed housing developments, the site formation and construction of associated infrastructure is to commence in 2019 in phases at the earliest. Upon completion of the site formation works by CEDD, the sites will be handed over to the Hong Kong Housing Authority for their subsequent foundation and building works.

11 CONCLUSION

11.1.1 The proposed five public housing developments at Tuen Mun Central, namely at Kau Hui, Wu Shan, TTST, Pui Oi and Hang Fu, are demonstrated to be feasible and sustainable in terms of traffic and transport, environment, air ventilation, infrastructure, built heritage and archaeology. Subject to implementation of the identified mitigation measures and improvement works, the proposed housing developments will not have insurmountable impact on the community, environment and existing infrastructure.

Figures



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PRELIMINARY DEVELOPMENT REVIEW FOR HOUSING SITES AT TUEN MUN CENTRAL – FEASIBILITY STUDY

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修訂

I/R 修訂	DATE 日期	DESCRIPTION 內容簡要	CHK. 核查

STATUS
狀況

SCALE 比例: A3 1 : 16000
DIMENSION UNIT 尺寸單位: METRES

KEY PLAN
索引圖

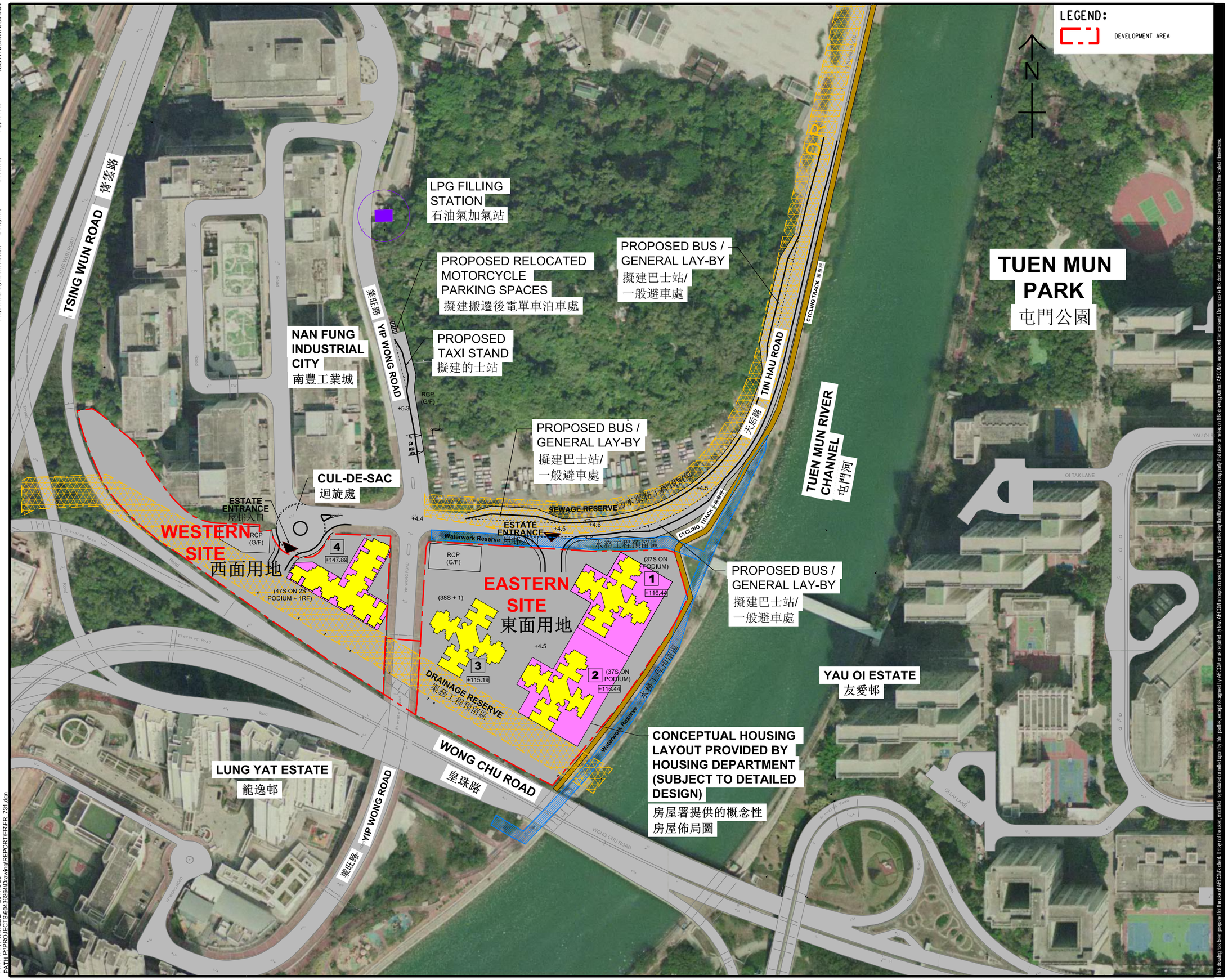
PROJECT NO. 項目編號: 60436264
AGREEMENT NO. 協議編號: CE15/2015(CE)

SHEET TITLE
圖紙名稱

LOCATIONS AND DEVELOPMENT AREAS
位置及發展範圍

SHEET NUMBER
圖紙編號

60436264/FR/FIGURE 1.1



AECOM

PROJECT
項目

PRELIMINARY DEVELOPMENT REVIEW FOR HOUSING SITES AT TUEN MUN CENTRAL – FEASIBILITY STUDY

CLIENT
業主

CEDD 土木工程拓展署 Civil Engineering and Development Department

CONSULTANT
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STATUS
階段

SCALE 比例: A3 1 : 2000

DIMENSION UNIT 尺寸單位: METRES

KEY PLAN
索引圖

PROJECT NO. 項目編號: 60436264

AGREEMENT NO. 協議編號: CE15/2015(CE)

SHEET TITLE
圖紙名稱

LOCATIONS AND DEVELOPMENT AREAS (KAU HUI SITE)
位置及發展範圍(舊墟)

SHEET NUMBER
圖紙編號

60436264/FR/FIGURE 3.1

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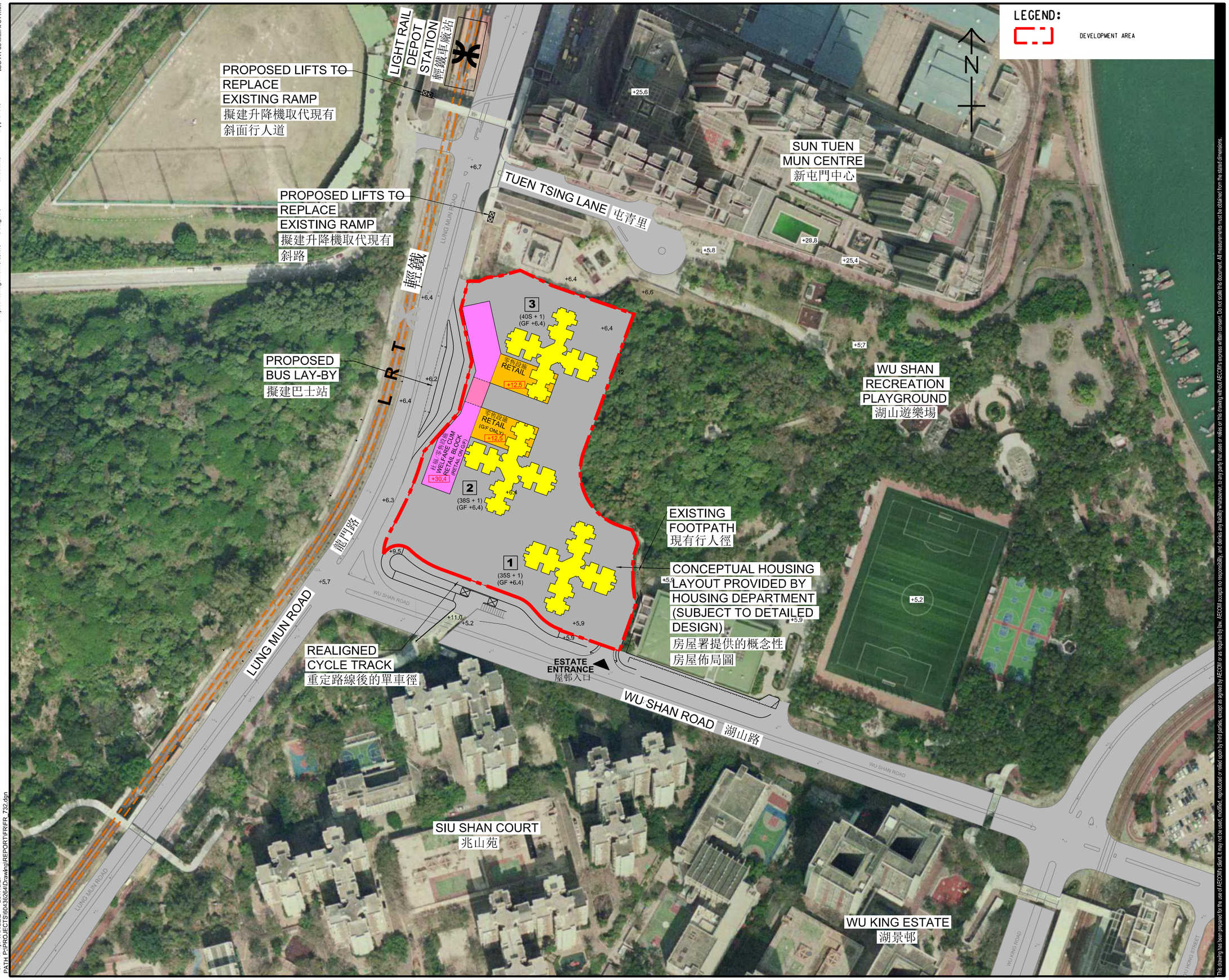
ISO A1 594mm x 841mm
Approved:
Checked:
Designer:
Project Management Initials:
Plot File by: YANGZQ 2017/9/29
PATH P:\PROJECTS\60436264\Drawing\REPORT\FR\FR_731.dgn



ISO A1 594mm x 841mm

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Designer:

Project Management Initials:

Plot File by: YANGZQ 2017/9/27
PATH: P:\PROJECTS\60436264\Drawing\REPORT\FR\FR_732.dgn

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PROJECT
項目

PRELIMINARY DEVELOPMENT REVIEW FOR HOUSING SITES AT TUEN MUN CENTRAL – FEASIBILITY STUDY

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STATUS
階段

SCALE 比例	DIMENSION UNIT 尺寸單位
A3 1 : 2000	METRES

KEY PLAN
索引圖

PROJECT NO. 項目編號: 60436264

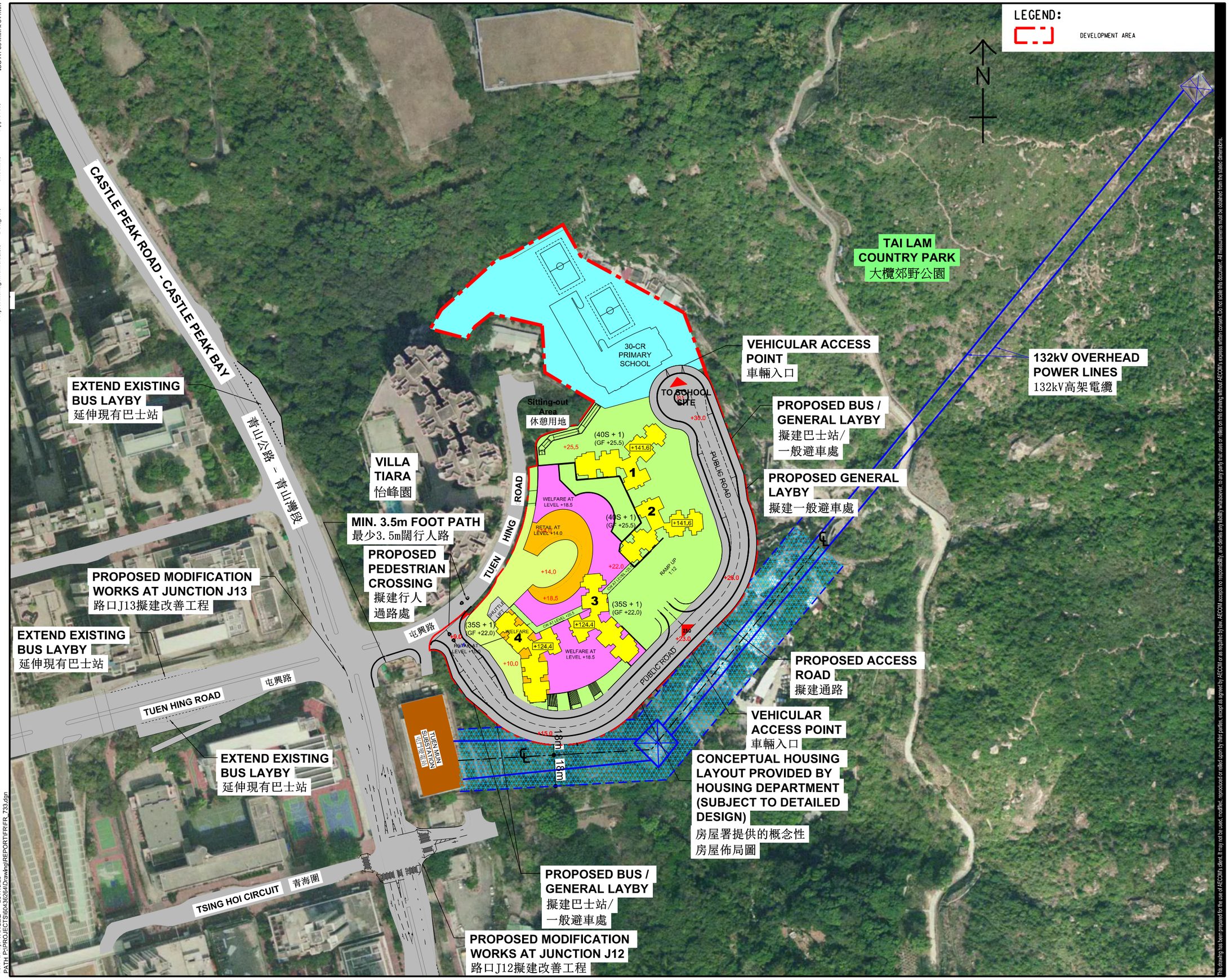
AGREEMENT NO. 協議編號: CE15/2015(CE)

SHEET TITLE
圖紙名稱

LOCATIONS AND DEVELOPMENT AREAS (WU SHAN SITE)

SHEET NUMBER
圖紙編號

60436264/FR/FIGURE 3.2



ISO A1 594mm x 841mm

Approved:

Checked:

Designer:

Project Management Initials:

Plot File by: YANGZO 2017/9/29
PATH: P:\PROJECTS\60436264\Drawing\REPORT\FR\FR_733.dgn

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STATUS
階段

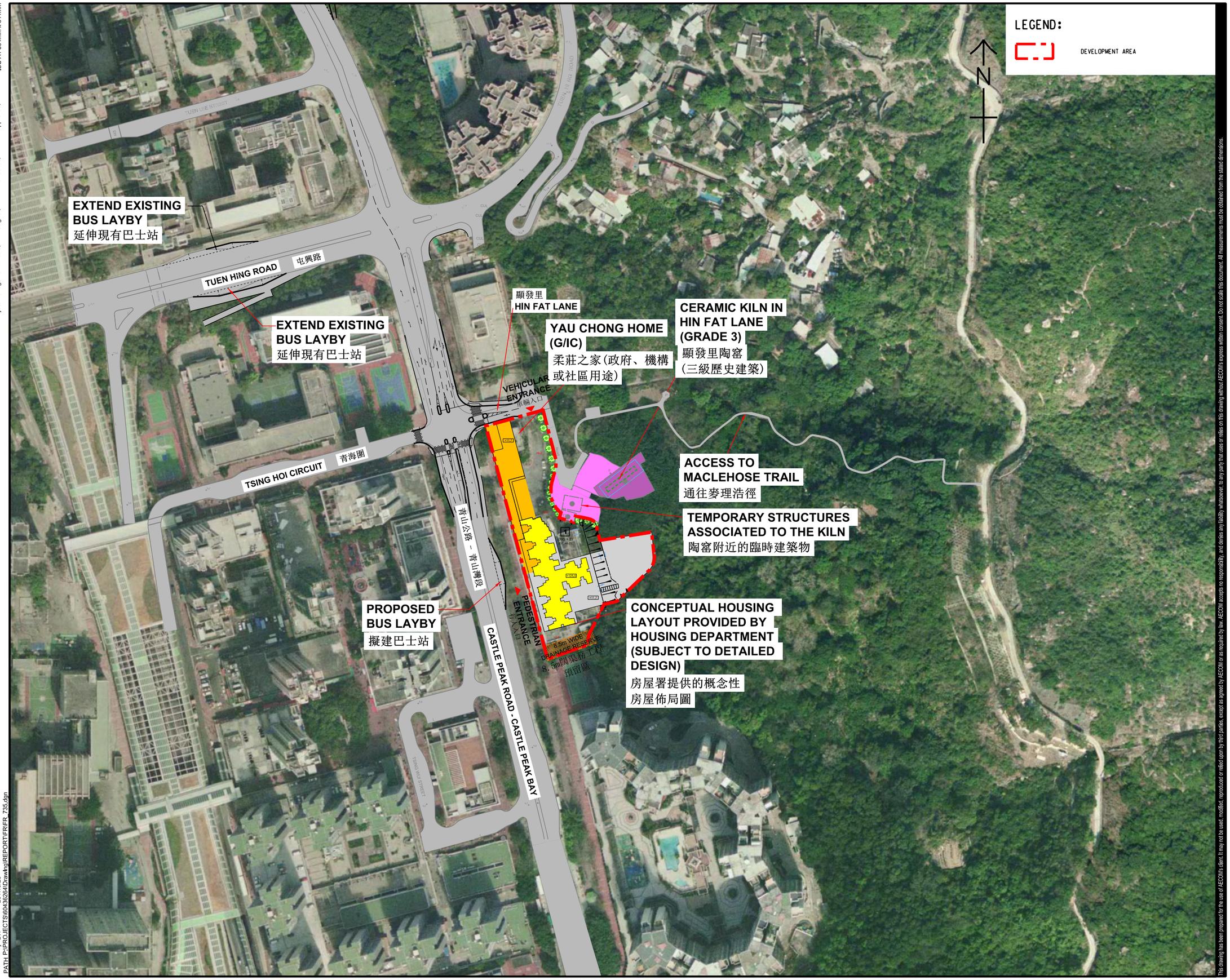
SCALE 比例: A3 1 : 2000
DIMENSION UNIT 尺寸單位: METRES

KEY PLAN
索引圖

PROJECT NO. 項目編號: 60436264
AGREEMENT NO. 協議編號: CE15/2015(CE)

SHEET TITLE
圖紙名稱
LOCATIONS AND DEVELOPMENT AREAS (TTST SITE)

SHEET NUMBER
圖紙編號
60436264/FR/FIGURE 3.3



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PROJECT
項目

PRELIMINARY DEVELOPMENT REVIEW FOR HOUSING SITES AT TUEN MUN CENTRAL – FEASIBILITY STUDY

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STATUS
階段

SCALE
比例

A3 1 : 2000

DIMENSION UNIT
尺寸單位

METRES

KEY PLAN
索引圖

PROJECT NO.
項目編號

60436264

AGREEMENT NO.
協議編號

CE15/2015(CE)

SHEET TITLE
圖紙名稱

LOCATIONS AND DEVELOPMENT AREAS (PUI OI SITE)

SHEET NUMBER
圖紙編號

60436264/FR/FIGURE 3.4

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ISO A1 594mm x 841mm
Approved:
Checked:
Designer:
Project Management Initials:
Plot File by: LVP 2017/9/28
PATH P:\PROJECTS\60436264\Drawing\REPORT\FR\FR_735.dgn



ISO A1 594mm x 841mm

Approved:

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Designer:

Project Management Initials:

Plot File by: YANGZQ 2017/9/27
PATH: P:\PROJECTS\60436264\Drawing\REPORT\FR\FR_736.dgn

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STATUS
階段

SCALE 比例: A3 1 : 2000

DIMENSION UNIT 尺寸單位: METRES

KEY PLAN
索引圖

PROJECT NO. 項目號碼: 60436264

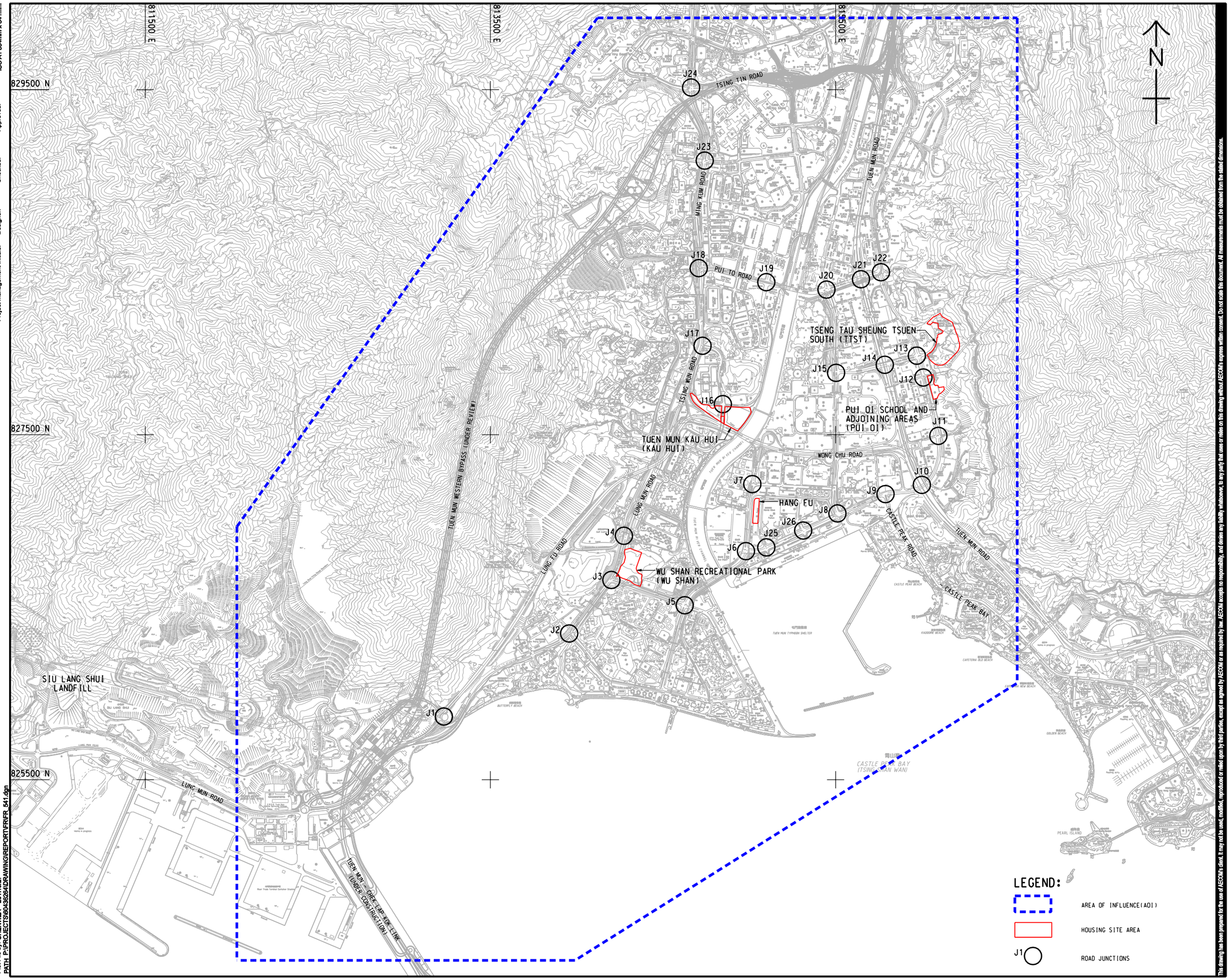
AGREEMENT NO. 協議編號: CE15/2015(CE)

SHEET TITLE
圖紙名稱

LOCATIONS AND DEVELOPMENT AREAS (HANG FU SITE)
位置及發展範圍(恆富)

SHEET NUMBER
圖紙編號

60436264/FR/FIGURE 3.5



AECOM

PROJECT
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PRELIMINARY DEVELOPMENT REVIEW FOR HOUSING SITES AT TUEN MUN CENTRAL – FEASIBILITY STUDY

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STATUS
階段

SCALE 比例: A1 1 : 10000

DIMENSION UNIT 尺寸單位: METRES

KEY PLAN
索引圖

PROJECT NO. 項目編號: 60436264

AGREEMENT NO. 協議編號: CE15/2015(CE)

SHEET TITLE
圖紙名稱

LOCATION OF KEY ROAD JUNCTIONS

SHEET NUMBER
圖紙編號

60436264/FR/FIGURE 4.1

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ISO A1 594mm x 841mm
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Checked:
Designer:
Project Management Initials:
Plot File by: CHENWZA 2017/9/27
PATH P:\PROJECTS\60436264\DRAWING\REPORT\FR\FR_541.dgn

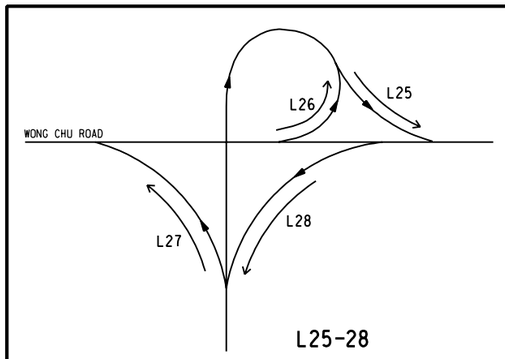
ISO A1 594mm x 841mm

Approved:

Checked:

Designer:

Project Management Initials:



LEGEND:

- AREA OF INFLUENCE(AOI)
- HOUSING SITE AREA
- L1 ROAD LINK

Plot File by: CHENMZA, 2017/9/27
PATH: P:\PROJECTS\60436264\DRAWING\REPORT\FR\FR_542.dgn

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STATUS
階段

SCALE
比例
A1 1 : 10000

DIMENSION UNIT
尺寸基位
METRES

KEY PLAN
索引圖

PROJECT NO.
項目編號
60436264

AGREEMENT NO.
協議編號
CE15/2015(CE)

SHEET TITLE
圖紙名稱
LOCATION OF KEY ROAD LINKS

SHEET NUMBER
圖紙編號
60436264/FR/FIGURE 4.2

ISO A1 594mm x 841mm

Approved:

Checked:

Designer:

Project Management Initials:

814800 E

815000 E

815200 E

827800 N

827600 N

LEGEND:

HOUSING SITE AREA

N

BUS / GENERAL LAY-BY

RELOCATED MOTORCYCLE PARKING SPACES

TAXI STAND

PROPOSED RUN IN / OUT OF THE STT CAR PARK

EXISTING RUN IN / OUT OF THE STT CAR PARK (TO BE MAINTAINED)

EXISTING RUN IN / OUT OF THE STT CAR PARK (TO BE RELOCATED)

BUS / GENERAL LAY-BY

STT CAR PARK

STT CAR PARK

PEDESTRIAN CROSSING

FOOTPATH WIDENING

TIN HAU ROAD

YIP WONG ROAD

TUEN MUN RIVER CHANNEL

屯門河道

Tuen Mun River Channel

KAU HUI (WESTERN SITE)

VEHICULAR ACCESS POINT

VEHICULAR ACCESS POINT

BUS / GENERAL LAY-BY

KAU HUI (EASTERN SITE)

WONG CHU ROAD

天后廟廣場 Tin Hau Temple Plaza

南豐工業城 NAN FUNG INDUSTRIAL CITY

聯昌中心 Luen Cheong Con Centre

中央大樓 Central Services Building

第一座 Block 1

第二座 Block 2

第三座 Block 3

第四座 Block 4

第五座 Block 5

蘭逸邨 Lung Yat Estate

屯門鬧墟 TUEN MUN KAU HUI

愛德里 OI TAK LANE

愛禮樓 OI LAI LANE

愛順樓 OI SHUN HOUSE

愛德樓 OI TAK HOUSE

愛禮樓 OI LOI HOUSE

伊斯蘭學校 Islamic Primary School

Lung Yat Community Hall

Lung Yat Estate

Hong Lung House

Kin Lung House

The Church of Christ in China Hoh Yuk Tong Primary School

San Shek Wan Substation

Elevated Road

Cycling Track

Footpath

Basketball Court

Playground

Badminton Court

Roller Skating Rink

Car Park

Bus Stand

Ferry Pier

Cargo Handling Area

Public Toilet

Refuse Collection Point

Outfall

Drainage Reserve

Sewage Pumping Station

Advice Action Council Tuen Mun District

Integrated Home Care Service for Elderly

Shun Tak Fraternal Association Tam Pak Yu College

Christian Alliance S.C.Chan Memorial College

Carpark

Playground

Sitting Out Area

Footbridge

Slope

Retaining Wall

Road

Junction

Roundabout

Pedestrian Crossing

Bus Stop

Traffic Light

Lamp Post

Tree

Building

Podium

Entrance

Exit

Ramp

Stairs

Fence

Wall

Gate

Manhole

Catchpit

Gully

Kerb

Footway

Carriageway

Lane

Island

Median

Verge

Boundary

Lot Boundary

Government Land

Private Land

Slope No. NTW/TM/TaTsun-01

Slope No. NTW/TM/TaTsun-02

Slope No. NTW/TM/KauHui-01

Slope No. NTW/TM/KauHui-02

Slope No. NTW/TM/KauHui-03

Slope No. NTW/TM/KauHui-04

Slope No. NTW/TM/KauHui-05

Slope No. NTW/TM/KauHui-06

Slope No. NTW/TM/KauHui-07

Slope No. NTW/TM/KauHui-08

Slope No. NTW/TM/KauHui-09

Slope No. NTW/TM/KauHui-10

Slope No. NTW/TM/KauHui-11

Slope No. NTW/TM/KauHui-12

Slope No. NTW/TM/KauHui-13

Slope No.

ISO A1 594mm x 841mm

Approved:

Checked:

Designer:

Project Management Initials:

814100 E

814300 E

814500 E

826900 N

826700 N

826500 N

LEGEND:

HOUSING SITE AREA

N

LIFTS TO REPLACE EXISTING RAMP

LIFTS TO REPLACE EXISTING RAMP

TUEN TSING LANE

LUNG MUN ROAD

BUS / GENERAL LAY-BY

BUS LAY-BY

WU SHAN

REALIGNED CYCLE TRACK

LIFT

WU SHAN ROAD

VEHICULAR ACCESS POINT

SHIFTED THE EXISTING BUS LAYBY

屯門康樂體育中心
TUEN MUN RECREATION & SPORTS CENTRE

屯門高爾夫球中心
Tuen Mun Golf Centre

新屯門中心
SUN TUEN MUN CENTRE 平台
(下層綜合商貿中心)

湖山遊樂場
Wu Shan Recreation Playground

The Jockey Club Tuen Mun Butterfly Beach Sports Centre

兆山苑
SIU SHAN COURT

五邑鄧鏡波學校
F.O.B.W.A.Chow Chin You School

Tuen Mun Road Safety Town

Buddhist Leung Chik Wai College

Pak Leung Kau Tong Yuk Tien College

Tuen Mun Wong Ha

Plot File by: CHENWZA 2017/9/27
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AECOM

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PRELIMINARY DEVELOPMENT REVIEW FOR HOUSING SITES AT TUEN MUN CENTRAL – FEASIBILITY STUDY

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業主

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Civil Engineering and Development Department

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STATUS
階段

SCALE
比例

A1 1 : 1000

DIMENSION UNIT
尺寸單位

METRES

KEY PLAN
索引圖

PROJECT NO.
項目編號

60436264

AGREEMENT NO.
協議編號

CE15/2015(CE)

SHEET TITLE
圖紙名稱

PUBLIC TRANSPORT AND TRAFFIC ARRANGEMENT FOR THE DEVELOPMENT AT WU SHAN

SHEET NUMBER
圖紙編號

60436264/FR/FIGURE 4.4

ISO A1 594mm x 841mm

Approved:

Checked:

Designer:

Project Management Initiials:

816000 E

816200 E

828100 N

827900 N

LEGEND:

HOUSING SITE AREA

PLANNED CYCLE TRACK (AGREEMENT NO. CE 3/2012 (HY))

N

VEHICULAR ACCESS POINT

BUS / GENERAL LAYBY

GENERAL LAYBY

TTST

ACCESS ROAD

VEHICULAR ACCESS POINT

BUS / GENERAL LAYBY

EXTENDED BUS LAYBY

MIN. 3.5m FOOT PATH

CAUTIONARY PEDESTRIAN CROSSING

EXTENDED BUS LAYBY

BUS / GENERAL LAYBY

EXTENDED BUS LAYBY

PUI OI

BUS LAYBY

TUEN SHING STREET

TUEN LEE STREET

TUEN HING ROAD

CASTLE PEAK ROAD - CASTLE PEAK BAY

Yan Oi Polyclinic

Tuen Mun Government Secondary School

CMA Choi Cheung Kok Secondary School

Hong Kong Christian Service Pui Oi School

Tuen Mun Substation

Tennis Court

Basketball Court

Tuen Mun Fa Yuen

Podium/Man Ro Shopping Centre

Podium/Kam Ko Shopping Centre

Tuen Shun Children's Playground

Tuen King Shan Memorial Park Sitting Area

Tuen Mun Sports Centre

Tuen Mun Swimming Pool

Tuen Mun Town Plaza Phase 1

Tuen Mun Town Plaza Phase 2

New Town Mansion

Villa Tiara

Sitting Out Area

Graves

Plot File by: CHENWZA 2017/9/27
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STATUS
階段

SCALE 比例
A1 1 : 1000

DIMENSION UNIT 尺寸單位
METRES

KEY PLAN
索引圖

PROJECT NO. 項目編號
60436264

AGREEMENT NO. 協議編號
CE15/2015(CE)

SHEET TITLE
圖紙名稱

PUBLIC TRANSPORT AND TRAFFIC ARRANGEMENT FOR THE DEVELOPMENT AT TTST AND PUI OI

SHEET NUMBER
圖紙編號

60436264/FR/FIGURE 4.5

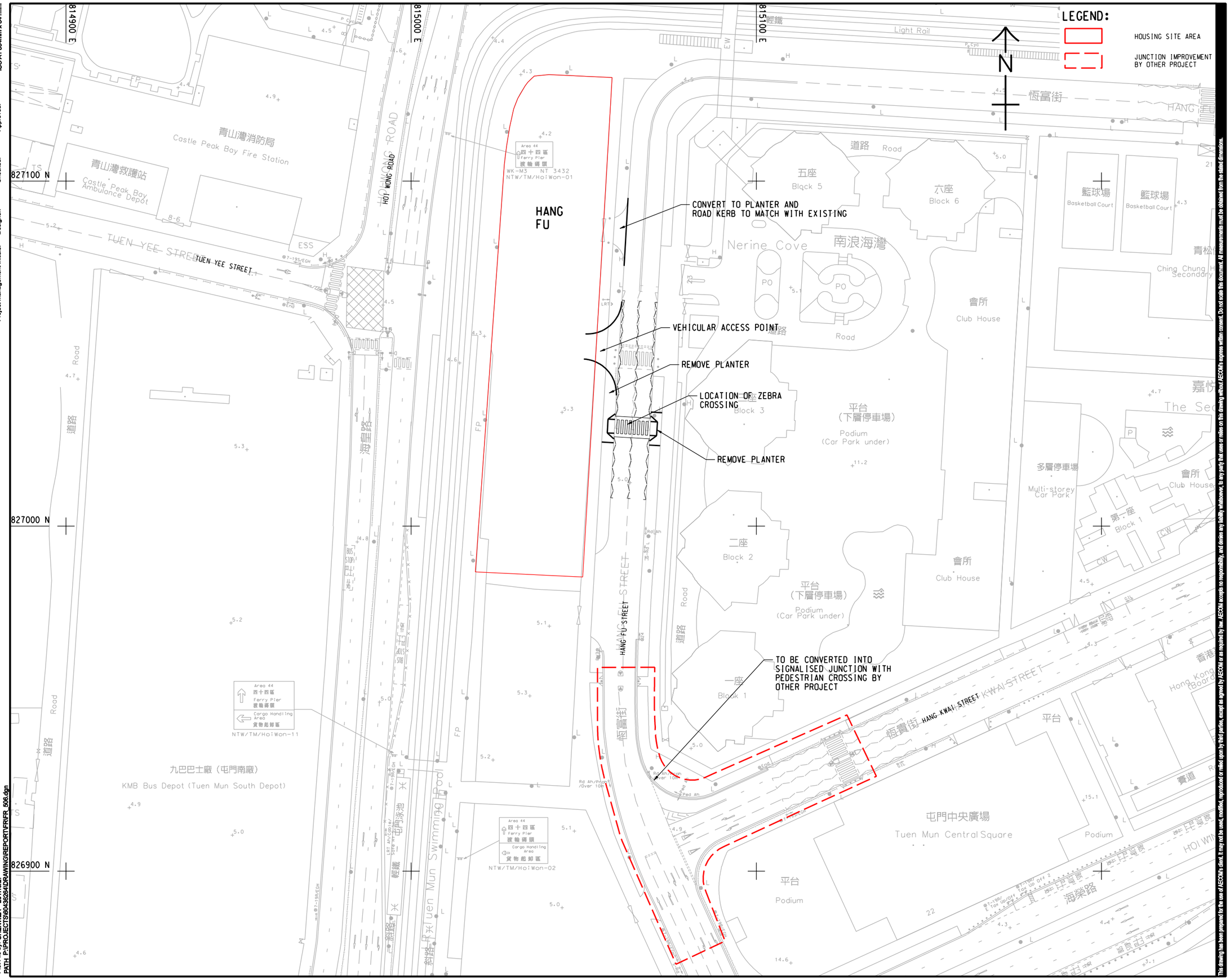
ISO A1 594mm x 841mm

Approved:

Checked:

Designer:

Project Management Initials:



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PROJECT 項目

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CLIENT 業主

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STATUS 階段

SCALE 比例
A1 1 : 500

DIMENSION UNIT 尺寸單位
METRES

KEY PLAN 索引圖

PROJECT NO. 項目編號
60436264

AGREEMENT NO. 協議編號
CE15/2015(CE)

SHEET TITLE 圖紙名稱
TRAFFIC ARRANGEMENT FOR THE DEVELOPMENT AT HANG FU

SHEET NUMBER 圖紙編號
60436264/FR/FIGURE 4.6

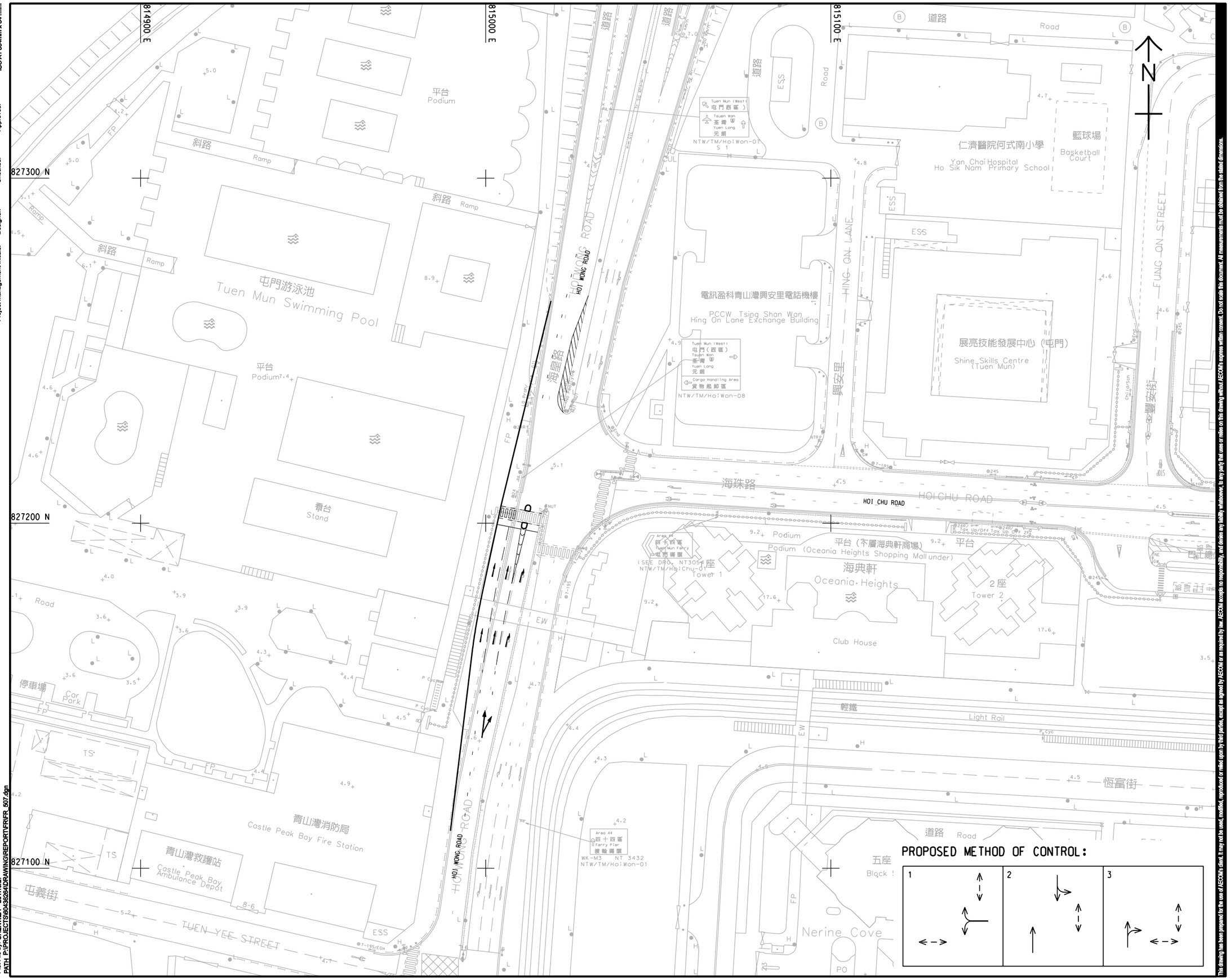
ISO A1 594mm x 841mm

Approved:

Checked:

Designer:

Project Management Initiatives:



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PROJECT 項目

PRELIMINARY DEVELOPMENT REVIEW FOR HOUSING SITES AT TUEN MUN CENTRAL – FEASIBILITY STUDY

CLIENT 業主

土木工程拓展署
CEDD Civil Engineering and Development Department

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I/R 修訂	DATE 日期	DESCRIPTION 內容摘要	CHK. 核查

STATUS 階段

SCALE 比例
A1 1 : 250

DIMENSION UNIT 尺寸單位
METRES

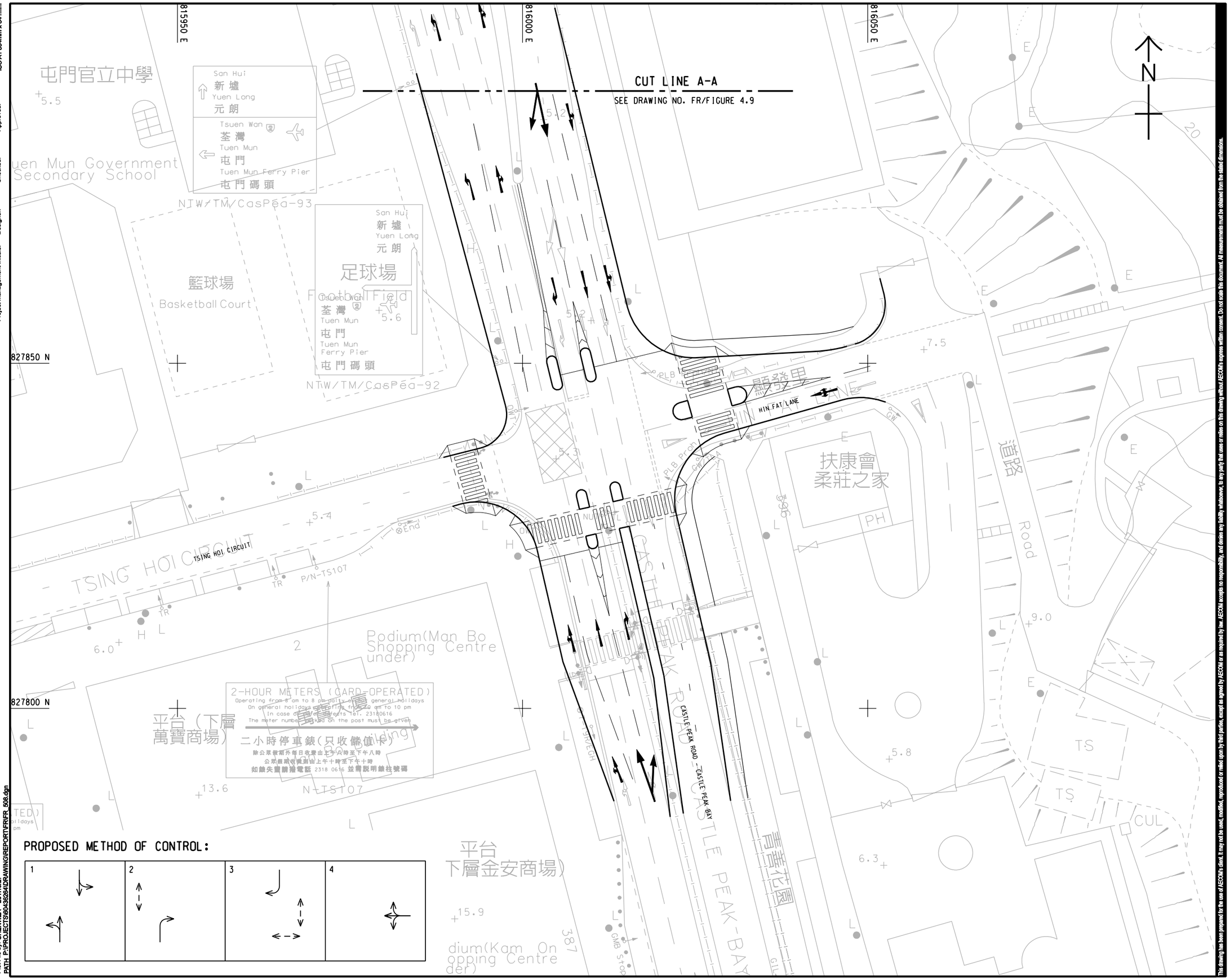
KEY PLAN 索引圖

PROJECT NO. 項目編號
60436264

AGREEMENT NO. 協議編號
CE15/2015(CE)

SHEET TITLE 圖紙名稱
THE JUNCTION IMPROVEMENT OF JUNCTION J7

SHEET NUMBER 圖紙編號
60436264/FR/FIGURE 4.7



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PROJECT
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STATUS
階段

SCALE 比例: A1 1 : 250

DIMENSION UNIT 尺寸單位: METRES

KEY PLAN
索引圖

PROJECT NO. 項目編號: 60436264

AGREEMENT NO. 協議編號: CE15/2015(CE)

SHEET TITLE
圖紙名稱

THE JUNCTION IMPROVEMENT OF JUNCTION J12

SHEET NUMBER
圖紙編號

60436264/FR/FIGURE 4.8

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Checked:
Designer:
Project Management Initials:
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ISO A1 594mm x 841mm

Approved:

Checked:

Designer:

Project Management Initials:

835300 E

817700 N

CUT LINE A-A

SEE DRAWING NO. FR/FIGURE 4.8

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STATUS
階段

SCALE
比例

A1 1 : 250

DIMENSION UNIT
尺寸單位

METRES

KEY PLAN
索引圖

PROJECT NO.
項目編號

60436264

AGREEMENT NO.
協議編號

CE15/2015(CE)

SHEET TITLE
圖紙名稱

THE JUNCTION IMPROVEMENT OF JUNCTION J13

SHEET NUMBER
圖紙編號

60436264/FR/FIGURE 4.9

ISO A1 594mm x 841mm

Approved:

Checked:

Designer:

Project Management Initials:

814800 E

815000 E

815200 E

827800 N

827600 N

N

TUEN MUN RIVER CHANNEL

TIN HAU ROAD

YIP WONG ROAD

WONG CHU ROAD

KAU HUI SITE

LUNG YAT ESTATE

NAN FUNG INDUSTRIAL CITY

TUEN MUN KAU HUI

Tin Hau Temple Plaza

Luen Cheong Con Centre

Central Services Building

Kin Lung House

Hong Lung House

Lung Yat Community Hall

Oi Tak House

Oi Lai House

Oi Shun House

Oi Ming House

Oi Tak Playground

Oi Tak Lane

Oi Yat Lane

Islamic Primary School

Basketball Court

Car Park

Playground

Roller Skating Rink

Footbal Field

Corpark No.2

Outfall

Cross Tunnel

Tuen Mun River Channel

P1

A1

LEGEND:

- HOUSING SITE AREA
- WOODLAND
- MIXED WOODLAND
- SHRUBLAND
- PLANTATION
- GRASSLAND
- DEVELOPED AREA / WASTELAND
- VILLAGE / ORCHARD
- NATURAL WATERCOURSE
- MODIFIED WATERCOURSE
- A1 LITTLE EGRET *(Egretta garzetta)*
- P1 INCENSE TREE *(Aquilaria sinensis)*

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STATUS
階段

SCALE 比例: A3 1 : 2000

DIMENSION UNIT 尺寸單位: METRES

KEY PLAN
索引圖

PROJECT NO. 項目編號: 60436264

AGREEMENT NO. 協議編號: CE15/2015(CE)

SHEET TITLE
圖紙名稱

HABITATS IN VICINITY OF KAU HUI SITE

SHEET NUMBER
圖紙編號

60436264/FR/FIGURE 5.5.1

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STATUS
階段

SCALE 比例
A3 1 : 2000

DIMENSION UNIT 尺寸單位
METRES

KEY PLAN
索引圖

PROJECT NO. 項目編號
60436264

AGREEMENT NO. 協議編號
CE15/2015(CE)

SHEET TITLE
圖紙名稱

HABITATS IN VICINITY OF WU SHAN SITE

SHEET NUMBER
圖紙編號

60436264/FR/FIGURE 5.5.2

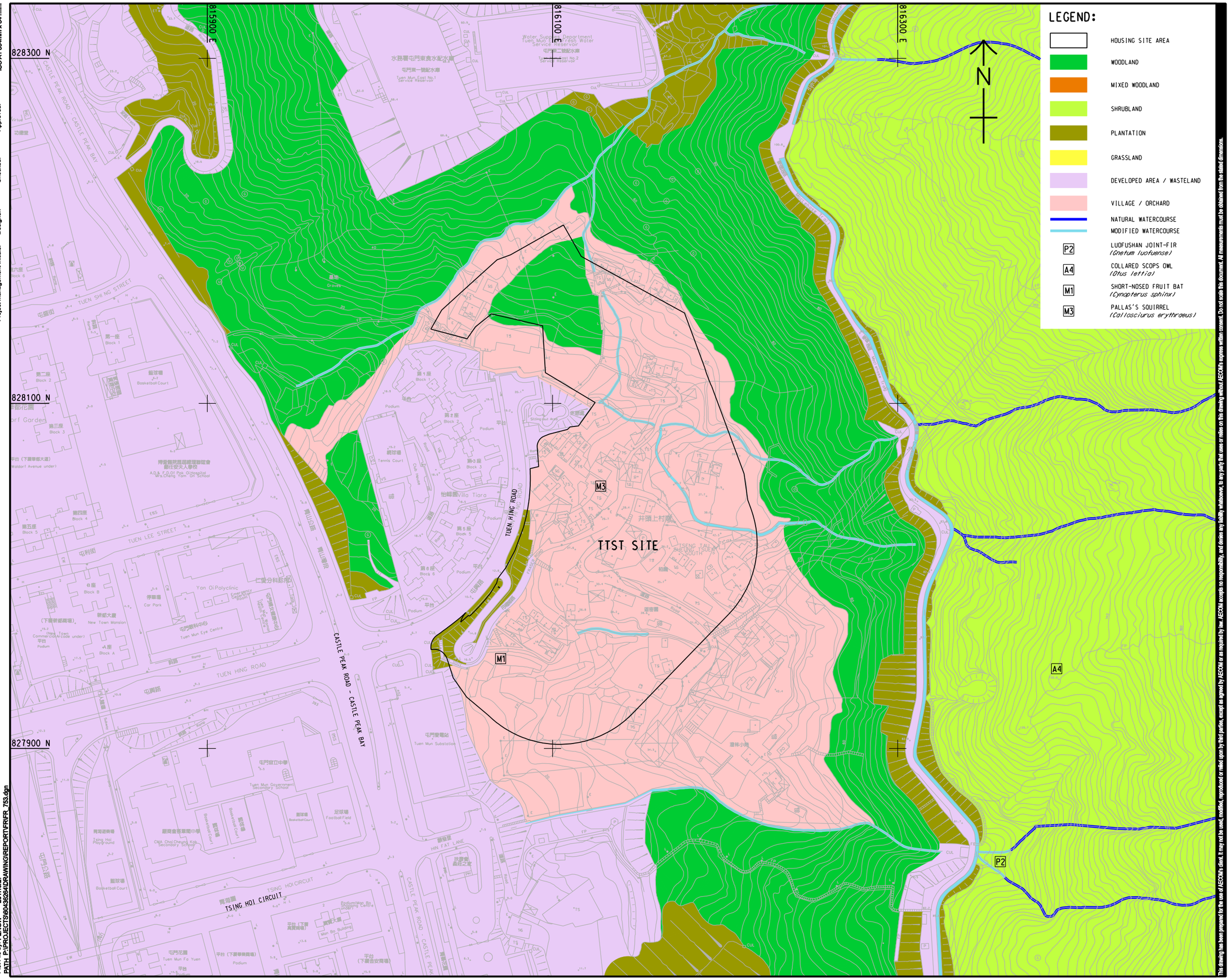
ISO A1 594mm x 841mm

Approved:

Checked:

Designer:

Project Management Initials:



LEGEND:

- HOUSING SITE AREA
- WOODLAND
- MIXED WOODLAND
- SHRUBLAND
- PLANTATION
- GRASSLAND
- DEVELOPED AREA / WASTELAND
- VILLAGE / ORCHARD
- NATURAL WATERCOURSE
- MODIFIED WATERCOURSE
- P2 — LUOFUSHAN JOINT-FIR *(Gnetum luofuense)*
- A4 — COLLARED SCOPS OWL *(Otus lettia)*
- M1 — SHORT-NOSED FRUIT BAT *(Cynopterus sphinx)*
- M3 — PALLAS'S SQUIRREL *(Callosciurus erythraeus)*

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STATUS 階段

SCALE 比例
A3 1 : 2000

DIMENSION UNIT 尺寸單位
METRES

KEY PLAN 索引圖

PROJECT NO. 項目編號
60436264

AGREEMENT NO. 協議編號
CE15/2015(CE)

SHEET TITLE 圖紙名稱
HABITATS IN VICINITY OF TTST SITE

SHEET NUMBER 圖紙編號
60436264/FR/FIGURE 5.5.3

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ISO A1 594mm x 841mm

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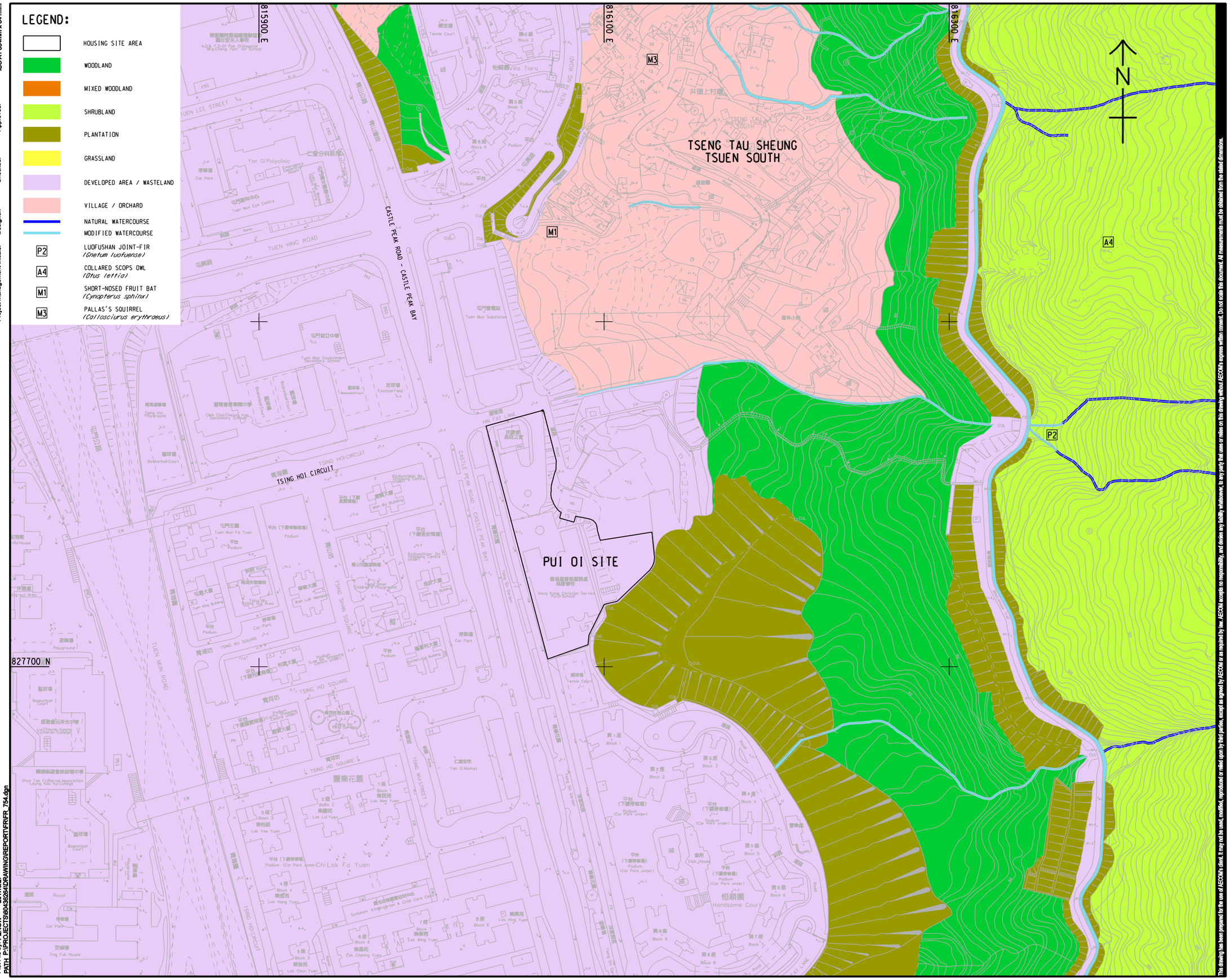
Designer:

Project Management Initials:


LEGEND:
HOUSING SITE AREA
WOODLAND
MIXED WOODLAND
SHRUBLAND
PLANTATION
GRASSLAND
DEVELOPED AREA / WASTELAND
VILLAGE / ORCHARD
NATURAL WATERCOURSE
MODIFIED WATERCOURSE
P2 LUOFUSHAN JOINT-FIR (Gnetum luofuense)
A4 COLLARED SCOPS OWL (Otus lettia)
M1 SHORT-NOSED FRUIT BAT (Cynopterus sphinx)
M3 PALLAS'S SQUIRREL (Callosciurus erythraeus)
815900 E
816100 E
816300 E
827700 N
TSENG TAU SHEUNG TSUEN SOUTH
PUI OI SITE
CASTLE PEAK ROAD - CASTLE PEAK BAY
TUEN HING ROAD
TSING HOI CIRCUIT
TSING SHAN SQUARE
TSING WU SQUARE
TSING HO SQUARE
TUEN MUN ROAD
TUEN LEE STREET
Yan Oi Polyclinic
Tuen Mun Eye Centre
Tuen Mun Government Secondary School
CMA Choi Cheung Kok Secondary School
Tsing Hoi Playground
Tuen Mun Substation
Yan Oi Market
Chi Lok Fa Yuen
Lok Man Yuen
Lok Lai Yuen
Lok Yee Yuen
Lok Hang Yuen
Lok Wing Yuen
Lok Cheung Yuen
Lok Chun Yuen
Lok Sin Garden
Handsome Court
Villa Tiara
Tennis Court
Club House
Tsing Shan Children's Playground
Sunbeam Kindergarten & Child Care Centre
Hong Kong Christian Service Pui Oi School
Tuen Mun Fa Yuen
Tsing Wu Playground
Tsing Ho Playground
Shun Tak Fraternal Association Leung Kau Kui College
Lui Cheung Kwong Lutheran College
Ting Fuk House
Tuen Mun Fa Yuen Kindergarten
Tsing Ho Kindergarten
Tsing Wu Kindergarten
Tsing Ho Garden
Tsing Wu Garden
Tsing Ho Car Park
Tsing Wu Car Park
Tsing Ho Shopping Centre
Tsing Wu Shopping Centre
Tsing Ho Sitting Out Area
Tsing Wu Sitting Out Area
Tsing Ho Public Toilet
Tsing Wu Public Toilet
Tsing Ho Bus Terminus
Tsing Wu Bus Terminus
Tsing Ho Footbridge
Tsing Wu Footbridge
Tsing Ho Pedestrian Subway
Tsing Wu Pedestrian Subway
Tsing Ho Pedestrian Precinct
Tsing Wu Pedestrian Precinct
Tsing Ho Pedestrian Zebra Crossing
Tsing Wu Pedestrian Zebra Crossing
Tsing Ho Pedestrian Crossing
Tsing Wu Pedestrian Crossing
Tsing Ho Pedestrian Overhead Bridge
Tsing Wu Pedestrian Overhead Bridge
Tsing Ho Pedestrian Underpass
Tsing Wu Pedestrian Underpass
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ISO A1 594mm x 841mm

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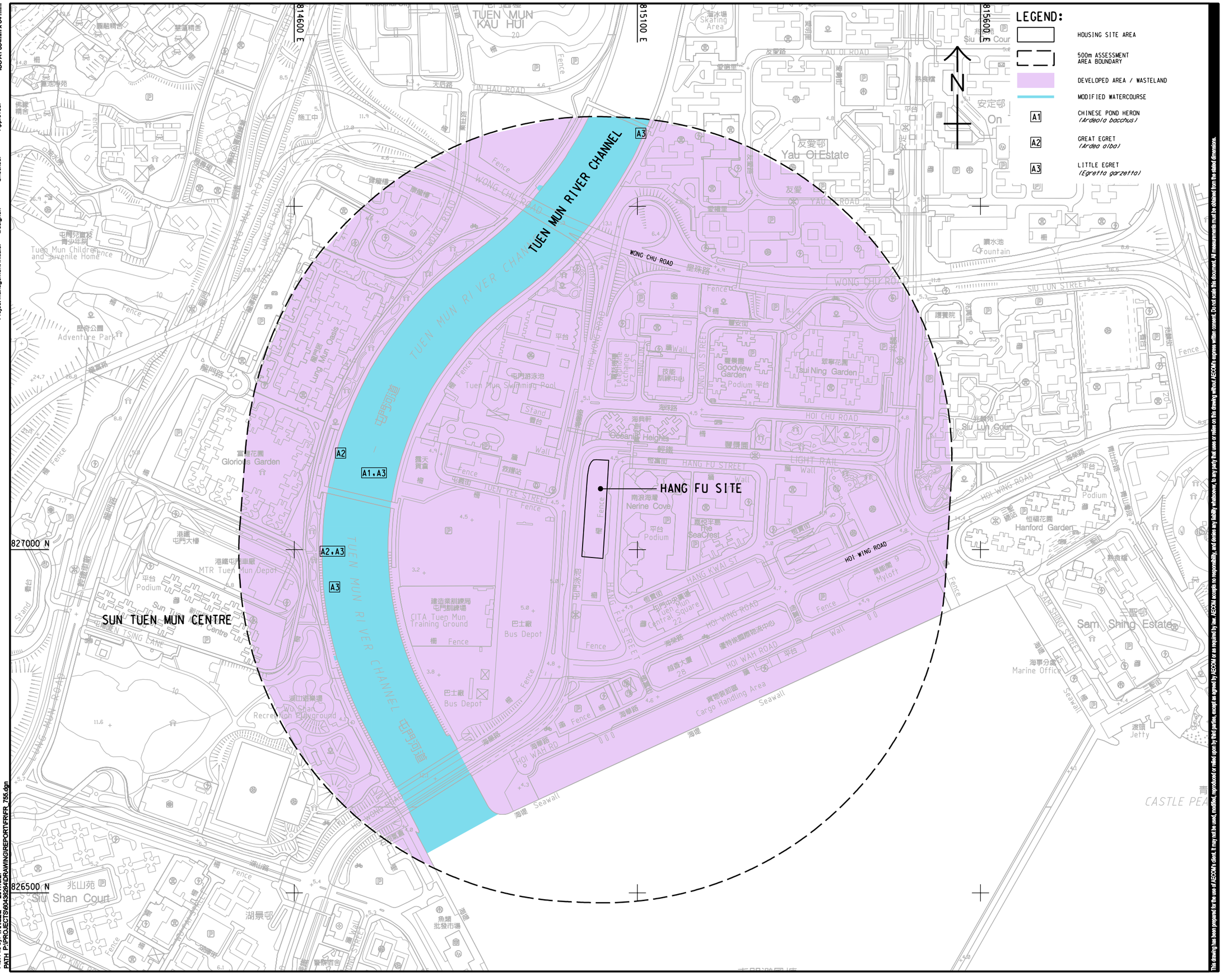

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PRELIMINARY DEVELOPMENT REVIEW FOR HOUSING SITES AT TUEN MUN CENTRAL – FEASIBILITY STUDY

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階段

SCALE 比例: A3 1 : 5000

DIMENSION UNIT 尺寸單位: METRES

KEY PLAN
索引圖

PROJECT NO. 項目編號: 60436264

AGREEMENT NO. 協議編號: CE15/2015(CE)

SHEET TITLE
圖紙名稱

HABITATS IN VICINITY OF HANG FU SITE

SHEET NUMBER
圖紙編號

60436264/FR/FIGURE 5.5.5

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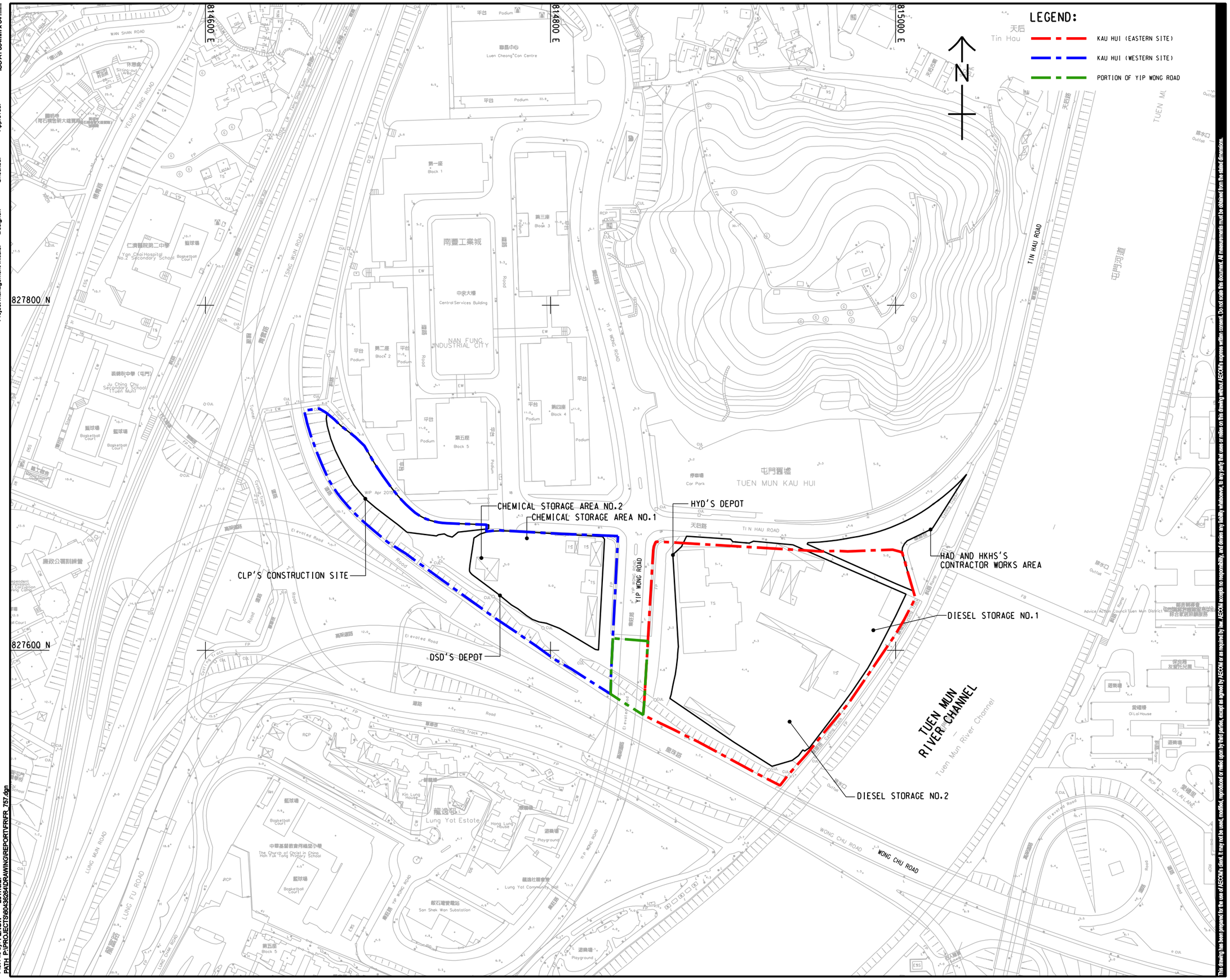

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SCALE 比例: A1 1 : 1000

DIMENSION UNIT 尺寸單位: METRES

KEY PLAN
索引圖

PROJECT NO. 項目編號: 60436264

AGREEMENT NO. 協議編號: CE15/2015(CE)

SHEET TITLE
圖紙名稱

FINDINGS OF SITE WALKOVER FOR KAU HUI

SHEET NUMBER
圖紙編號

60436264/FR/FIGURE 5.7

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ISO A1 594mm x 841mm

Approved:

Checked:

Designer:

Project Management Initials:

814800 E

815000 E

815200 E

827800 N

827600 N

LEGEND:

HOUSING SITE AREA

EXISTING TREE GROUP

REGISTERED SLOPES MAINTAINED BY HIGHWAYS DEPARTMENT

T1.1 LARGE TREE

N

KAU HUI SITE

5SE-B/FR 66

5SE-B/FR 99

T1.1

T1.2

TIN HAU ROAD

YIP WONG ROAD

WONG CHU ROAD

TUEN MUN RIVER CHANNEL

TUEN MUN KAU HUI

LUNG YAT ESTATE

NAN FUNG INDUSTRIAL CITY

天后廟廣場 Tin Hau Temple Plaza

Luen Cheong Can Centre 聯昌中心

Central Services Building 中央大樓

Badminton Court 羽毛球場

Islamic Primary School 伊斯蘭學校

Basketball Court 籃球場

Car Park 停車場

Playground 遊樂場

Oi Tak House 愛德樓

Oi Lai House 愛禮樓

Oi Shun House 愛信樓

Oi Ming House 愛明樓

Oi Tak Lane 愛德里

Oi Kai Lane 愛啓里

Yau On Road 友安路

Shun Tak Fraternal Association Tam Pak Yu College 順德聯誼總會譚伯羽中學

Christian Alliance S.C.Chan Memorial College 基督教聯合會陳震夏紀念中學

Corpark No.2 第二號停車場

Football Field 足球場

Roller Skating Rink 溜冰場

Lung Yat Community Hall 龍逸社區會堂

Hong Lung House 康隆樓

Kin Lung House 建龍樓

The Church of Christ in China Hon Yuk Tong Primary School 中華基督教會何鏡堂小學

San Shek Wan Substation 新石灣變電站

Advice Action Council Tuen Mun District Community Service Centre for Elderly Integrated Home Care Service 關愛長者綜合家居服務中心

Tuen Mun River Channel 屯門河道

Cycling Track

Elevated Road

Tunnel

Footbridge

Slope

Retaining Wall

Outlet 排水口

Stand 看台

Podium 平台

Block 1 第一座

Block 2 第二座

Block 3 第三座

Block 4 第四座

Block 5 第五座

Road 道路

Cycling Track 單車徑

Footbridge 行人天橋

Tunnel 隧道

Slope 斜坡

Retaining Wall 擋土牆

Elevated Road 高架道路

Outlet 排水口

Stand 看台

Podium 平台

Block 1 第一座

Block 2 第二座

Block 3 第三座

Block 4 第四座

Block 5 第五座

Road 道路

Cycling Track 單車徑

Footbridge 行人天橋

Tunnel 隧道

Slope 斜坡

Retaining Wall 擋土牆

Elevated Road 高架道路

Outlet 排水口

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PROJECT 項目

PRELIMINARY DEVELOPMENT REVIEW FOR HOUSING SITES AT TUEN MUN CENTRAL – FEASIBILITY STUDY

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STATUS 階段

SCALE 比例

A3 1 : 2000

DIMENSION UNIT 尺寸單位

METRES

KEY PLAN 索引圖

PROJECT NO. 項目編號

60436264

AGREEMENT NO. 協議編號

CE15/2015(CE)

SHEET TITLE 圖紙名稱

TREE SURVEY PLAN
(KAU HUI SITE)

SHEET NUMBER 圖紙編號

60436264/FR/FIGURE 5.8.1

ISO A1 594mm x 841mm

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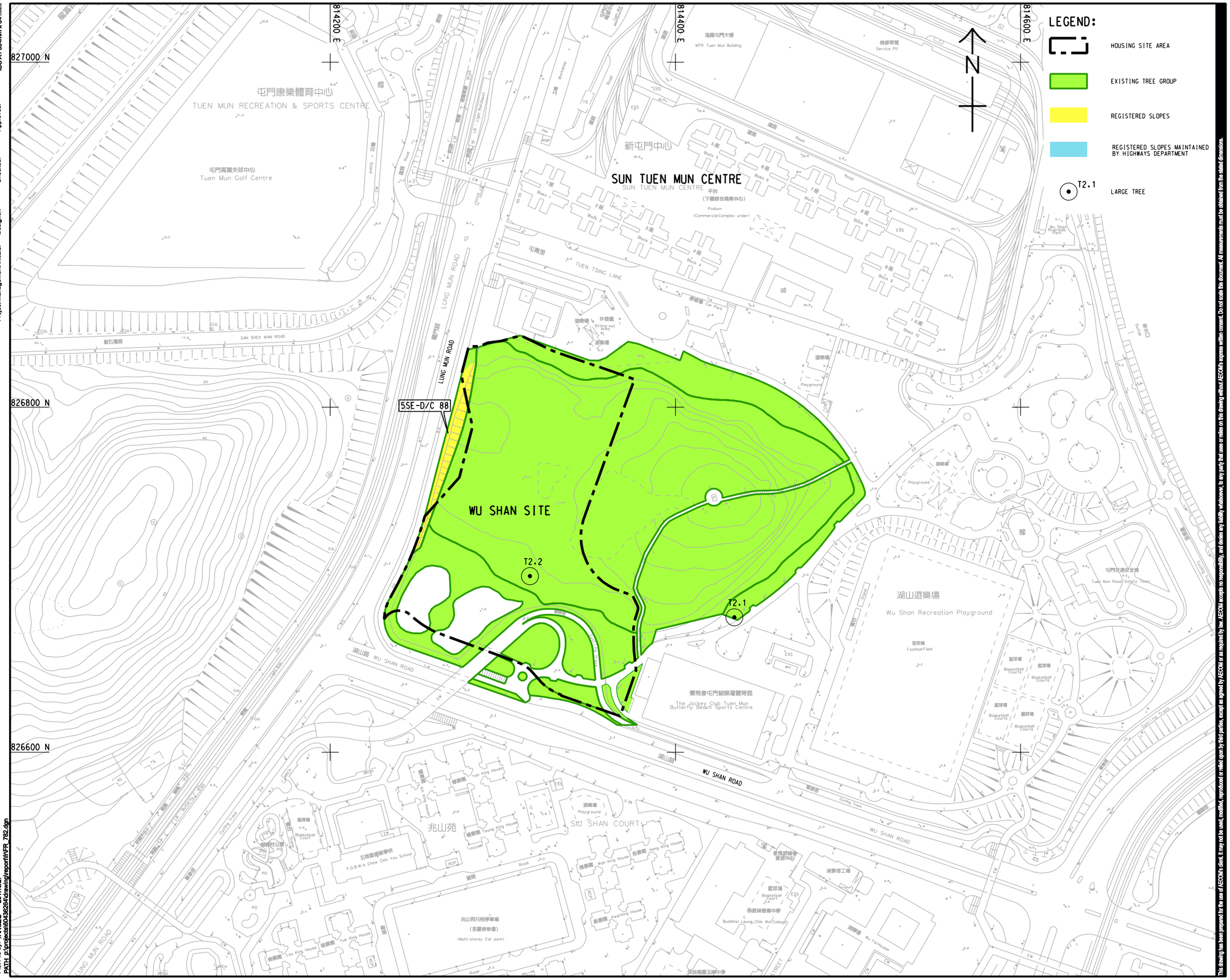
Checked:

Designer:

Project Management Initials:



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SCALE 比例
A3 1 : 2000

DIMENSION UNIT 尺寸單位
METRES

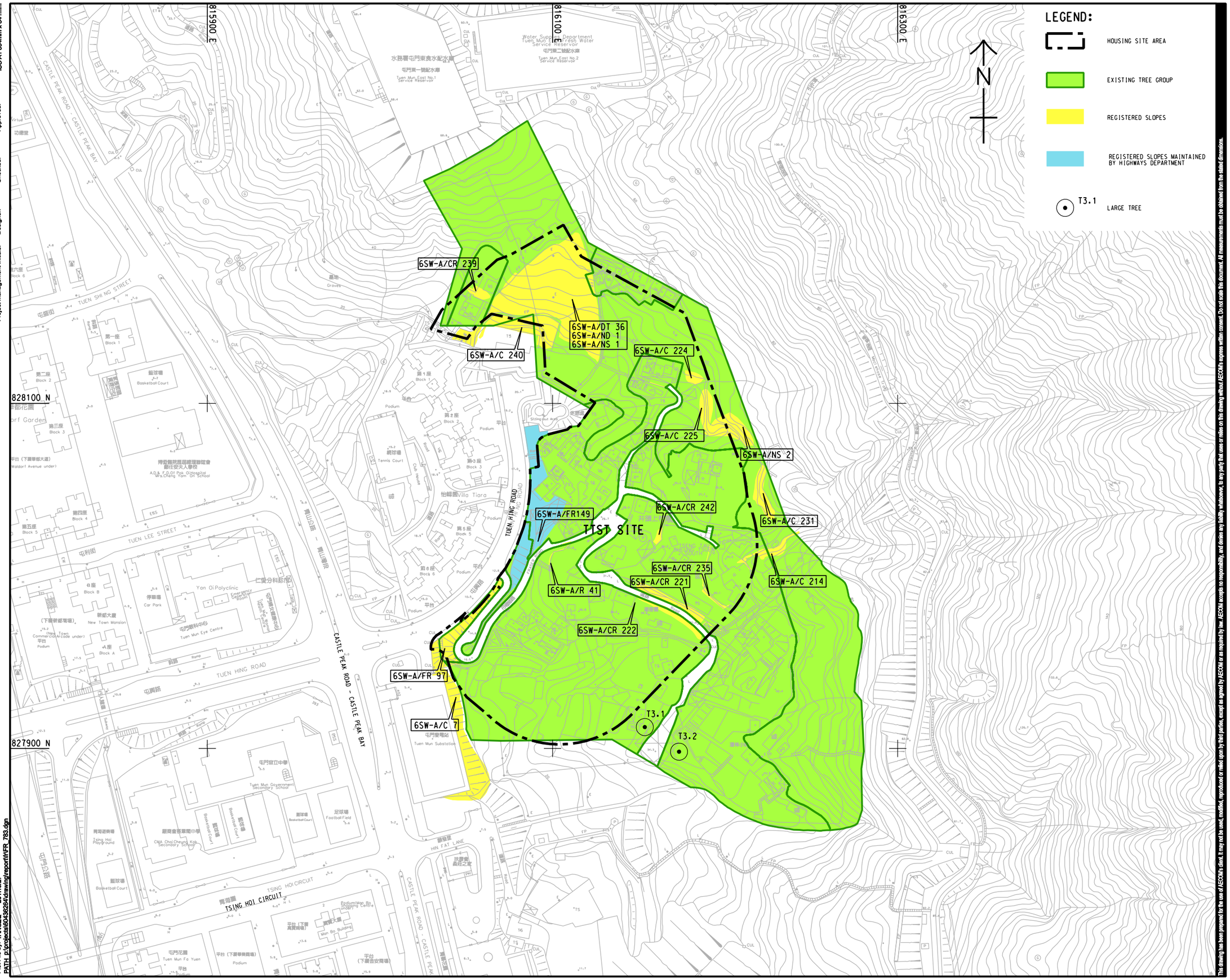
KEY PLAN
索引圖

PROJECT NO. 項目編號
60436264

AGREEMENT NO. 協議編號
CE15/2015(CE)

SHEET TITLE
圖紙名稱
TREE SURVEY PLAN
(WU SHAN SITE)

SHEET NUMBER
圖紙編號
60436264/FR/FIGURE 5.8.2



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A3 1 : 2000

DIMENSION UNIT
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METRES

KEY PLAN
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PROJECT NO.
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SHEET TITLE
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TREE SURVEY PLAN
(TTST SITE)

SHEET NUMBER
圖紙編號

60436264/FR/FIGURE 5.8.3

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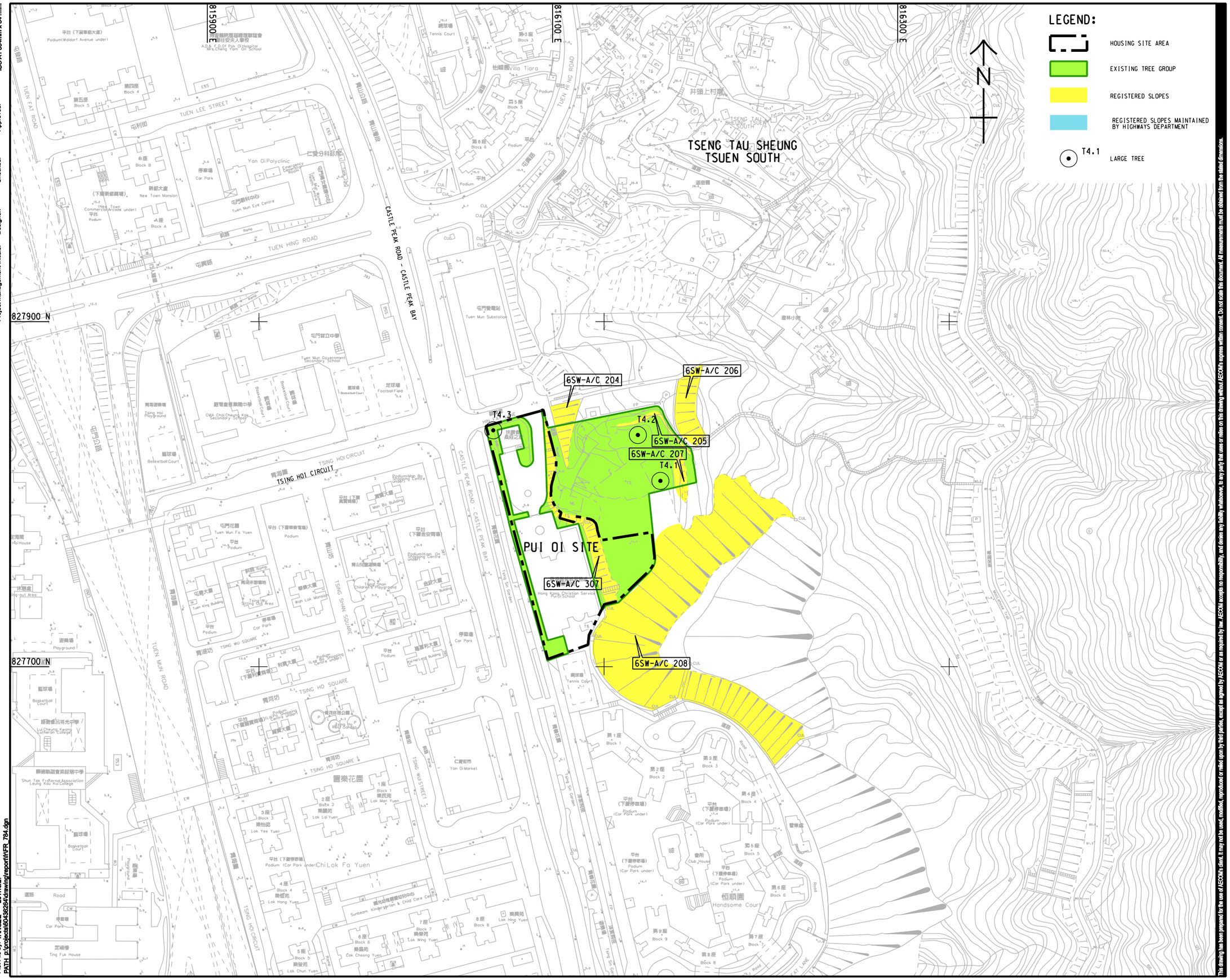

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DIMENSION UNIT 尺寸單位
METRES

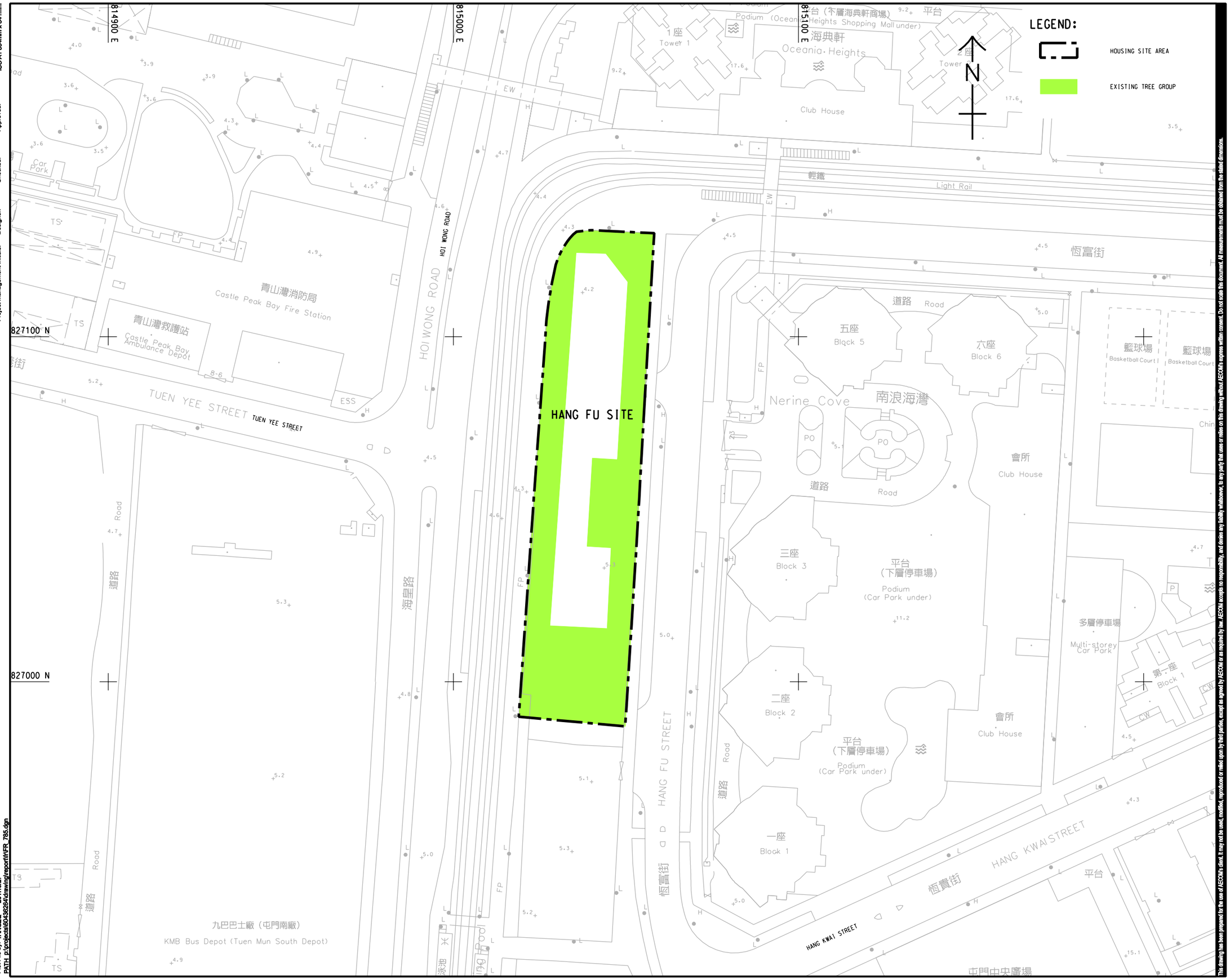
KEY PLAN 索引圖

PROJECT NO. 項目編號
60436264

AGREEMENT NO. 協議編號
CE15/2015(CE)

SHEET TITLE 圖紙名稱
TREE SURVEY PLAN
(PUI OI SITE)

SHEET NUMBER 圖紙編號
60436264/FR/FIGURE 5.8.4



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KEY PLAN 索引圖

PROJECT NO. 項目編號: 60436264

AGREEMENT NO. 協議編號: CE15/2015(CE)

SHEET TITLE 圖紙名稱

TREE SURVEY PLAN (HANG FU SITE)

SHEET NUMBER 圖紙編號

60436264/FR/FIGURE 5.8.5

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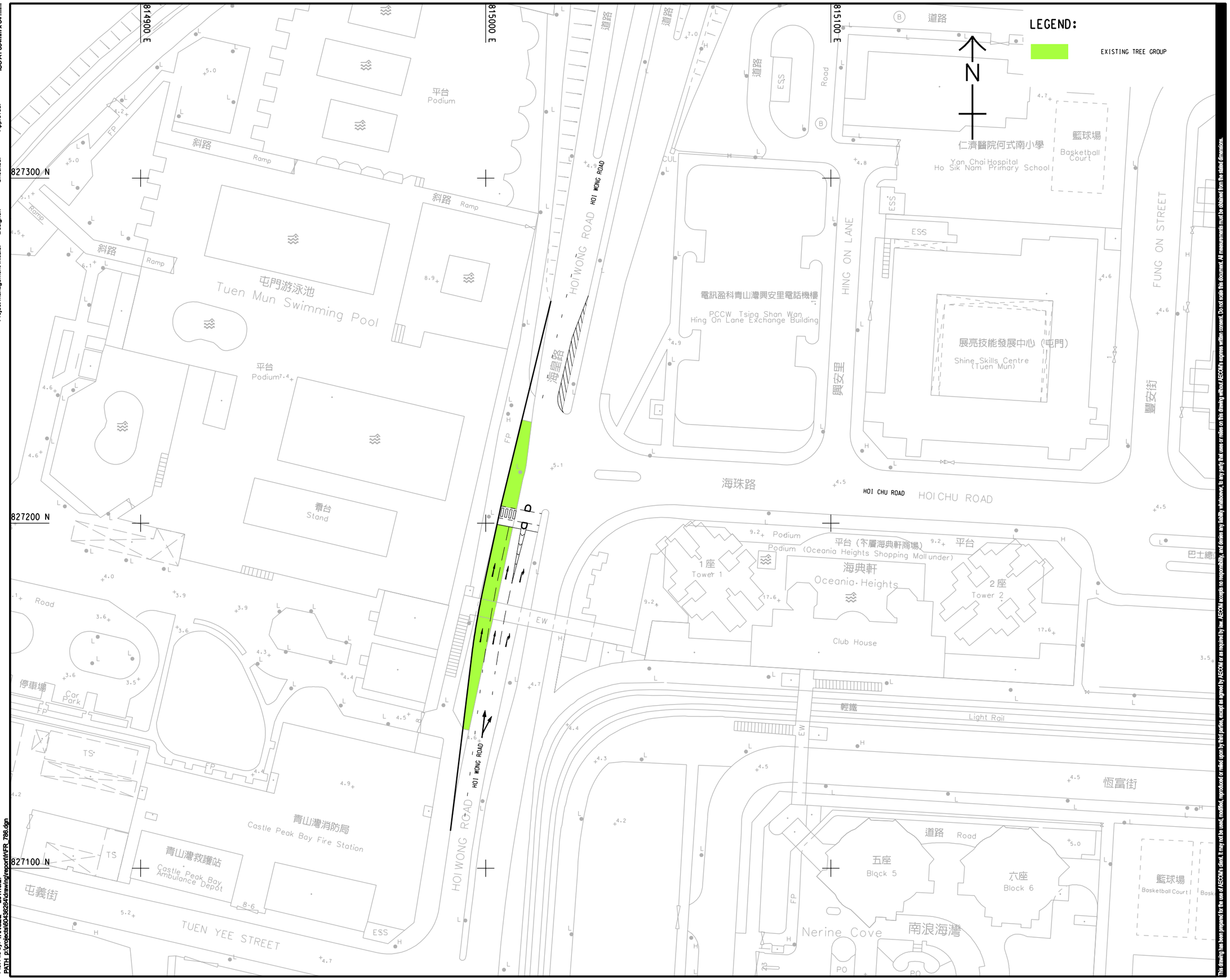

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SCALE 比例: A3 1 : 1000

DIMENSION UNIT 尺寸單位: METRES

KEY PLAN
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PROJECT NO. 項目編號: 60436264

AGREEMENT NO. 協議編號: CE15/2015(CE)

SHEET TITLE
圖紙名稱

TREE SURVEY PLAN
(JUNCTION J7)

SHEET NUMBER
圖紙編號

60436264/FR/FIGURE 5.8.6

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PATH p:\projects\60436264\drawing\report\fr\FR_786.dgn

ISO A1 594mm x 841mm

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PROJECT 項目

PRELIMINARY DEVELOPMENT REVIEW FOR HOUSING SITES AT TUEN MUN CENTRAL – FEASIBILITY STUDY

CLIENT 業主

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CEDD Civil Engineering and Development Department

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I/R 修訂	DATE 日期	DESCRIPTION 內容摘要	CHK. 核核

STATUS 階段

SCALE 比例
A3 1 : 1000

DIMENSION UNIT 尺寸單位
METRES

KEY PLAN 索引圖

PROJECT NO. 項目編號
60436264

AGREEMENT NO. 協議編號
CE15/2015(CE)

SHEET TITLE 圖紙名稱
TREE SURVEY PLAN
(JUNCTION J12)

SHEET NUMBER 圖紙編號
60436264/FR/FIGURE 5.8.7

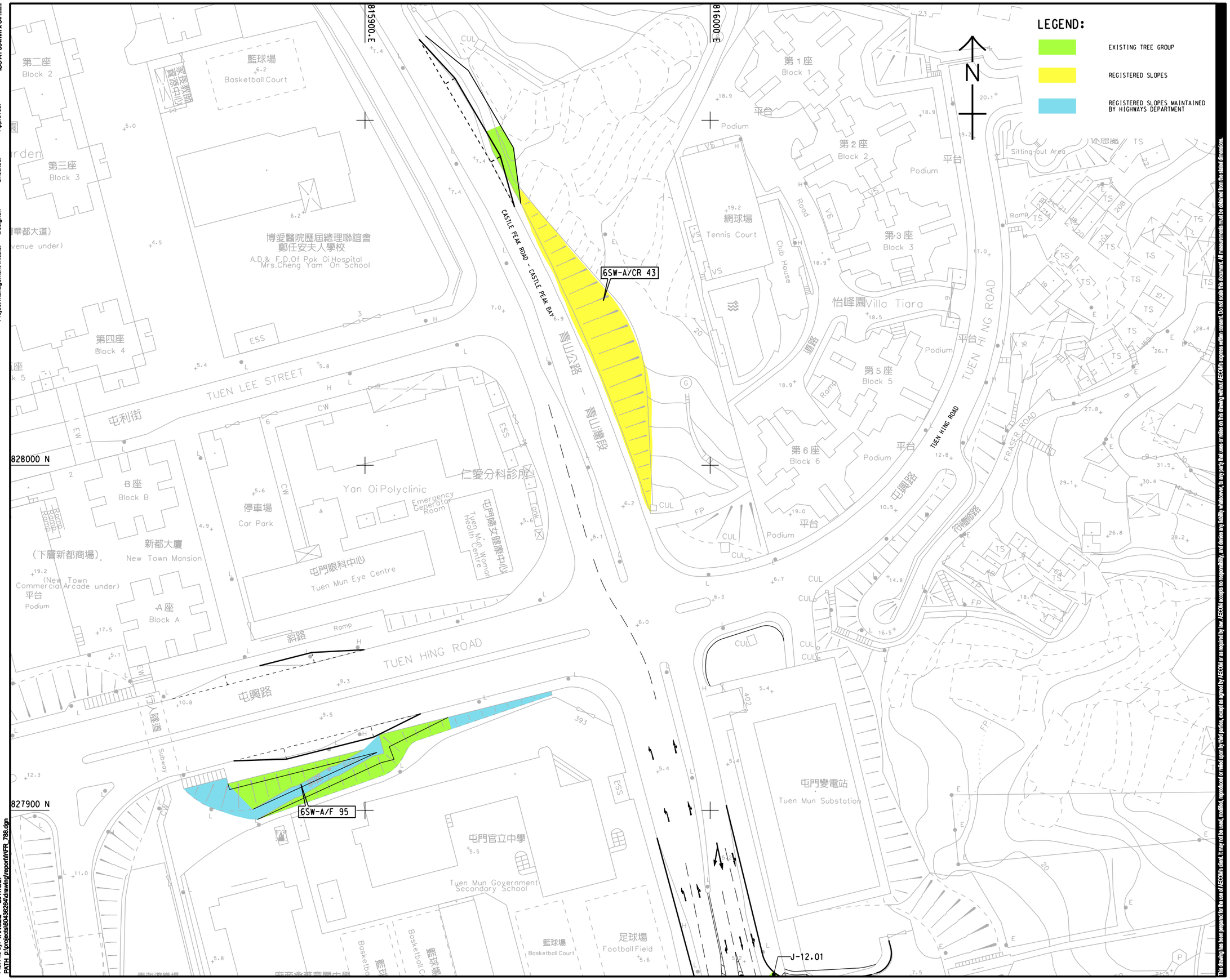
ISO A1 594mm x 841mm

Approved:

Checked:

Designer:

Project Management Initiials:



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PROJECT 項目
PRELIMINARY DEVELOPMENT REVIEW FOR HOUSING SITES AT TUEN MUN CENTRAL – FEASIBILITY STUDY

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STATUS 階段

SCALE 比例
A3 1 : 1000

DIMENSION UNIT 尺寸單位
METRES

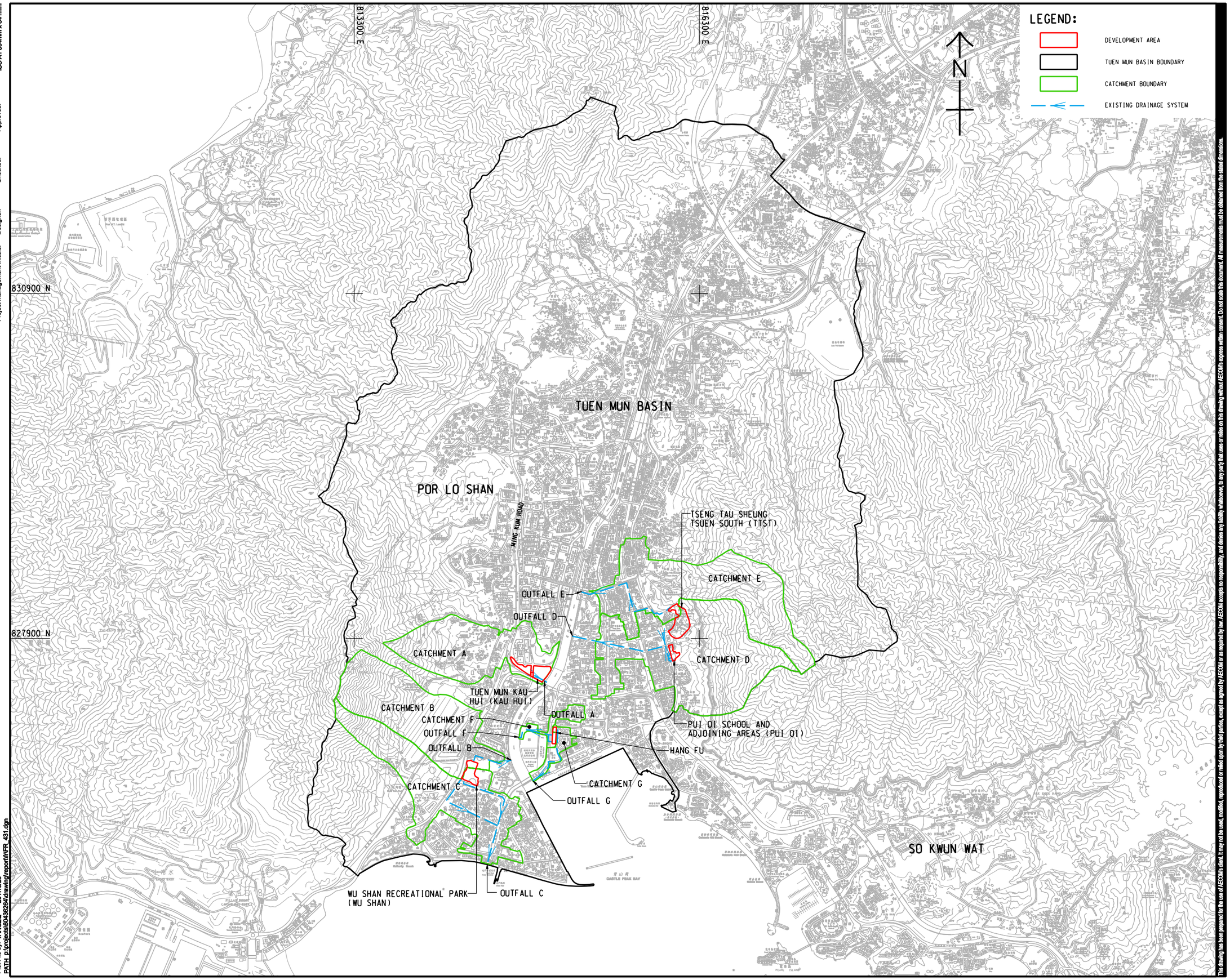
KEY PLAN 索引圖

PROJECT NO. 項目編號
60436264

AGREEMENT NO. 協議編號
CE15/2015(CE)

SHEET TITLE 圖紙名稱
TREE SURVEY PLAN (JUNCTION J13)

SHEET NUMBER 圖紙編號
60436264/FR/FIGURE 5.8.8



Project Management Initials: Designer: Checked: Approved: ISO A1 594mm x 841mm

Plot File by: YANGZQ 2017/9/29
PATH p:\projects\60436264\drawing\report\fr\FR_431.dgn

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PROJECT 項目

PRELIMINARY DEVELOPMENT REVIEW FOR HOUSING SITES AT TUEN MUN CENTRAL – FEASIBILITY STUDY

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STATUS 階段

SCALE 比例: A3 1 : 30000

DIMENSION UNIT 尺寸單位: METRES

KEY PLAN 索引圖

PROJECT NO. 項目編號: 60436264

AGREEMENT NO. 協議編號: CE15/2015(CE)

SHEET TITLE 圖紙名稱

EXISTING DRAINAGE CATCHMENT BOUNDARY

SHEET NUMBER 圖紙編號

60436264/FR/FIGURE 7.3.1

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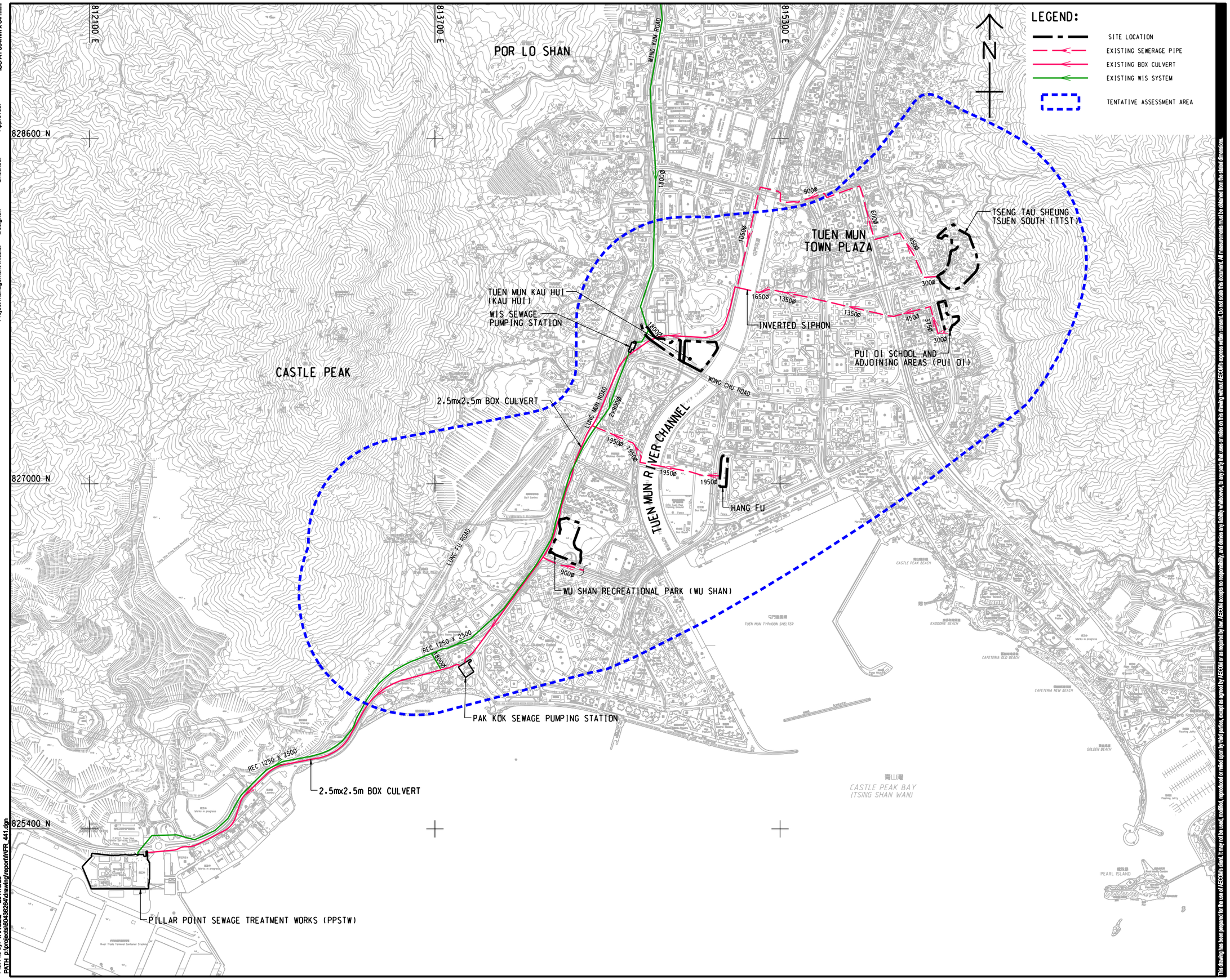

Project Management Initials: Designer: Checked: Approved: ISO A1 594mm x 841mm

Plot File by: YANGZQ 2017/9/29
PATH p:\projects\60436264\drawing\report\fr\FR_441.dgn

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SCALE 比例: A3 1 : 16000

DIMENSION UNIT 尺寸單位: METRES

KEY PLAN 索引圖

PROJECT NO. 項目編號: 60436264

AGREEMENT NO. 協議編號: CE15/2015(CE)

SHEET TITLE 圖紙名稱

EXISTING MAJOR SEWERAGE SYSTEM LAYOUT PLAN

SHEET NUMBER 圖紙編號

60436264/FR/FIGURE 7.4.1

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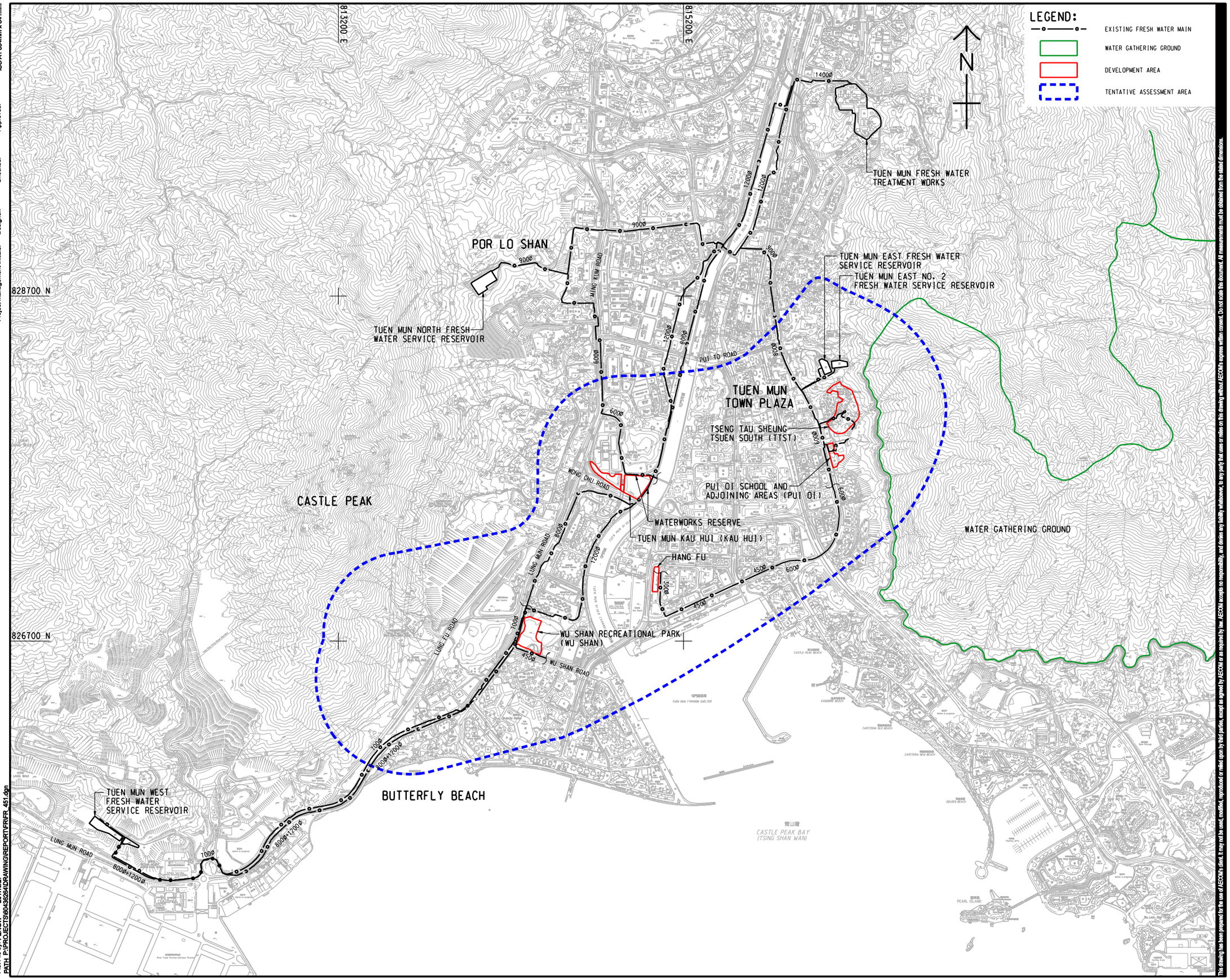

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SCALE 比例
A3 1 : 20000

DIMENSION UNIT 尺寸單位
METRES

KEY PLAN
索引圖

PROJECT NO. 項目編號
60436264

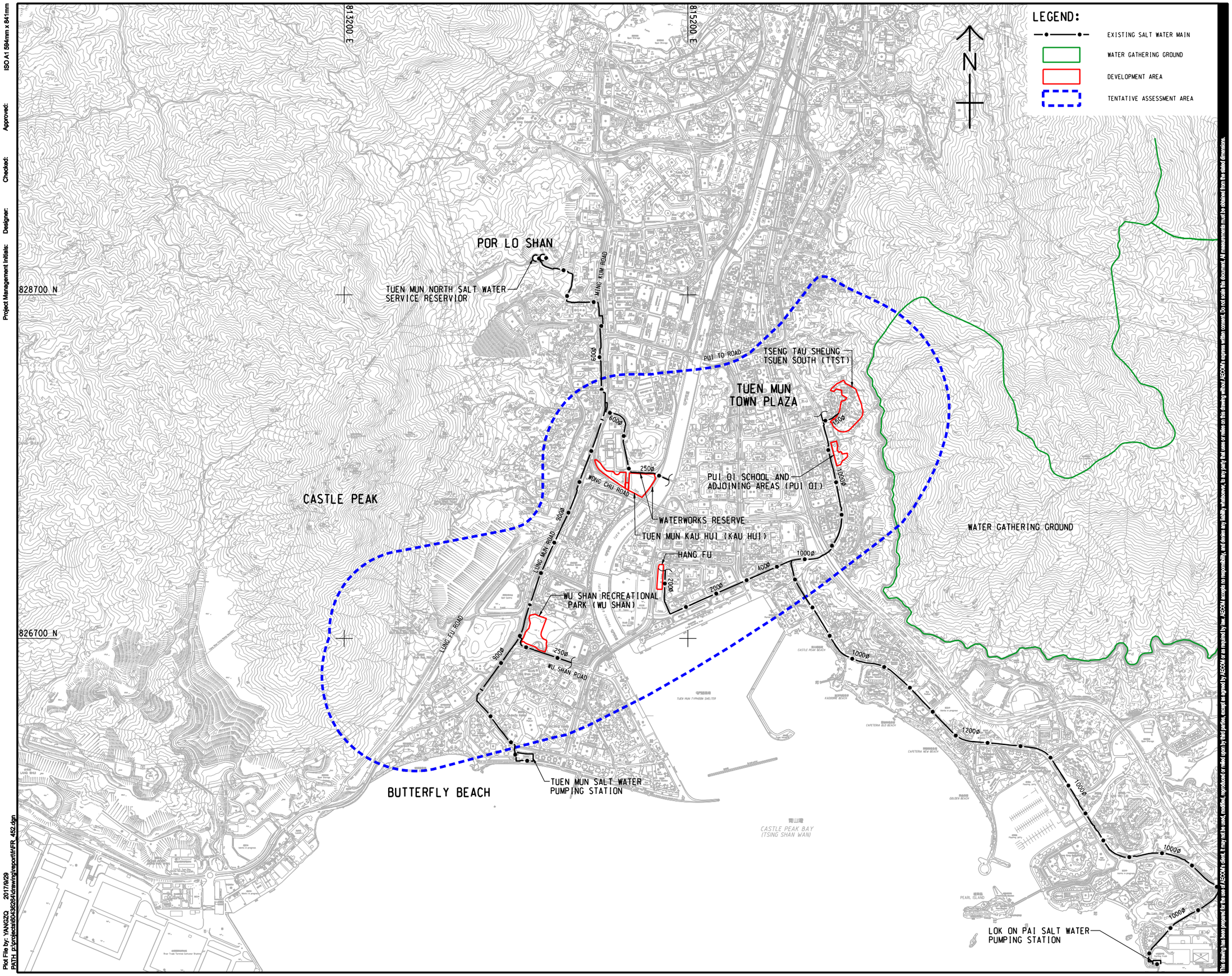
AGREEMENT NO. 協議編號
CE15/2015(CE)

SHEET TITLE
圖紙名稱

EXISTING MAJOR FRESH WATER SYSTEM LAYOUT PLAN

SHEET NUMBER
圖紙編號

60436264/FR/FIGURE 7.5.1



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階段

SCALE 比例: A3 1 : 20000

DIMENSION UNIT 尺寸單位: METRES

KEY PLAN
索引圖

PROJECT NO. 項目編號: 60436264

AGREEMENT NO. 協議編號: CE15/2015(CE)

SHEET TITLE
圖紙名稱

EXISTING MAJOR SALT WATER SYSTEM LAYOUT PLAN

SHEET NUMBER
圖紙編號

60436264/FR/FIGURE 7.5.2

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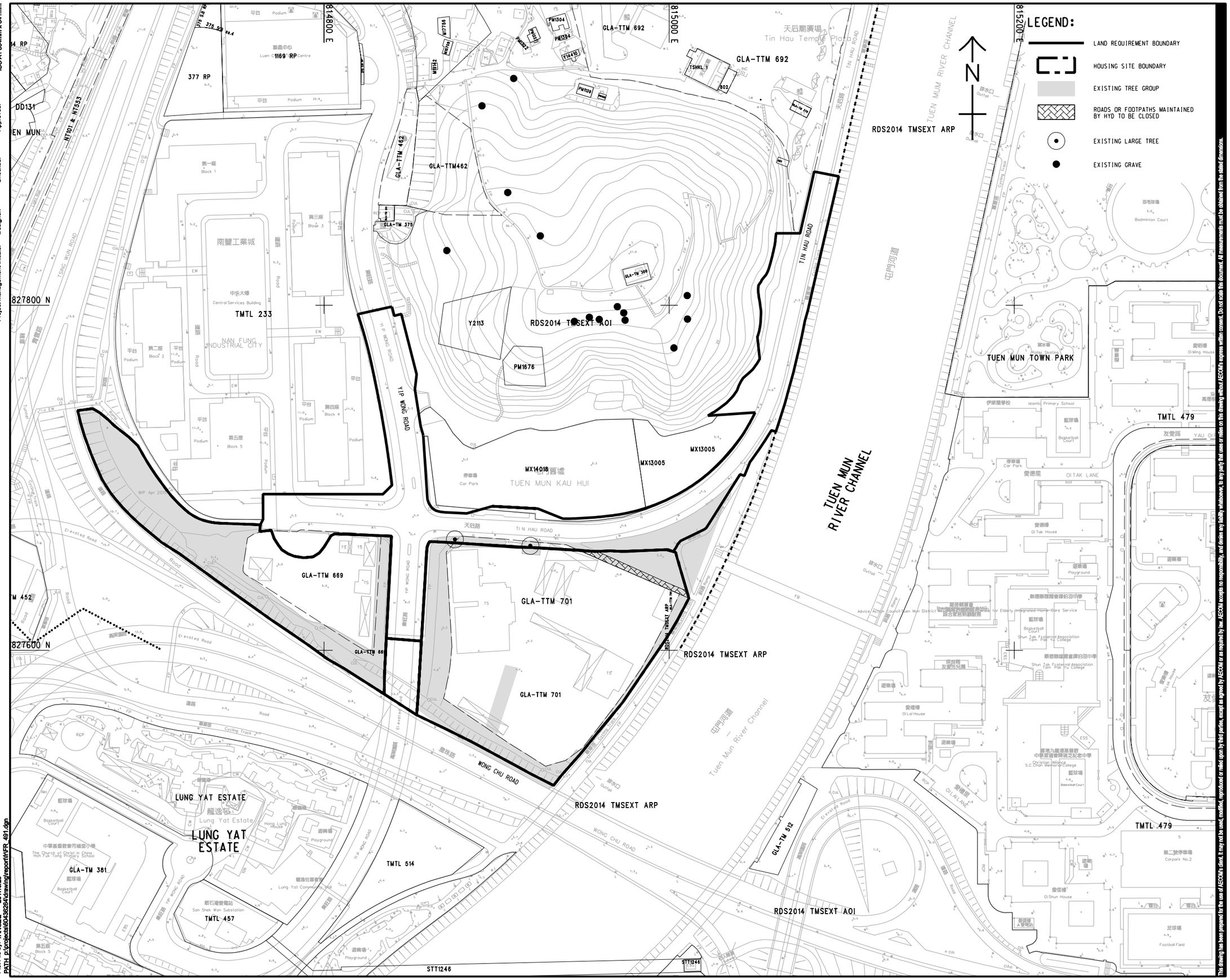

Project Management Initials: Designer: Checked: Approved: ISO A1 594mm x 841mm

Plot File by: YANGZQ 2017/9/29
PATH p:\projects\60436264\drawing\report\fr\FR_491.dgn

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PRELIMINARY DEVELOPMENT REVIEW FOR HOUSING SITES AT TUEN MUN CENTRAL – FEASIBILITY STUDY

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STATUS 階段

SCALE 比例: A3 1 : 2000

DIMENSION UNIT 尺寸單位: METRES

KEY PLAN 索引圖

PROJECT NO. 項目編號: 60436264

AGREEMENT NO. 協議編號: CE15/2015(CE)

SHEET TITLE 圖紙名稱

LAND REQUIREMENT PLAN (KAU HUI SITE)

SHEET NUMBER 圖紙編號

60436264/FR/FIGURE 9.1

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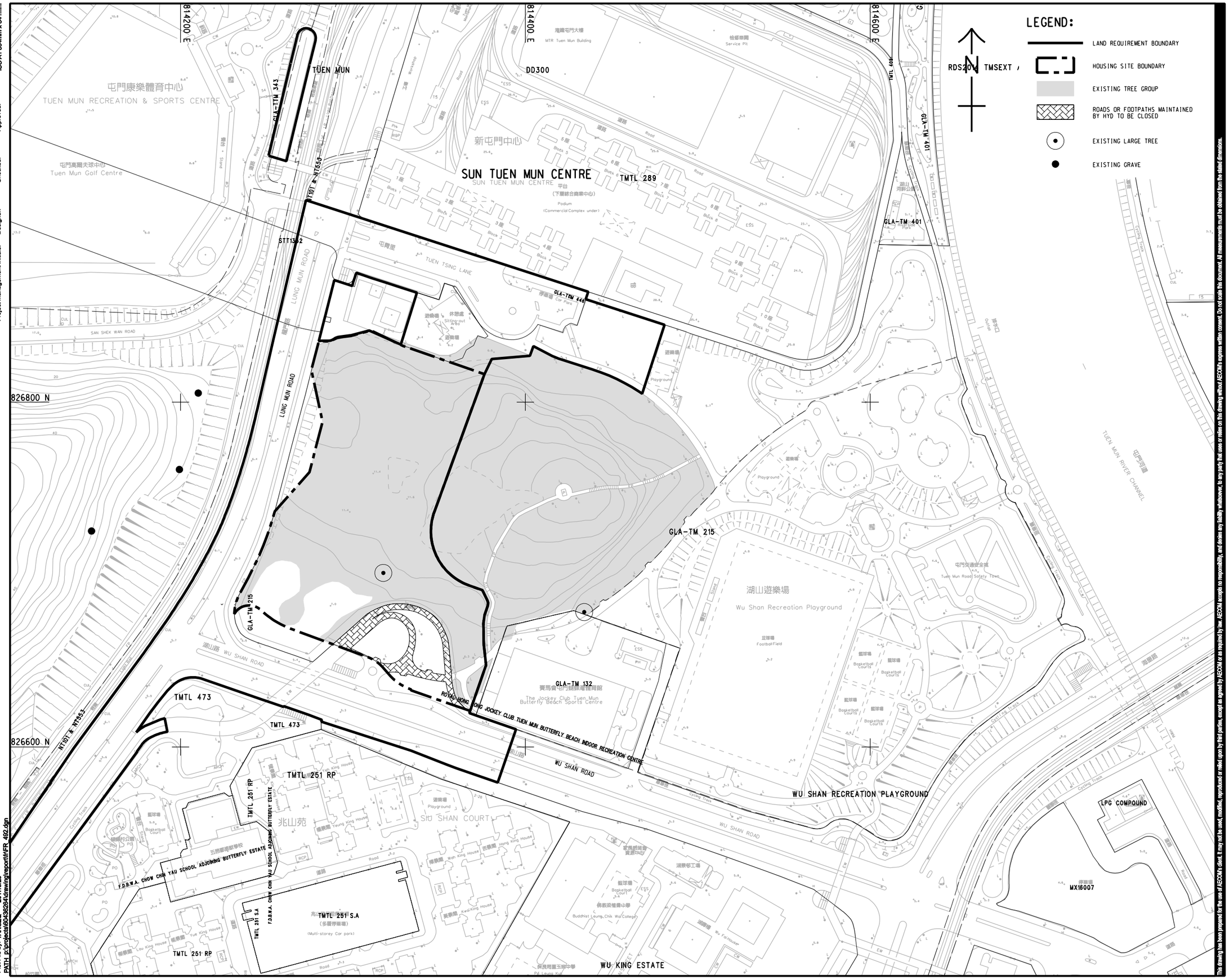

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狀況

SCALE 比例: A3 1 : 2000

DIMENSION UNIT 尺寸單位: METRES

KEY PLAN
索引圖

PROJECT NO. 項目編號: 60436264

AGREEMENT NO. 協議編號: CE15/2015(CE)

SHEET TITLE
圖紙名稱

LAND REQUIREMENT PLAN
(WU SHAN SITE)

SHEET NUMBER
圖紙編號

60436264/FR/FIGURE 9.2

ISO A1 594mm x 841mm

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Project Management Initiatis:



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PRELIMINARY DEVELOPMENT REVIEW FOR HOUSING SITES AT TUEN MUN CENTRAL – FEASIBILITY STUDY

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STATUS
階段

SCALE 比例
A3 1 : 2000

DIMENSION UNIT 尺寸單位
METRES

KEY PLAN
索引圖

PROJECT NO. 項目編號
60436264

AGREEMENT NO. 協議編號
CE15/2015(CE)

SHEET TITLE
圖紙名稱

LAND REQUIREMENT PLAN
(WU SHAN SITE)

SHEET NUMBER
圖紙編號

60436264/FR/FIGURE 9.3

ISO A1 594mm x 841mm

Approved:

Checked:

Designer:

Project Management Initiatives:



ISO A1 594mm x 841mm

Approved:

Checked:

Designer:

Project Management Initiials:

LEGEND:

- LAND REQUIREMENT BOUNDARY
- HOUSING SITE BOUNDARY
- EXISTING TREE GROUP
- ROADS OR FOOTPATHS MAINTAINED BY HYD TO BE CLOSED
- EXISTING STRUCTURE TO BE CLEARED
- CROPS TO BE CLEARED
- GEOTECHNICAL OR ROCK SLOPE PROTECTION AREAS
- EXISTING LARGE TREE
- EXISTING SHRINE TO BE CLEARED
- EXISTING GRAVE

N

816100 E

816300 E

827900 N

827700 N

CUT LINE 'A'

SEE DRAWING NO. 60436264/LRS/FIGURE 9.4

TSENG TAU SHEUNG TSUEN SOUTH

TSENG TAU SHEUNG TSUEN SITTING-OUT AREA

HONG KONG CHRISTIAN SERVICE PUI OI SCHOOL

TMTL 365

TMTL 194

TMTL 228 &Ext

TMTL 217

TMTL 150

TMTL 153

TMTL 152

TMTL 151

TMTL 154

TMTL 160

TMTL 158

TMTL 159

TMTL 156

TMTL 296

TMTL 476 RP

TMTL 216 RP

GLA-TM 69

GLA-TM 23

GLA-TM 38

GLA-TM 37

GLA-TM 36

GLA-TM 35

GLA-TM 32

GLA-TM 228

GLA-TTM 410

GLA-TM 305

CPTL 59

STT604

GPA55

C48

DD377

Y20996

Y21238

Y21239

Y16297

PM731

PM1842

PM2081

PM1963

PUBLIC PLEASURE GROUNDS OF TSNG SIN GARDEN GLA-TTM 410

TSNG HOI PLAYGROUND

TSNG SHAN CHILDRENS PLAYGROUND

TSNG HO BEST GARDEN

TSNG SHAN SQUARE

TSNG WU SQUARE

TSNG HO SQUARE

TSING HOI CIRCUIT

TUEN LEE STREET

TUEN FAT ROAD

TUEN HING ROAD

TUEN HI NO ROAD

TUEN MUN ROAD

CASTLE PEAK ROAD - CASTLE PEAK BAY

HIN FAT LANE

華都花園 Waldorf Garden

Yan Oi Polyclinic

Tuen Mun Eye Centre

Tuen Mun Substation

Tsing Hoi Playground

CMA Choi Cheung Kok Secondary School

Tsing Hoi Sitting Out Area

Tsing Wu Sitting Out Area

Wah Lok Mansion

Tuen Mun Fa Yuen

Tuen Shing Court

Tuen Ching Building

Chi Lok Fa Yuen

Hong Kong Christian Service Pui Oi School

Tsing Hoi House

Shun Tak Fraternal Association Leung Kau Kui College

Lok Mei Yuen

Lok Lai Yuen

Lok Yee Yuen

Tsing Hoi Circuit Sitting-out Area

Tennis Court

Basketball Court

Football Field

Playground

Car Park

Podium

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狀況

SCALE
比例
A3 1 : 2000

DIMENSION UNIT
尺寸單位
METRES

KEY PLAN
索引圖

PROJECT NO.
項目編號
60436264

AGREEMENT NO.
協議編號
CE15/2015(CE)

SHEET TITLE
圖紙名稱

LAND REQUIREMENT PLAN (TTST SITE AND JUNCTION IMPROVEMENT AT JUNCTION J12 AND J13)

SHEET NUMBER
圖紙編號

60436264/FR/FIGURE 9.5

ISO A1 594mm x 841mm

Approved:

Checked:

Designer:

Project Management Initiatis:

LEGEND:

- LAND REQUIREMENT BOUNDARY
- HOUSING SITE BOUNDARY
- EXISTING TREE GROUP
- ROADS OR FOOTPATHS MAINTAINED BY HYD TO BE CLOSED
- EXISTING STRUCTURE TO BE CLEARED
- EXISTING LARGE TREE
- EXISTING GRAVE

816900 E

816700 E

816300 E

827900 N

827700 N

TMTL 194

GLA-TM 69

TMTL 365

TMTL 228 &Ext

GLA-TM 23

GLA-TM 29

TMTL 217

GLA-TM 38

CPTL 59

DD377

STT604

GLA-TM 228

YAU CHONG HOME

TSENG TAU SHEUNG TSUEN SITTING-OUT AREA

HONG KONG CHRISTIAN SERVICE PUI OI SCHOOL

GLA-TM 305

TMTL 150

TMTL 153

TMTL 152

TMTL 151

GLA-TM 37

GLA-TM 36

TMTL 154

TMTL 160

TMTL 158

TMTL 159

GLA-TM 35

GLA-TM 32

TMTL 156

TMTL 296

TMTL 476 RP

TMTL 476 S/A

TMTL 216 RP

TUEN LEE STREET

TUEN HING ROAD

TUEN MUN ROAD

CASTLE PEAK ROAD - CASTLE PEAK BAY

TSING HOI CIRCUIT

TSING HOI PLAYGROUND

TSING SHAN CHILDREN'S PLAYGROUND

TSING SHAN SQUARE

TSING WU SQUARE

TSING HO SQUARE

TSING HO REST GARDEN

TSENG TAU SHEUNG TSUEN SITTING-OUT AREA

PUBLIC PLEASURE GROUNDS OF TSING SIN GARDEN

TUEN FAT ROAD

TUEN HI NO ROAD

Y14842

Y21329

Y21239

Y20996

PM2297

PM731

PM2061

PM1963

PM1032

PM332

PM1153

PM1405

PM1455

PM1463

PM1484

PM1485

PM1487

PM1488

PM1489

PM1490

PM1491

PM1492

PM1493

PM1494

PM1495

PM1496

PM1497

PM1498

PM1499

PM1500

PM1501

PM1502

PM1503

PM1504

PM1505

PM1506

PM1507

PM1508

PM1509

PM1510

PM1511

PM1512

PM1513

PM1514

PM1515

PM1516

PM1517

PM1518

PM1519

PM1520

PM1521

PM1522

PM1523

PM1524

PM1525

PM1526

ISO A1 594mm x 841mm

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Designer:

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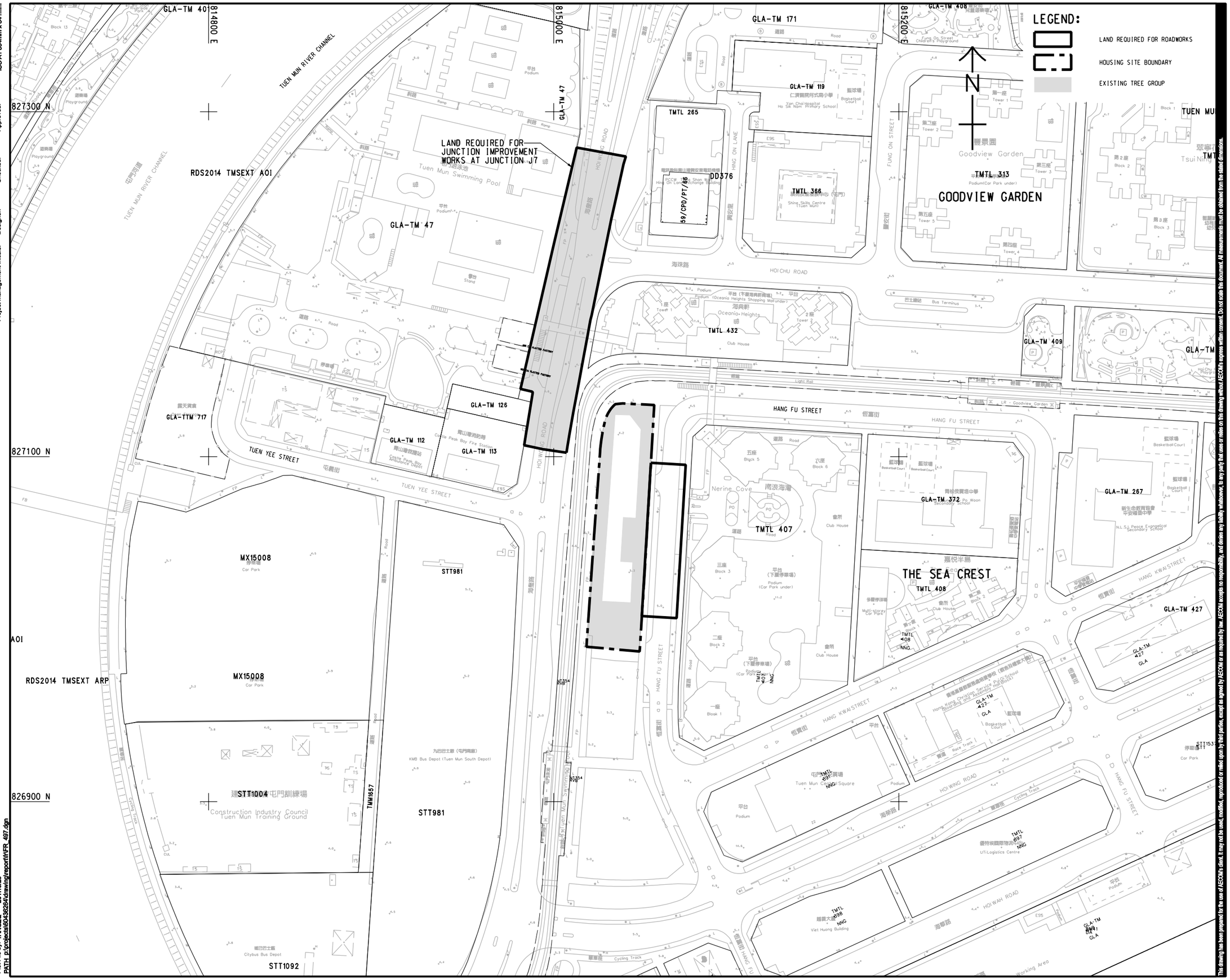

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階段

SCALE 比例
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DIMENSION UNIT 尺寸單位
METRES

KEY PLAN
索引圖

PROJECT NO. 項目編號
60436264

AGREEMENT NO. 協議編號
CE15/2015(CE)

SHEET TITLE
圖紙名稱

LAND REQUIREMENT PLAN
(HANG FU SITE AND JUNCTION IMPROVEMENT AT J7)

SHEET NUMBER
圖紙編號

60436264/FR/FIGURE 9.7

Appendices

Appendix A – Plates



(i) Temporary works area and site offices of HyD and HAD (Recently vacated)



(ii) Temporary site office of DSD and unallocated government land

Plate No. 1 - Views of Kau Hui Site



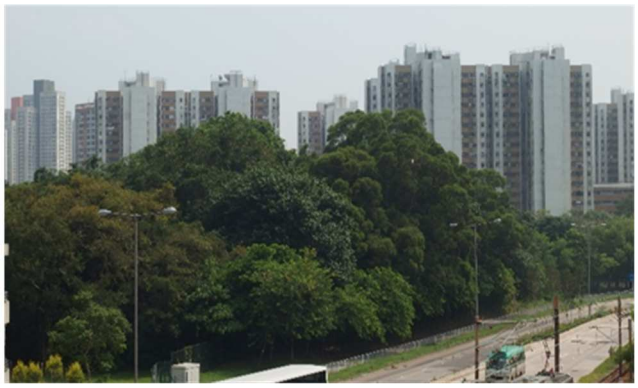


Plate No. 2 - Views of Wu Shan Site





Plate No. 3 - Views of TTST Site



(i) Yau Chong Home



(ii) Vacant Pui Oi school

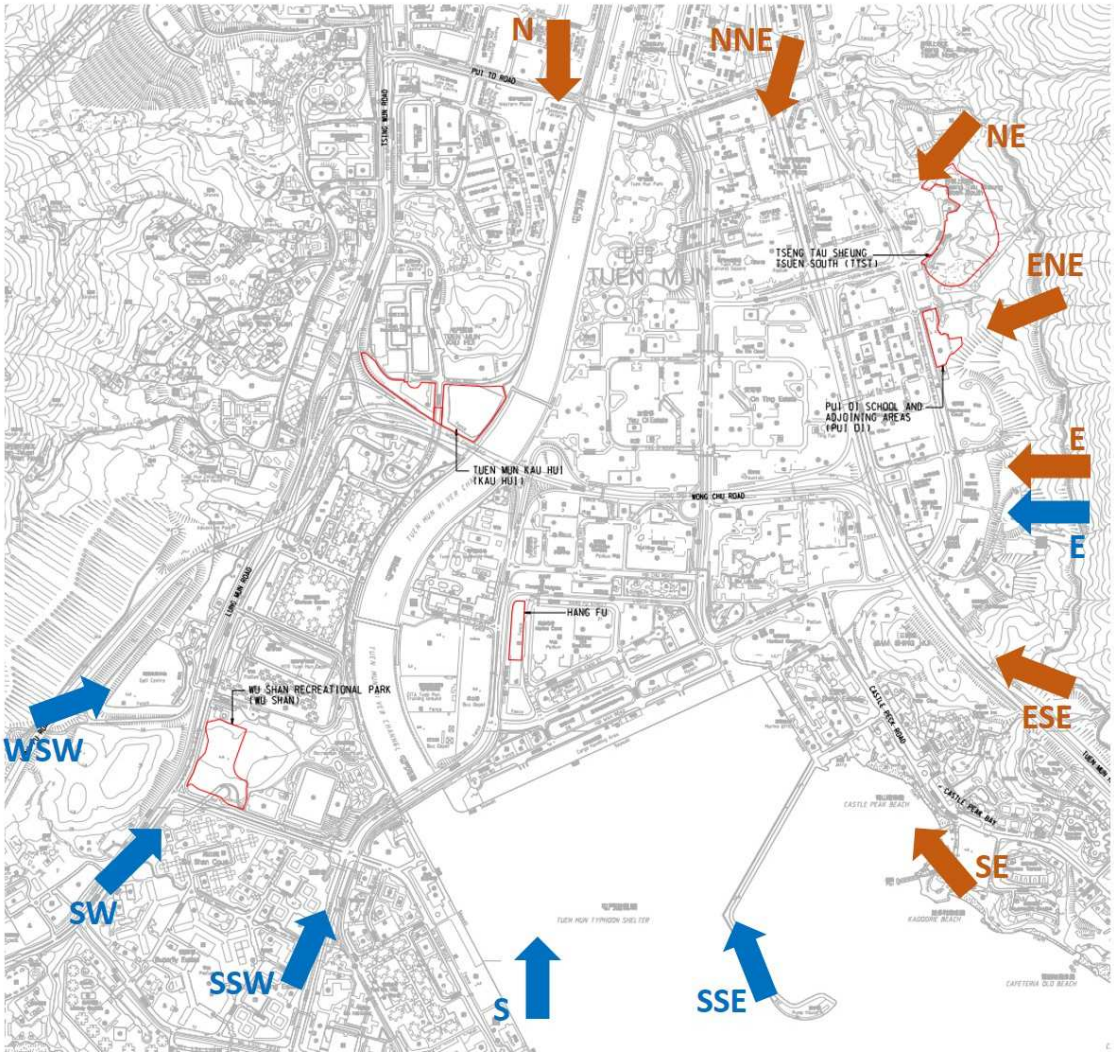
Plate No. 4 - Views of Pui Oi Site





Plate No. 5 - Views of Hang Fu Site

Appendix B – Summary of Prevailing Winds, Major Wind Corridors and Illustration of the Recommendations for Housing Sites

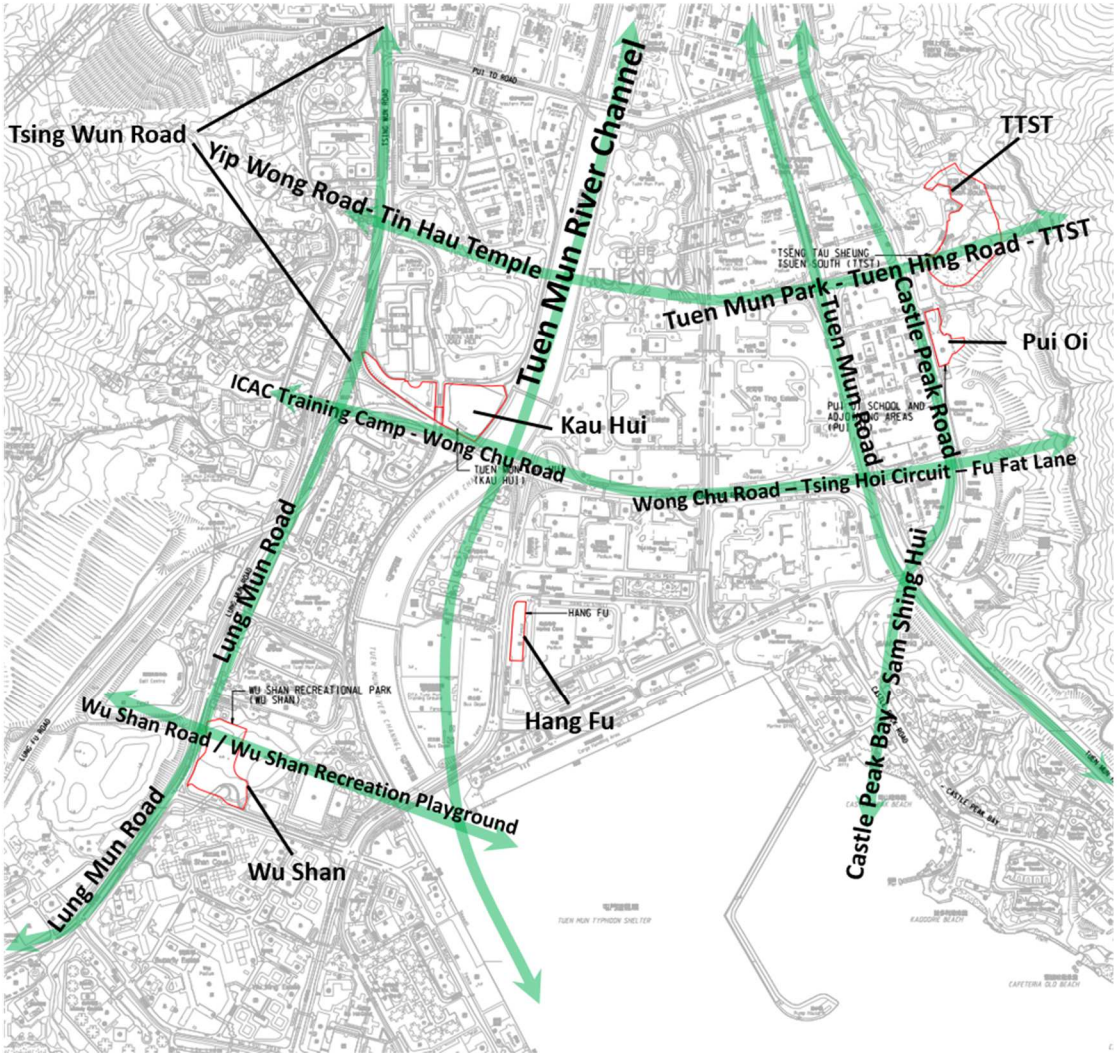


Housing Sites

Annual Prevailing Wind

Summer Prevailing Wind

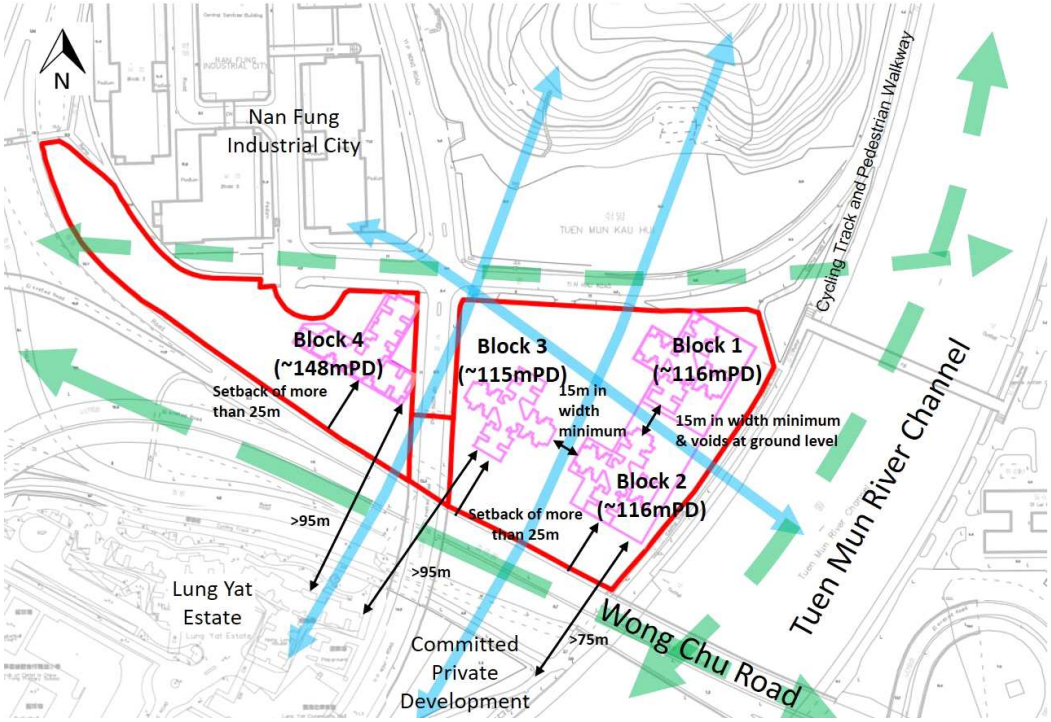
Figure B1 - Summary of Prevailing Winds towards Tuen Mun Central



Major Wind Corridors near the Subject Sites

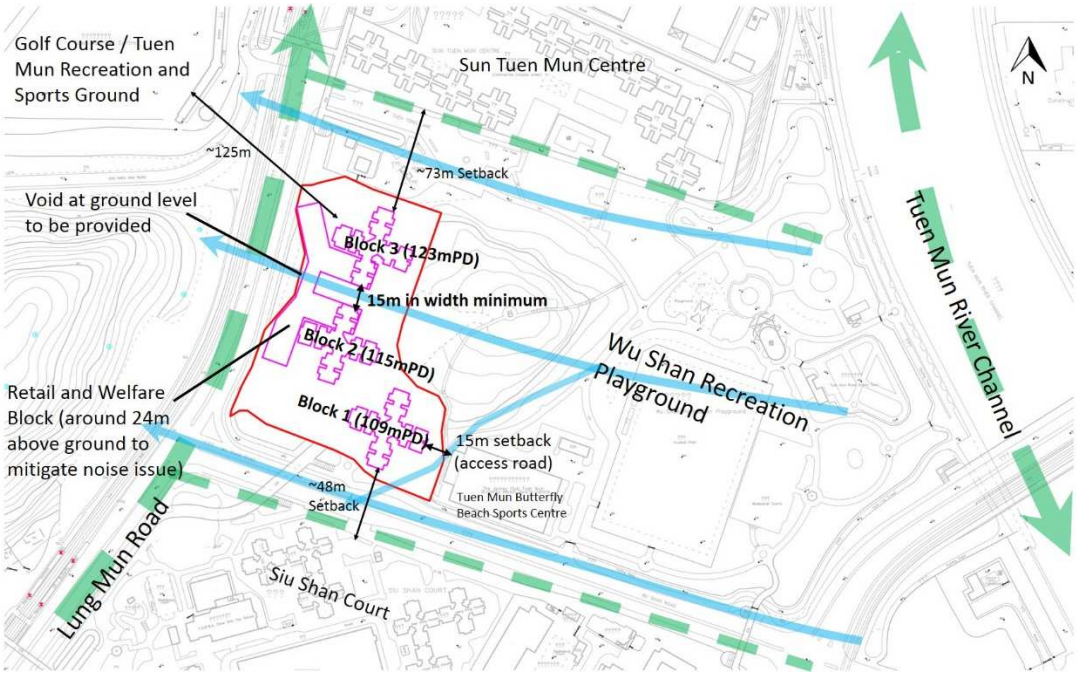
Housing Sites

Figure B2 - Indicative Wind Corridors within Tuen Mun Area under Existing Scenario



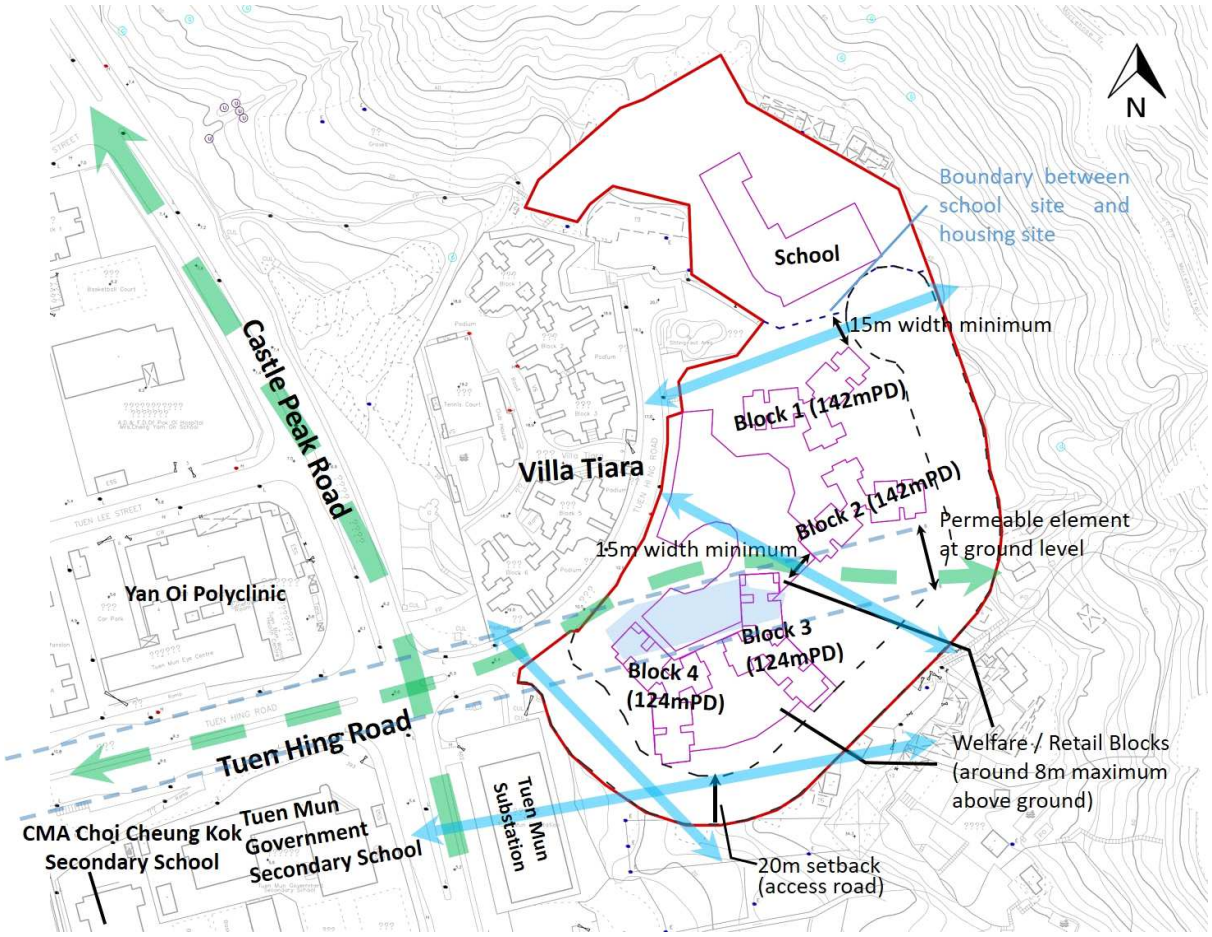
Existing major wind corridor
Air path through the Subject Site
Boundary of Housing Site
Conceptual layout

Figure B3 - Illustration of the Recommendations for Kau Hui Site (Figure not to scale)



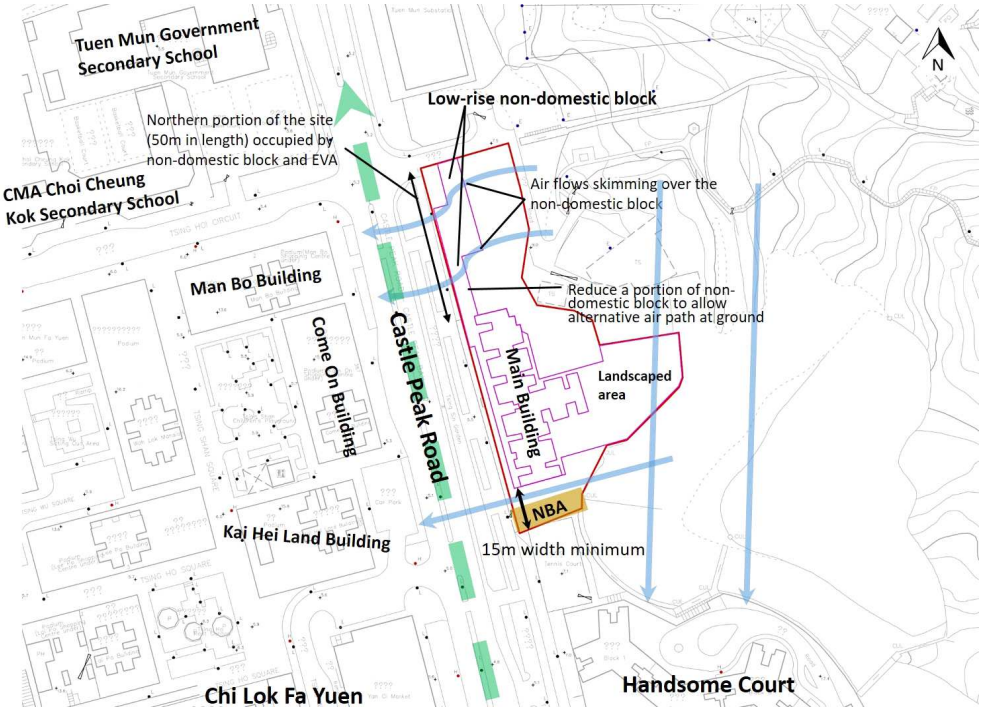
Existing major wind corridor
Air path through the Subject Site
Extent of the existing wind corridor "Wu Shan Road / Wu Shan Recreation Playground"
Boundary of Housing Site
Conceptual layout

Figure B4 - Illustration of the Recommendations for Wu Shan Site (Figure not to scale)



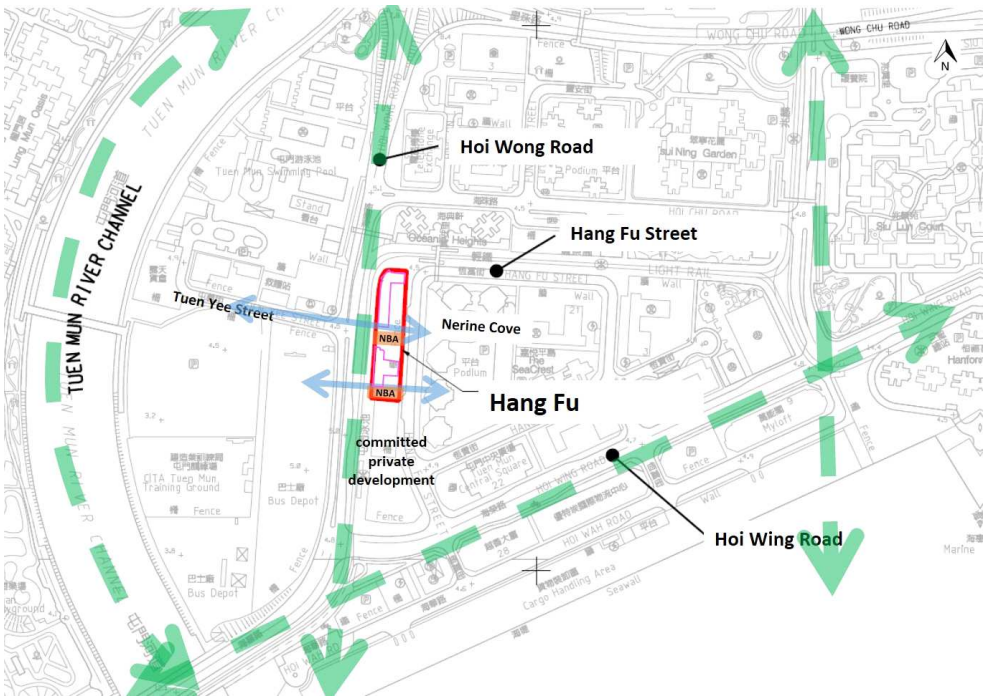
Existing major wind corridor
Air path through the Subject Site
Boundary of Housing Site
Conceptual layout

Figure B5 - Illustration of the Recommendations for TTST Site (Figure not to scale)



Existing major wind corridor
Air path through the Subject Site
Boundary of Housing Site
Conceptual layout

Figure B6 - Illustration of the Recommendations for Pui Oi Site (Figure not to scale)



Existing major wind corridor
Air path through the Subject Site
Boundary of Housing Site
Conceptual layout

Figure B7 - Illustration of the Recommendations for Hang Fu Site (Figure not to scale)

Appendix C – Significance of Visual Impact and Photomontage of Housing Sites

Significance of Visual Impact – Kau Hui

Viewing Point (VP)	Description	Viewing Distance (m) (about)	Sensitivity of Public Viewers to Change (Low, Medium, High)	Magnitude of Visual Change (Substantial, Moderate, Slight, Negligible)	Resultant Visual Impact (Significantly Adverse, Moderately Adverse, Slightly Adverse, Negligible)
VP1	Tuen Mun Park and Tuen Mun River Promenade	200	High	Substantial	Significantly Adverse
VP2	Tuen Mun River promenade	150	High	Substantial	Significantly Adverse
VP3	Wu Shan Riverside Park	150	High	Slight	Slightly Adverse
VP4	Tin Hau Temple Plaza	300	Medium	Moderate	Moderately Adverse
VP5	Knoll north of the site	100	Medium	Slight	Slightly Adverse
VP6	Yeung Siu Hang Garden	700	High	Negligible	Negligible
VP7	Tsing Shan Path	1000	High	Slight	Slightly Adverse

Significance of Visual Impact – Wu Shan

Viewing Point (VP)	Description	Viewing Distance (m) (about)	Sensitivity of Public Viewers to Change (Low, Medium, High)	Magnitude of Visual Change (Substantial, Moderate, Slight, Negligible)	Resultant Visual Impact (Significantly Adverse, Moderately Adverse, Slightly Adverse, Negligible)
VP1	Footbridge over Lung Mun Road	95	Low	Substantial	Moderately Adverse
VP2	Public Open Space at Butterfly Estate	150	Medium	Negligible	Negligible
VP3	Hung Lau Sitting-out Area	380	Medium	Slight	Slightly Adverse
VP4	Wu Shan Recreation Playground	400	High	Substantial	Significantly Adverse
VP5	Knoll to the west of Wu Shan Recreation Playground	130	Medium	Negligible	Negligible
VP6	Castle Peak Beach	1,800	High	Slight	Slightly Adverse

Significance of Visual Impact – Tseng Tau Sheung Tsuen

Viewing Point (VP)	Description	Viewing Distance (m) (about)	Sensitivity of Public Viewers to Change (Low, Medium, High)	Magnitude of Visual Change (Substantial, Moderate, Slight, Negligible)	Resultant Visual Impact (Significantly Adverse, Moderately Adverse, Slightly Adverse, Negligible)
VP1	Pedestrian walkway outside Yan Oi Market	280	Medium	Slight	Slightly Adverse
VP2	Bus Stop outside Tuen Mun Eye Centre along Tuen Hing Road	260	Low	Substantial	Moderately Adverse
VP3	Tuen Mun East Fresh Water Service Reservoir	290	Low	Slight	Slightly Adverse
VP4	Maclehose Trail in Tai Lam Country Park	110	High	Substantial	Significantly Adverse
VP5	Tuen Mun Central Square	430	Medium	Negligible	Negligible
VP6	Tuen Mun Park	850	High	Negligible	Negligible
VP7	Pui To Road (South) Rest Garden	1000	Medium	Negligible	Negligible
VP8	Tin Hau Temple Plaza	1,050	Medium	Negligible	Negligible

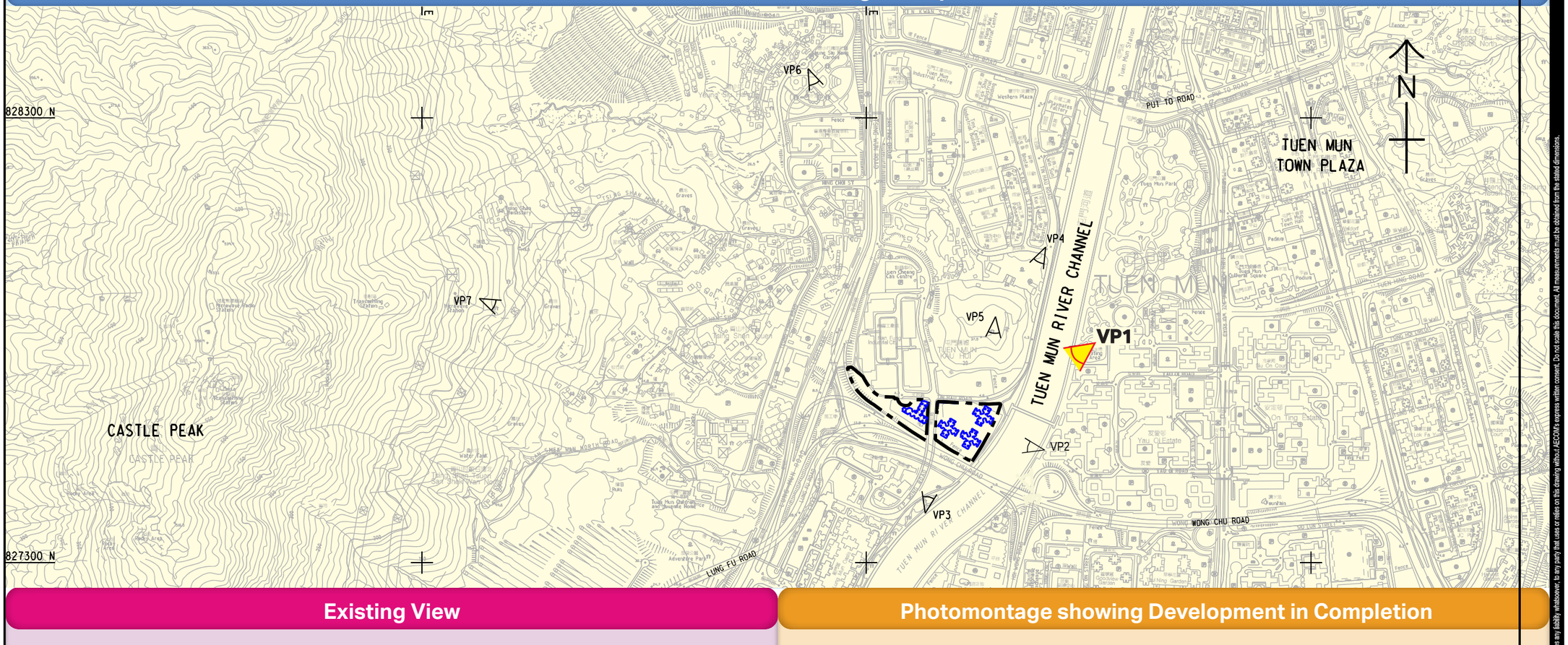
Significance of Visual Impact – Pui Oi

Viewing Point (VP)	Description	Viewing Distance (m) (about)	Sensitivity of Public Viewers to Change (Low, Medium, High)	Magnitude of Visual Change (Substantial, Moderate, Slight, Negligible)	Resultant Visual Impact (Significantly Adverse, Moderately Adverse, Slightly Adverse, Negligible)
VP1	Pedestrian walkway outside Tuen Mun Government Secondary School	120	Medium	Moderate	Moderately Adverse
VP2	Pedestrian walkway outside Yan Oi Market	70	Medium	Substantial	Significantly Adverse
VP3	Maclehose Trail in Tai Lam Country Park near Pui Oi School	200	High	Moderate	Moderately Adverse

Significance of Visual Impact – Hang Fu

Viewing Point (VP)	Description	Viewing Distance (m) (about)	Sensitivity of Public Viewers to Change (Low, Medium, High)	Magnitude of Visual Change (Substantial, Moderate, Slight, Negligible)	Resultant Visual Impact (Significantly Adverse, Moderately Adverse, Slightly Adverse, Negligible)
VP1	Maclehose Trail in Tai Lam Country Park	1,340	High	Negligible	Negligible
VP2	Castle Peak Beach	1,120	High	Negligible	Negligible
VP3	Wu Shan Riverside Park	450	High	Moderate	Moderately Adverse
VP4	Hoi Wong Road near Tuen Mun Swimming Pool	110	Medium	Substantial	Significantly Adverse
VP5	Wu Shan Recreation Playground	730	High	Slight	Slightly Adverse

Location Plan of Photomontage Viewpoint



Existing View



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SCALE 比例
A3 1 : 10000

DIMENSION UNIT 尺寸單位
METRES

KEY PLAN
索引圖

PROJECT NO. 項目編號
60436264

AGREEMENT NO. 協議編號
CE15/2015(CE)

SHEET TITLE
圖紙名稱

Kau Hui Site
Photomontage
VP1

ISO A1 594mm x 841mm

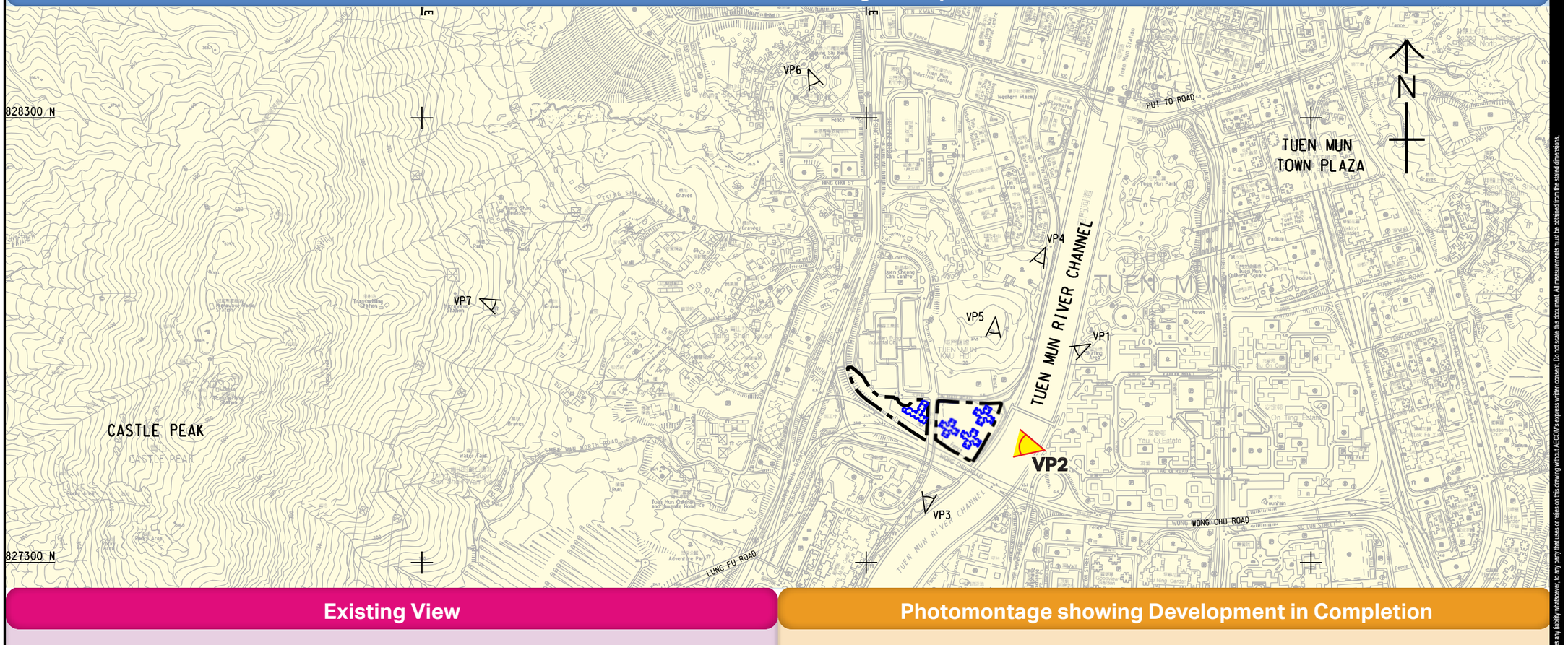
Approved:

Checked:

Designer:

Project Management Initials:

Location Plan of Photomontage Viewpoint



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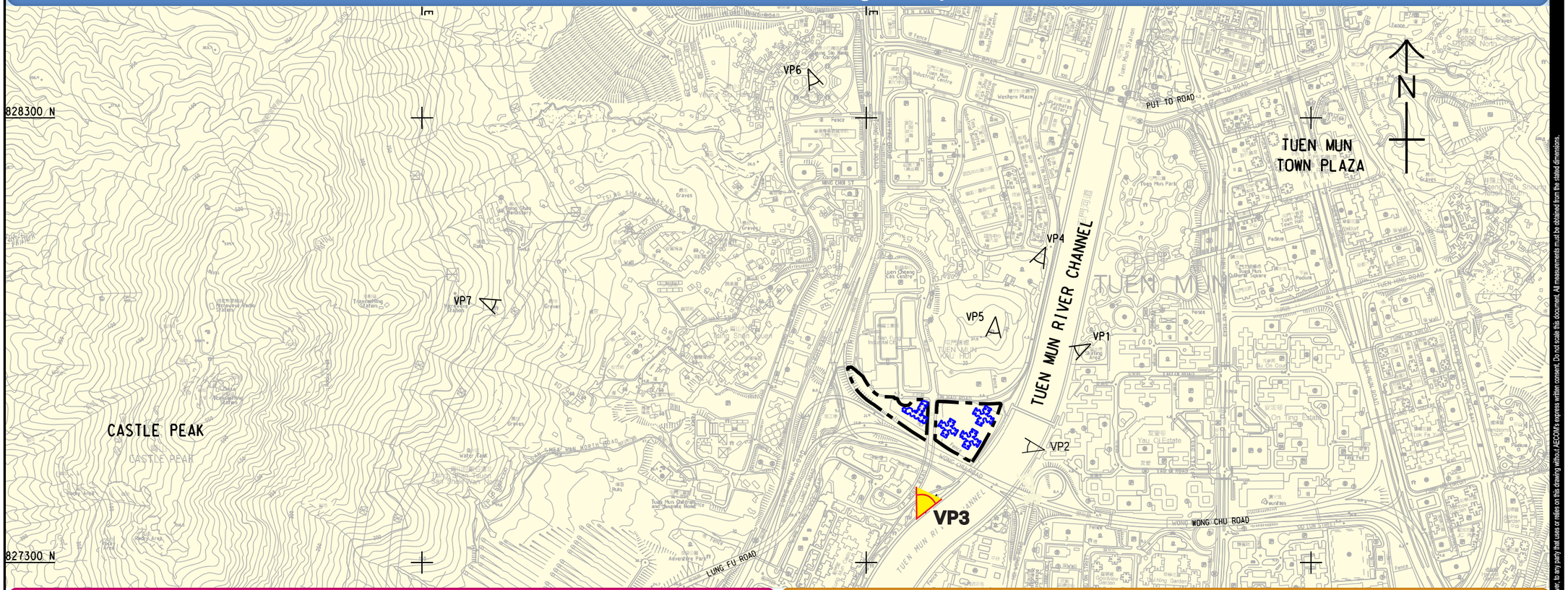
SHEET TITLE
圖紙名稱

Kau Hui Site
Photomontage
VP2

ISO A1 594mm x 841mm
Approved:
Checked:
Designer:
Project Management Initials:

Location Plan of Photomontage Viewpoint



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Kau Hui Site
Photomontage
VP3

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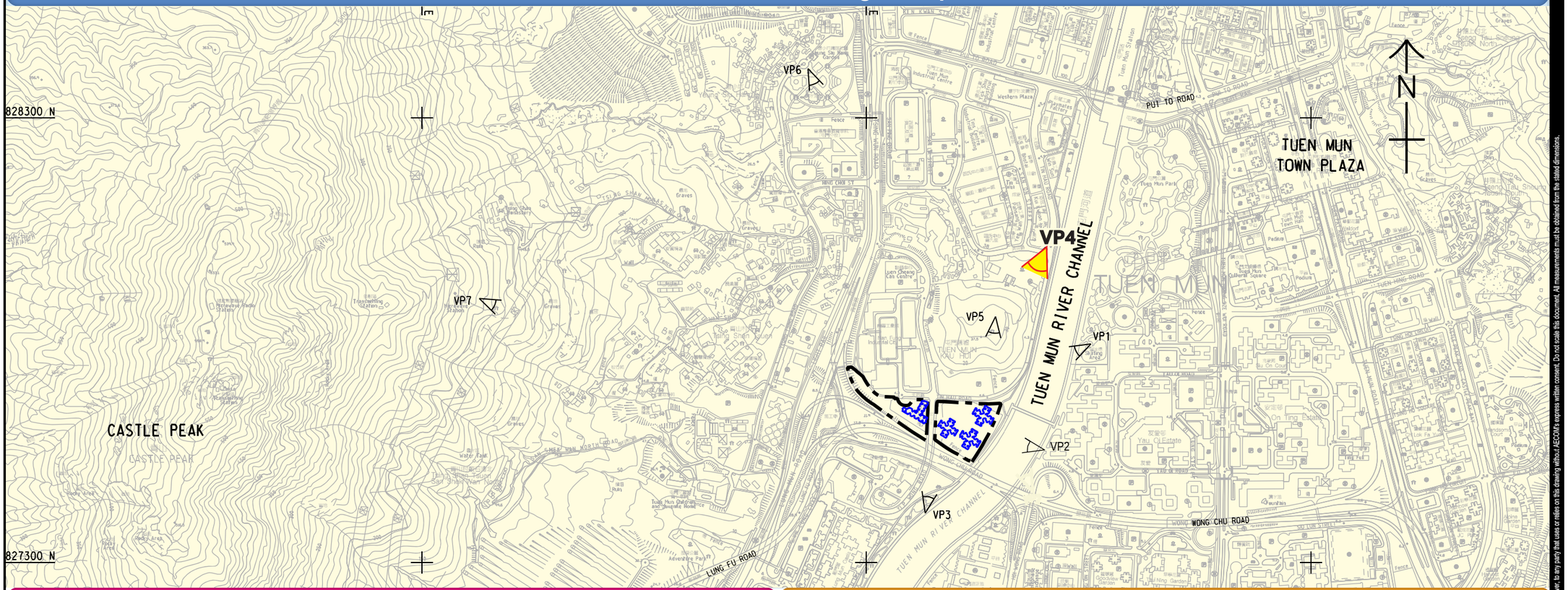
Location Plan of Photomontage Viewpoint



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圖紙名稱

Kau Hui Site
Photomontage
VP4

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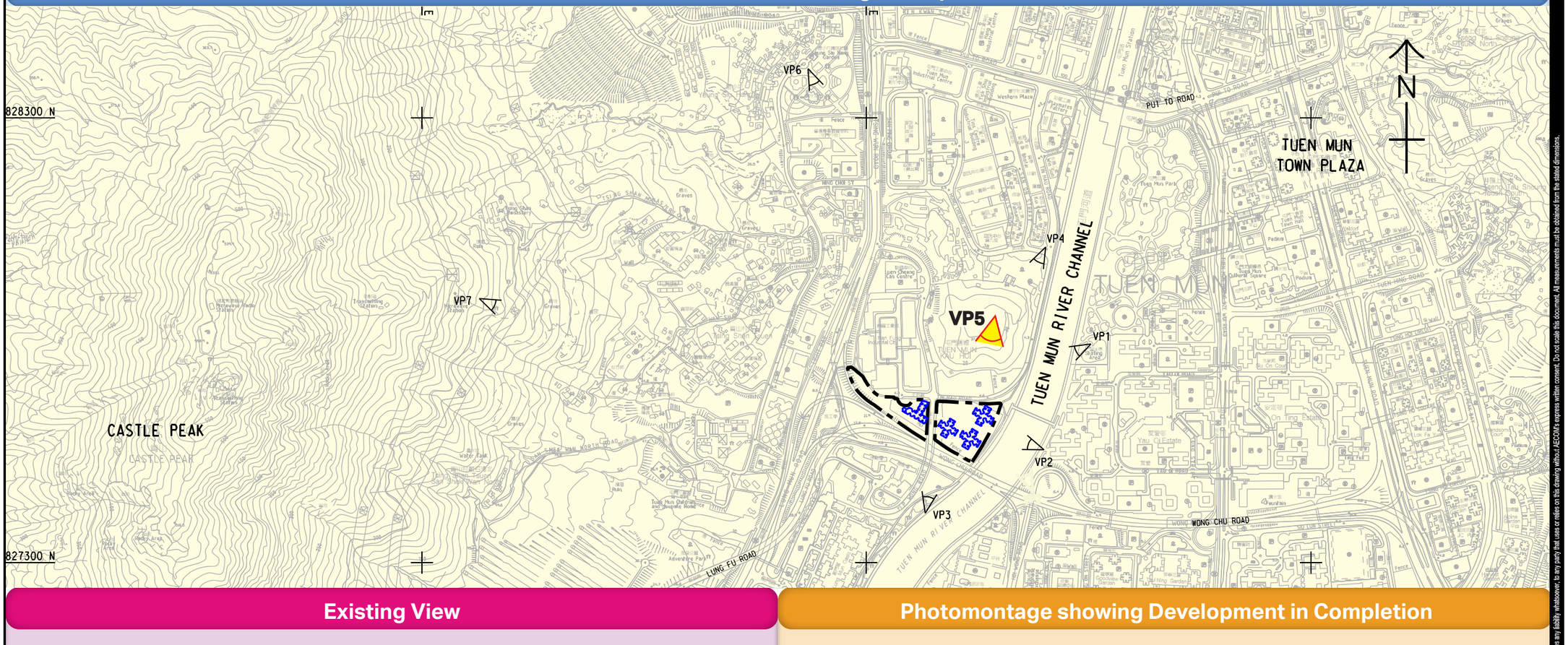

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Kau Hui Site
Photomontage
VP5

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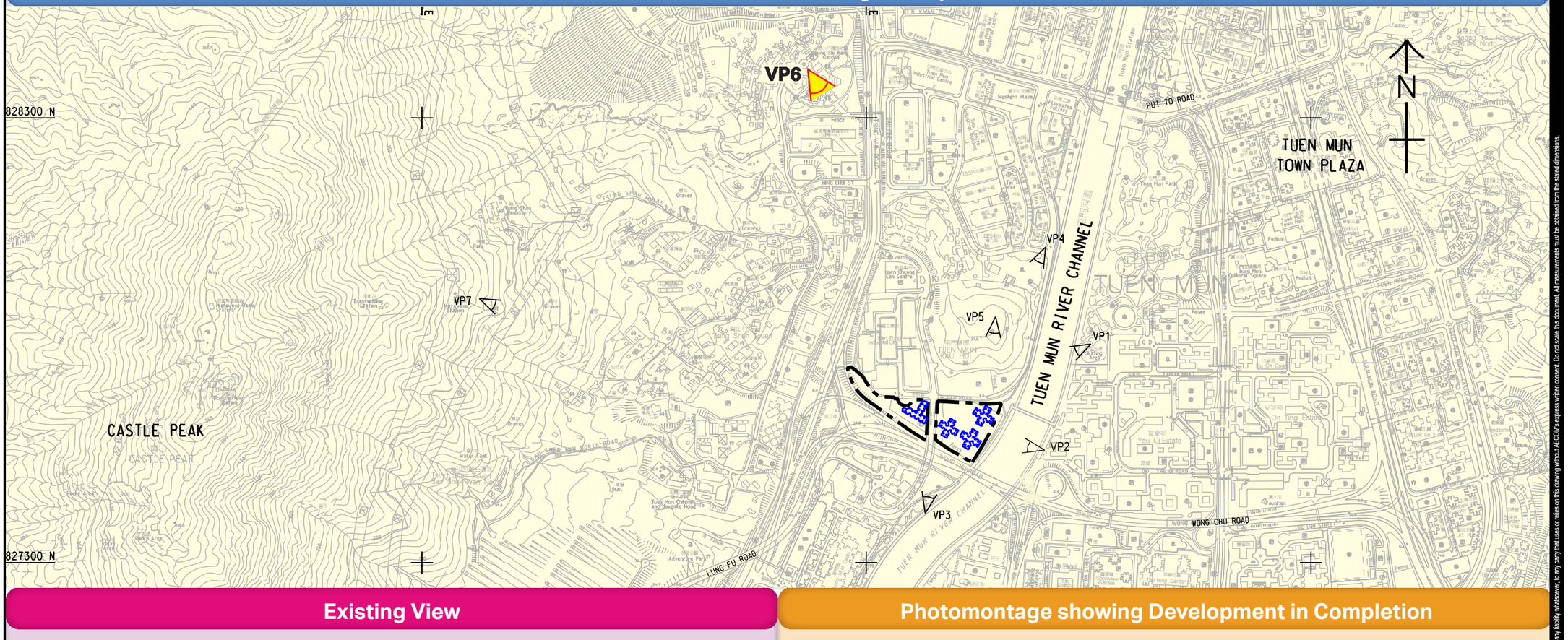

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Kau Hui Site
Photomontage
VP6

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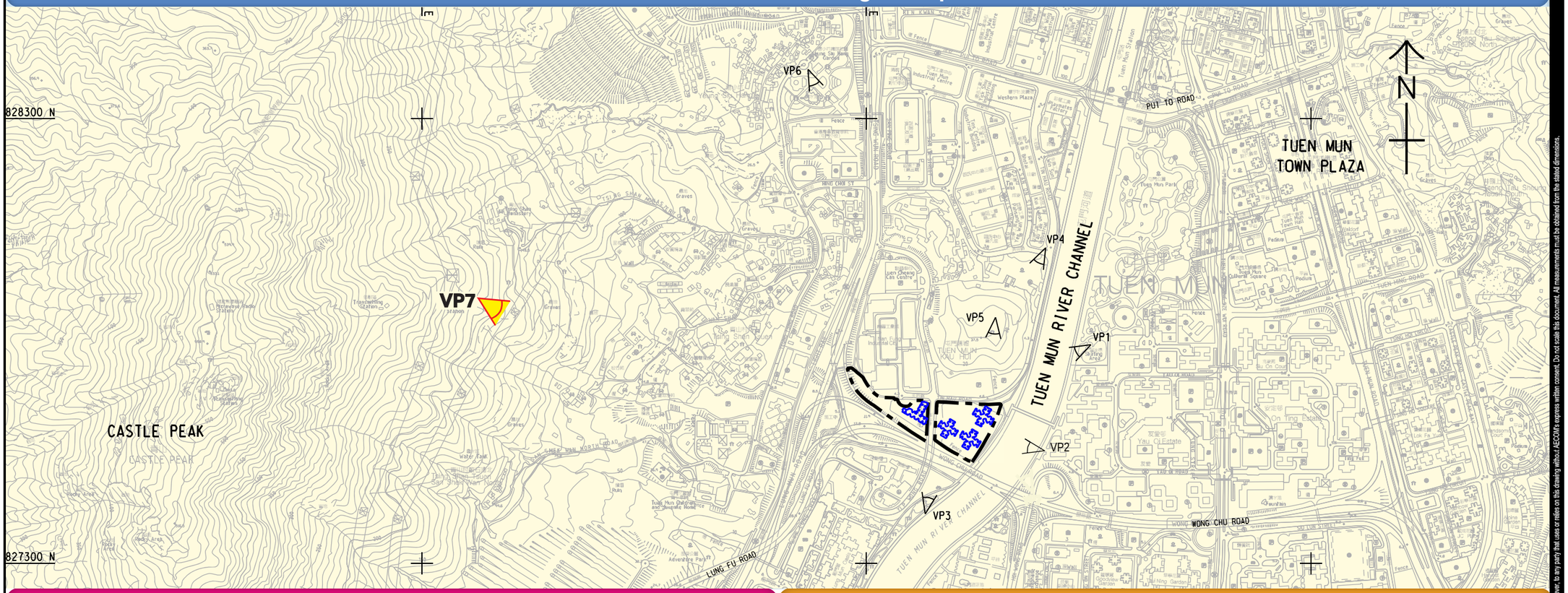

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Photomontage
VP7

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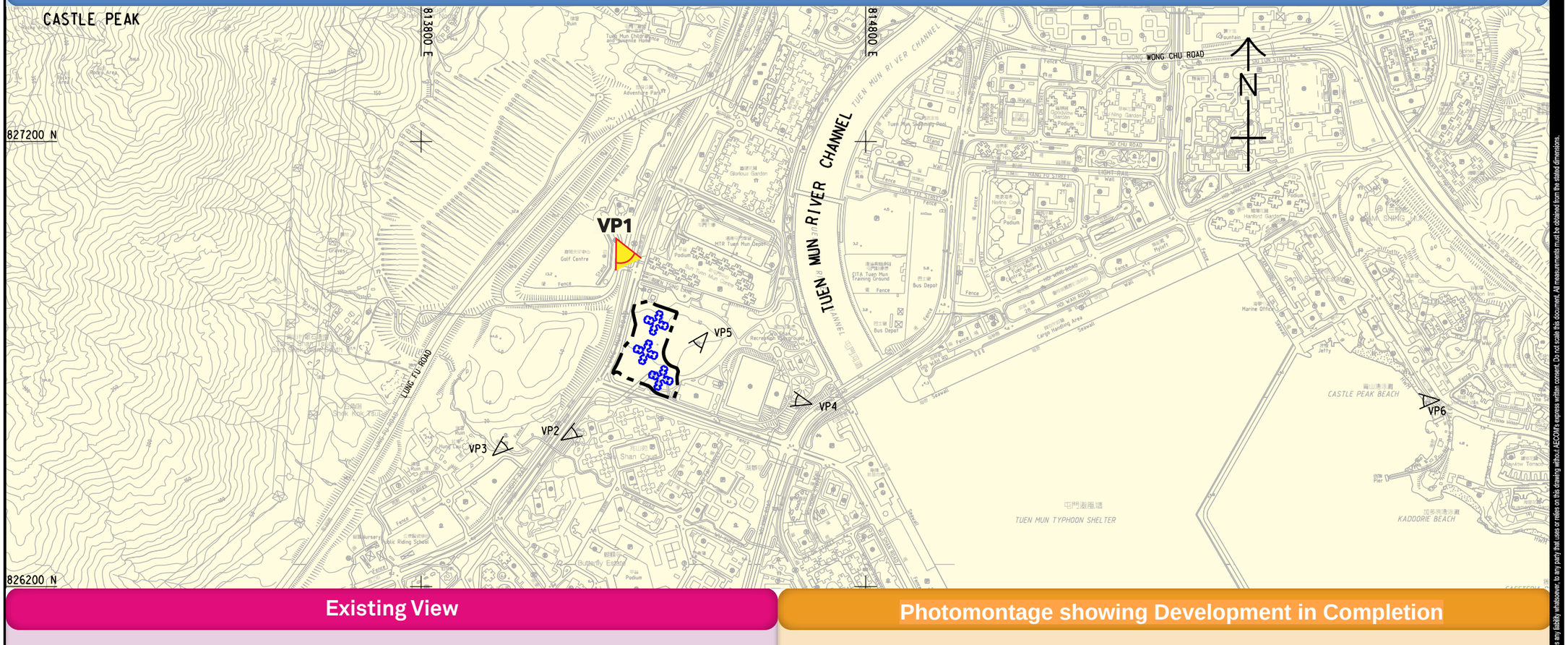
Location Plan of Photomontage Viewpoint



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PROJECT NO. 項目編號
60436264

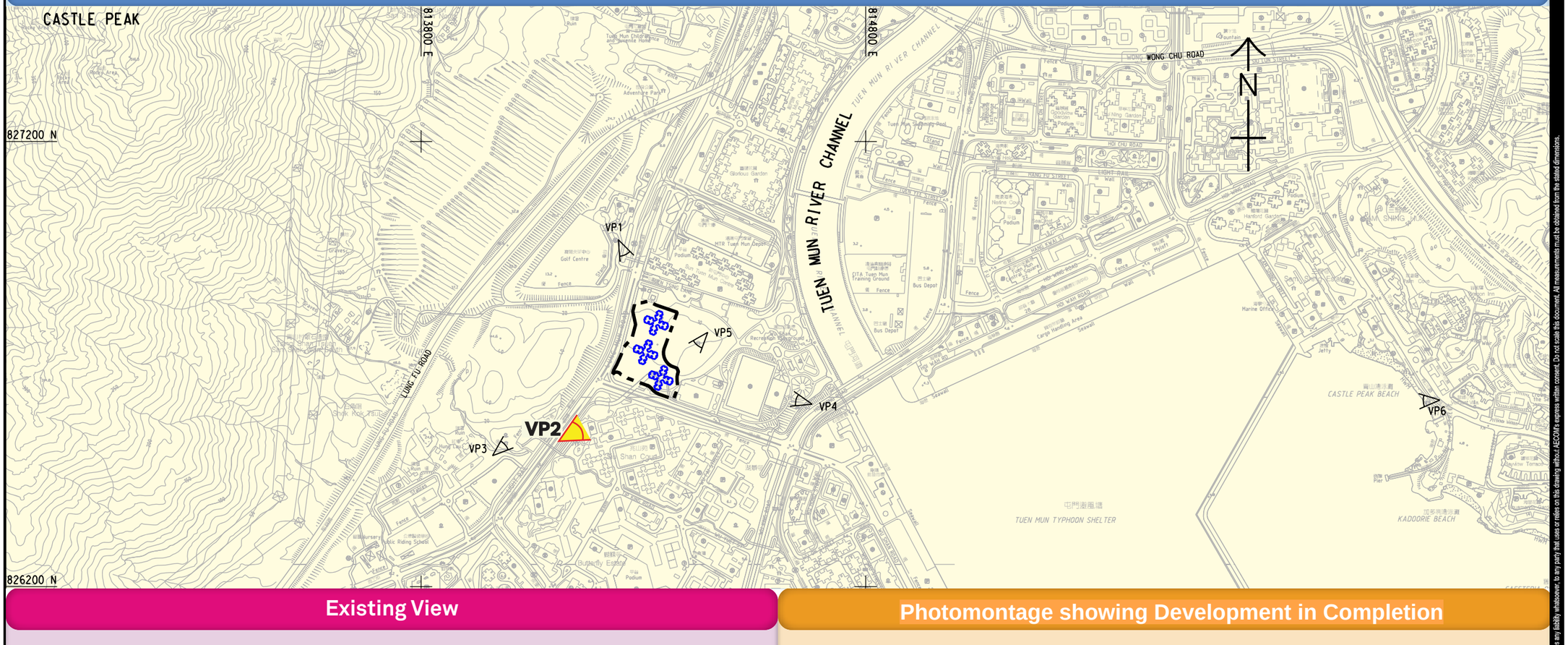
AGREEMENT NO. 協議編號
CE15/2015(CE)

SHEET TITLE
圖紙名稱

Wu Shan Site
Photomontage
VP1

ISO A1 594mm x 841mm
Approved:
Checked:
Designer:
Project Management Initials:

Location Plan of Photomontage Viewpoint



Existing View



Photomontage showing Development in Completion



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PRELIMINARY DEVELOPMENT REVIEW FOR HOUSING SITES AT TUEN MUN CENTRAL – FEASIBILITY STUDY

CLIENT
業主

土木工程拓展署
CEDD Civil Engineering and Development Department

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STATUS
階段

SCALE 比例
A3 1 : 10000

DIMENSION UNIT 尺寸單位
METRES

KEY PLAN
索引圖

PROJECT NO. 項目編號
60436264

AGREEMENT NO. 協議編號
CE15/2015(CE)

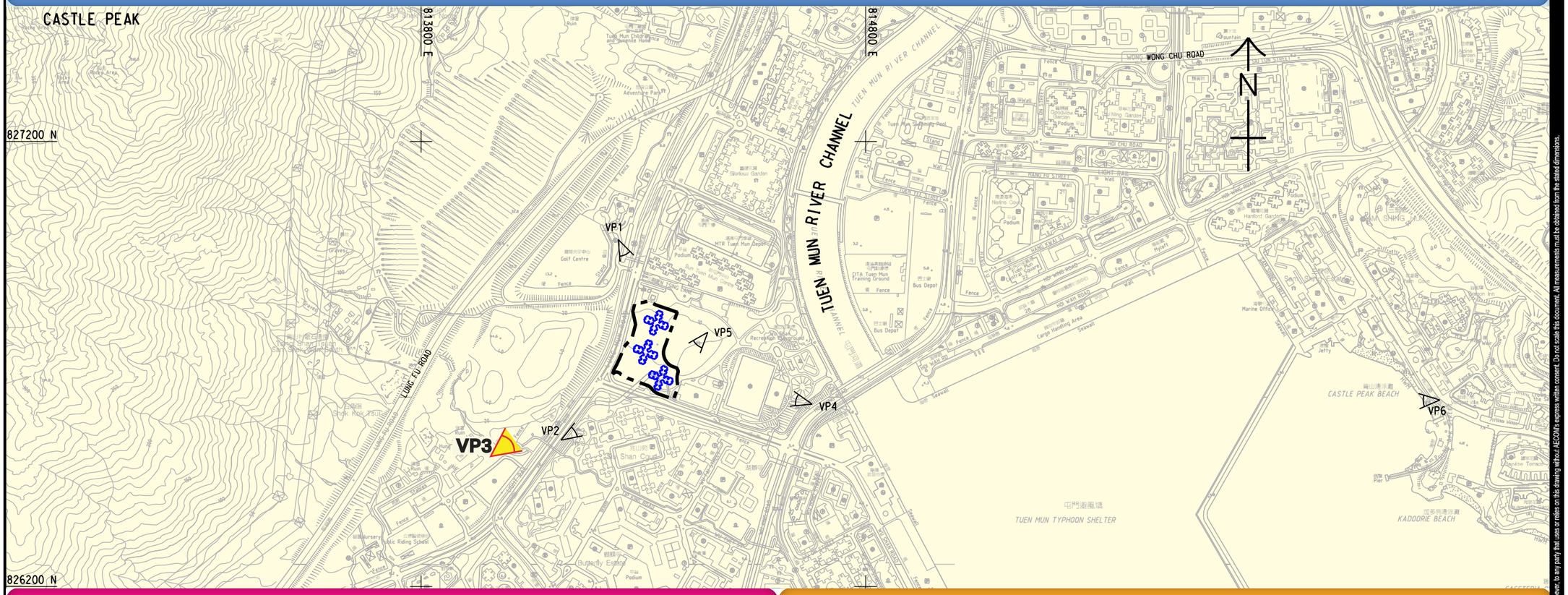
SHEET TITLE
圖紙名稱

Wu Shan Site
Photomontage
VP2

Plot File by: YANGZQ 2017/9/27
PATH: P:\PROJECTS\60436264\DRAWING\REPORT\LVIA\LVIA_752.dgn

ISO A1 594mm x 841mm
Approved:
Checked:
Designer:
Project Management Initials:

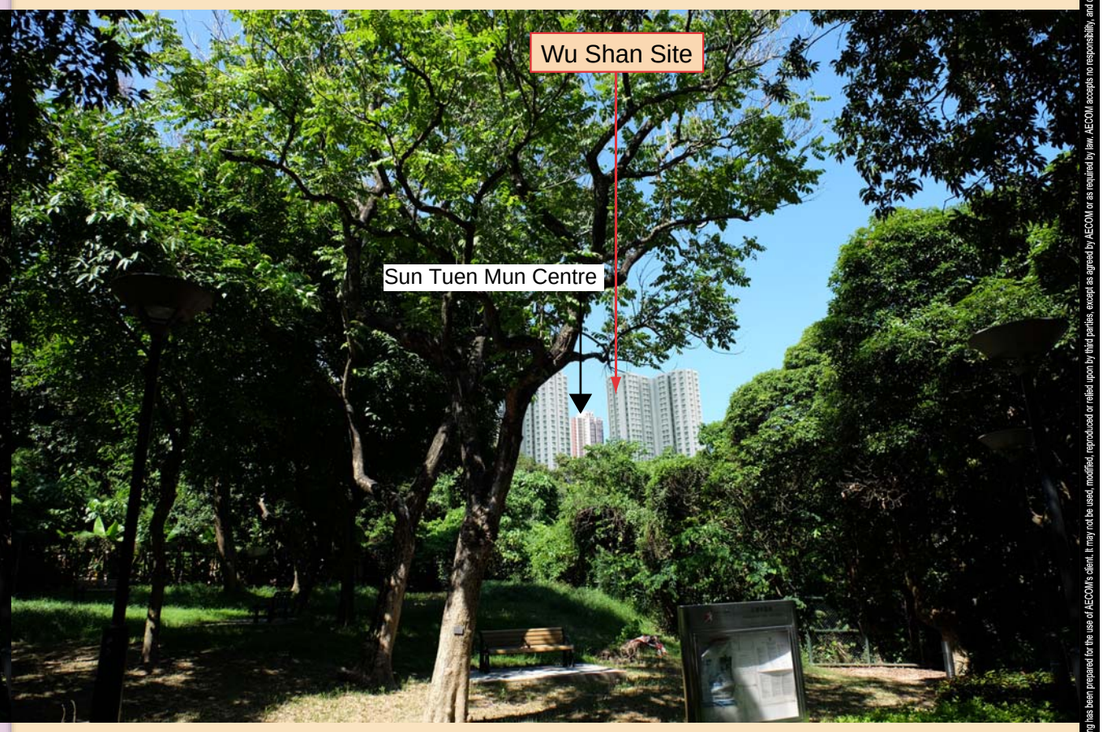
Location Plan of Photomontage Viewpoint



Existing View



Photomontage showing Development in Completion



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SCALE 比例
A3 1 : 10000

DIMENSION UNIT 尺寸單位
METRES

KEY PLAN
索引圖

PROJECT NO. 項目編號
60436264

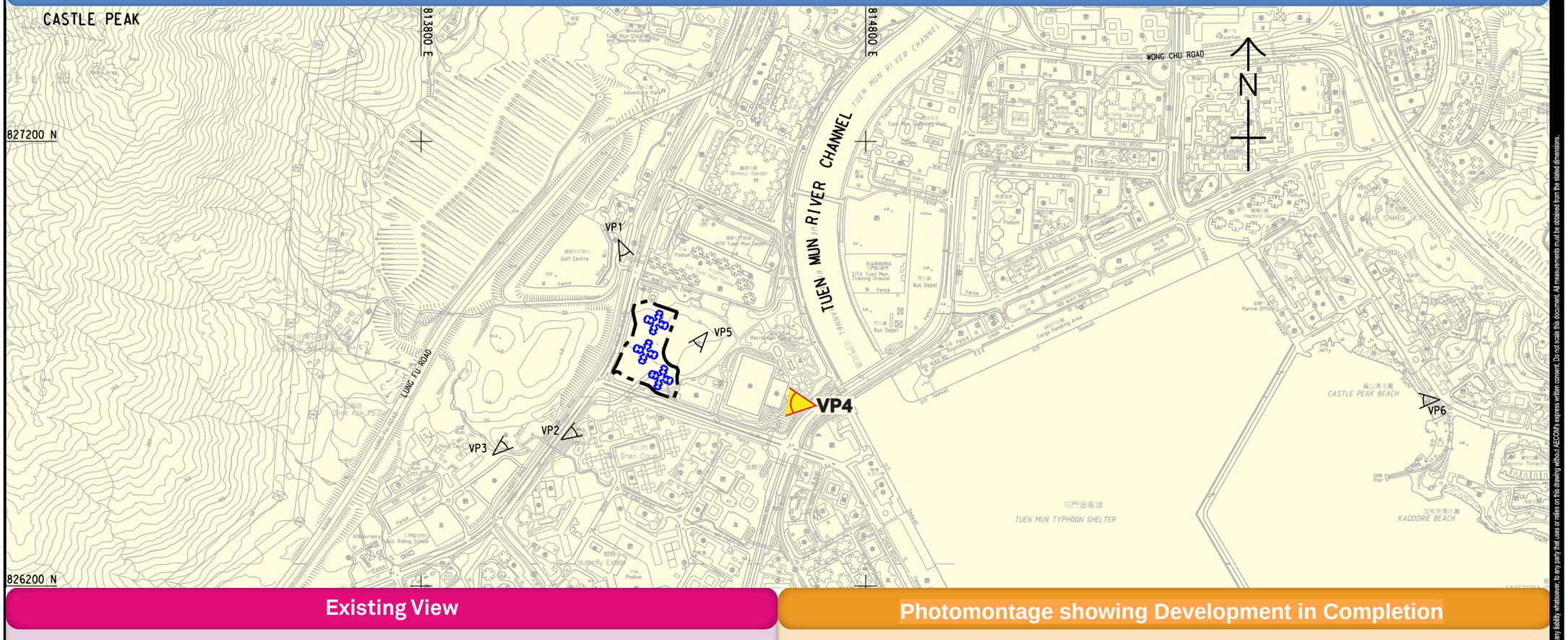
AGREEMENT NO. 協議編號
CE15/2015(CE)

SHEET TITLE
圖紙名稱

Wu Shan Site
Photomontage
VP3

ISO A1 594mm x 841mm
Approved:
Checked:
Designer:
Project Management Initials:

Location Plan of Photomontage Viewpoint



Existing View



Photomontage showing Development in Completion



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SCALE 比例
A3 1 : 10000

DIMENSION UNIT 尺寸單位
METRES

KEY PLAN
索引圖

PROJECT NO. 項目編號
60436264

AGREEMENT NO. 協議編號
CE15/2015(CE)

SHEET TITLE
圖紙名稱

Wu Shan Site
Photomontage
VP4

Plot File by: YANGZQ 2017/9/27
PATH: P:\PROJECTS\60436264\DRAWING\REPORT\LVIA\LVIA_752.dgn

ISO A1 594mm x 841mm

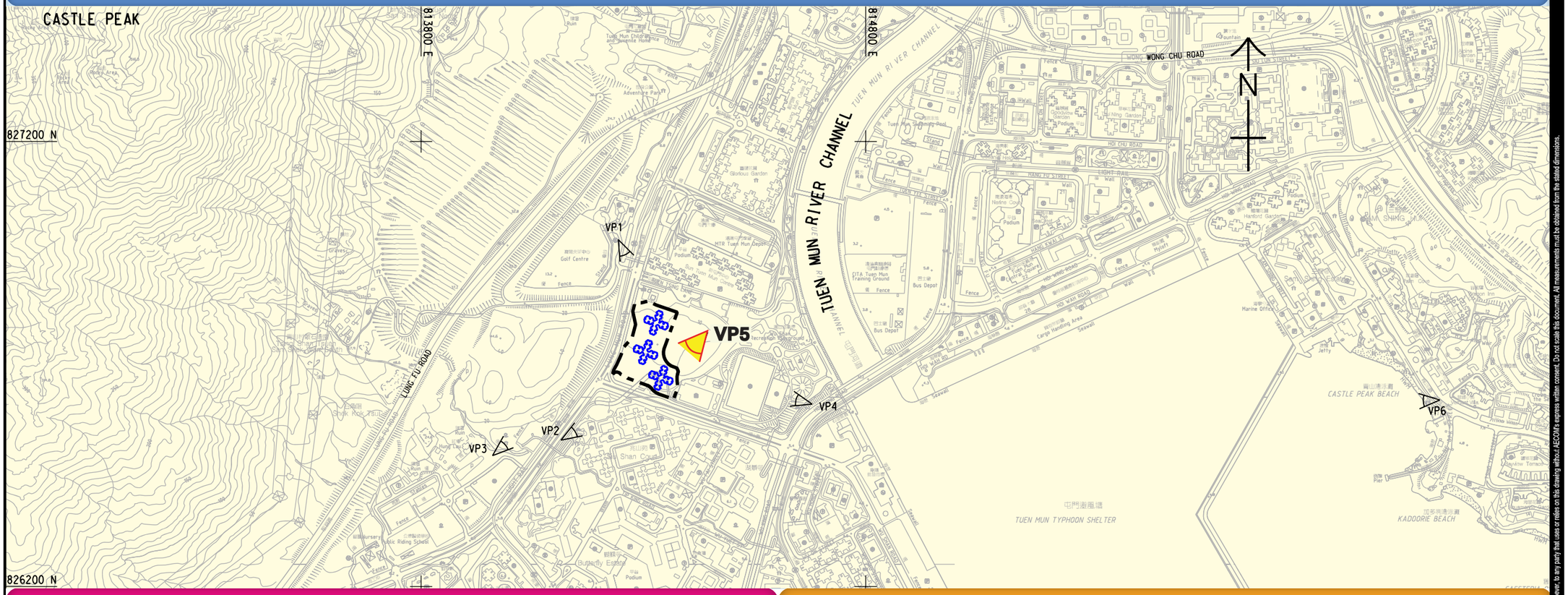
Approved:

Checked:

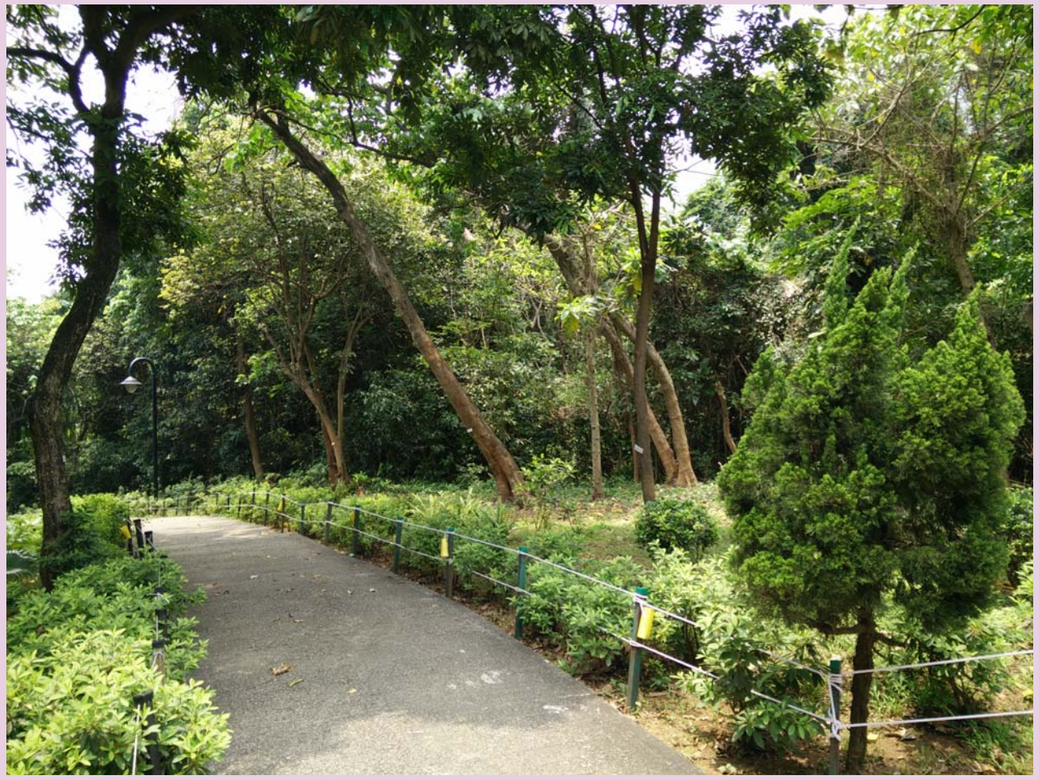
Designer:

Project Management Initials:

Location Plan of Photomontage Viewpoint



Existing View



Photomontage showing Development in Completion



Plot File by: YANGZQ 2017/9/27
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SCALE 比例
A3 1 : 10000

DIMENSION UNIT 尺寸單位
METRES

KEY PLAN
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AGREEMENT NO. 協議編號
CE15/2015(CE)

SHEET TITLE
圖紙名稱

Wu Shan Site
Photomontage
VP5

ISO A1 594mm x 841mm

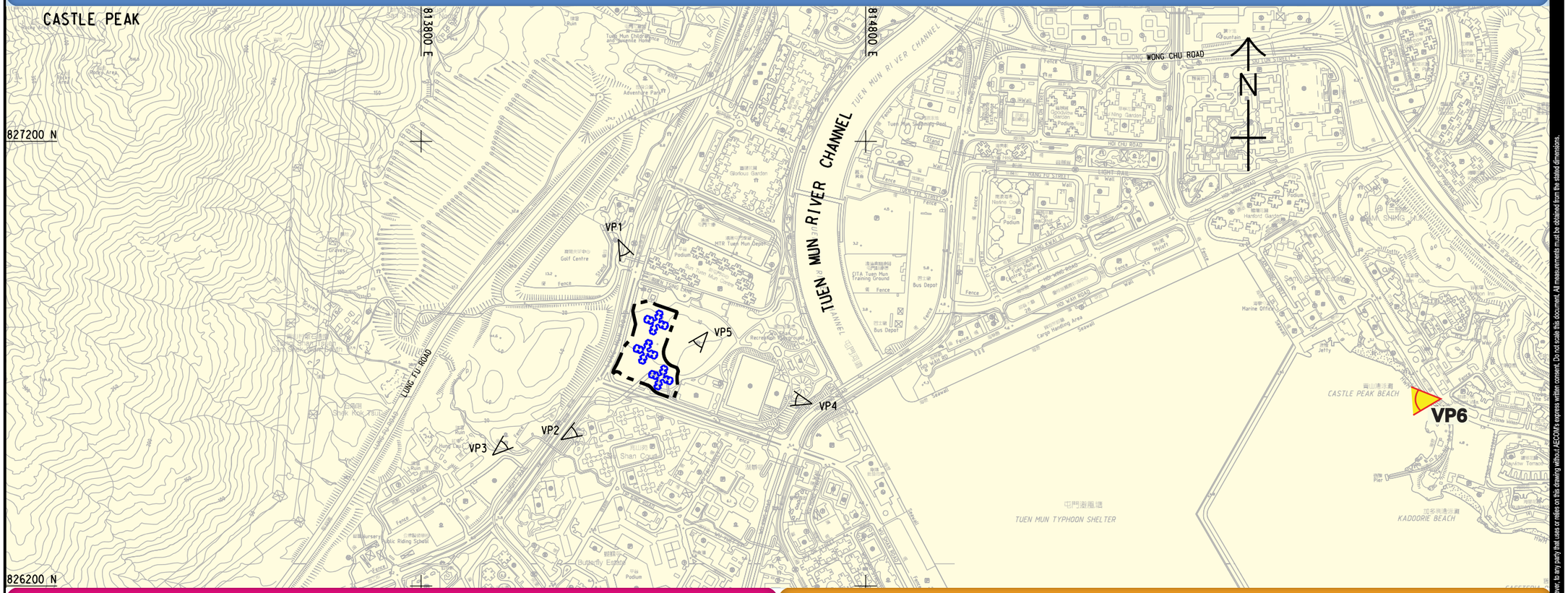
Approved:

Checked:

Designer:

Project Management Initials:

Location Plan of Photomontage Viewpoint



Existing View



Photomontage showing Development in Completion



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SCALE 比例
A3 1 : 10000

DIMENSION UNIT 尺寸單位
METRES

KEY PLAN
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PROJECT NO. 項目編號
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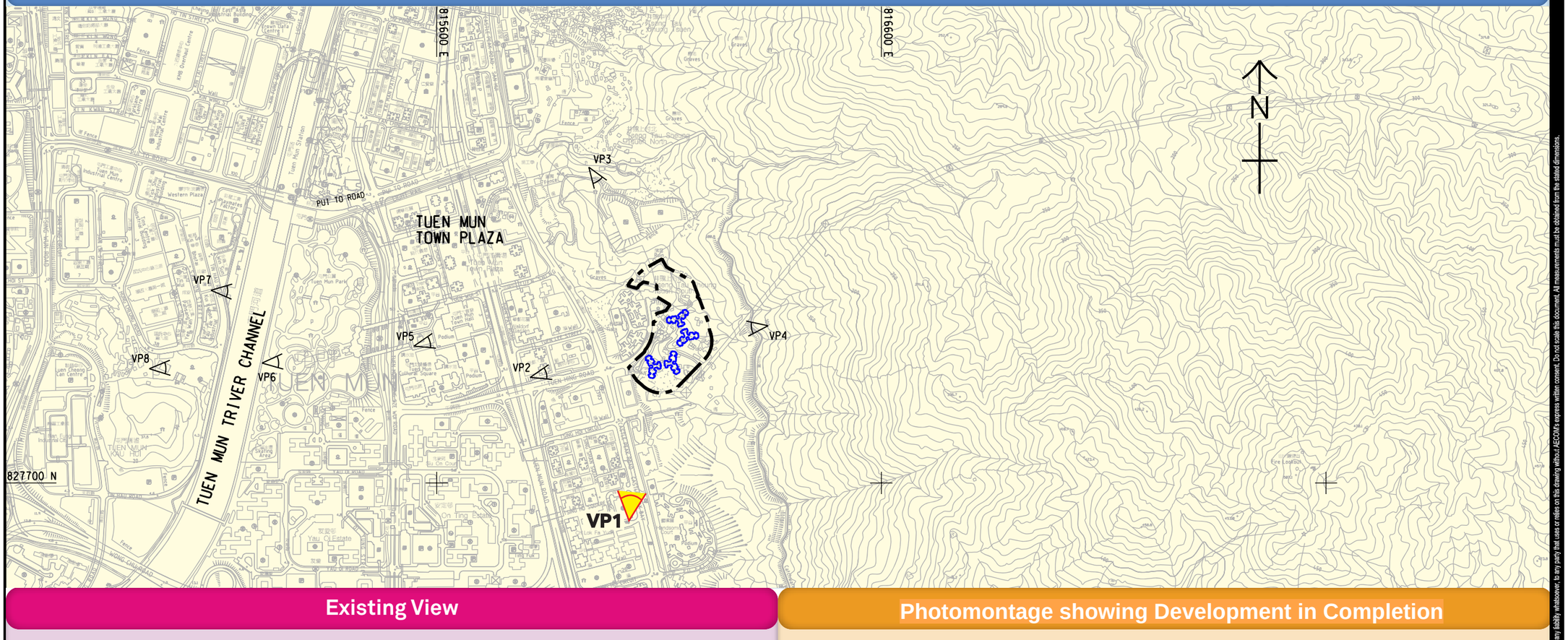
AGREEMENT NO. 協議編號
CE15/2015(CE)

SHEET TITLE
圖紙名稱

Wu Shan Site
Photomontage
VP6

Location Plan of Photomontage Viewpoint



Existing View



Photomontage showing Development in Completion



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SCALE 比例
A3 1 : 10000

DIMENSION UNIT 尺寸單位
METRES

KEY PLAN 索引圖

PROJECT NO. 項目編號
60436264

AGREEMENT NO. 協議編號
CE15/2015(CE)

SHEET TITLE 圖紙名稱

TTST Site
Photomontage
VP1

ISO A1 594mm x 841mm
Approved:
Checked:
Designer:
Project Management Initials:
Plot File by: YANGZQ 2017/9/27
PATH: p:\projects\60436264\drawing\report\via\LVIA_754.dgn

ISO A1 594mm x 841mm

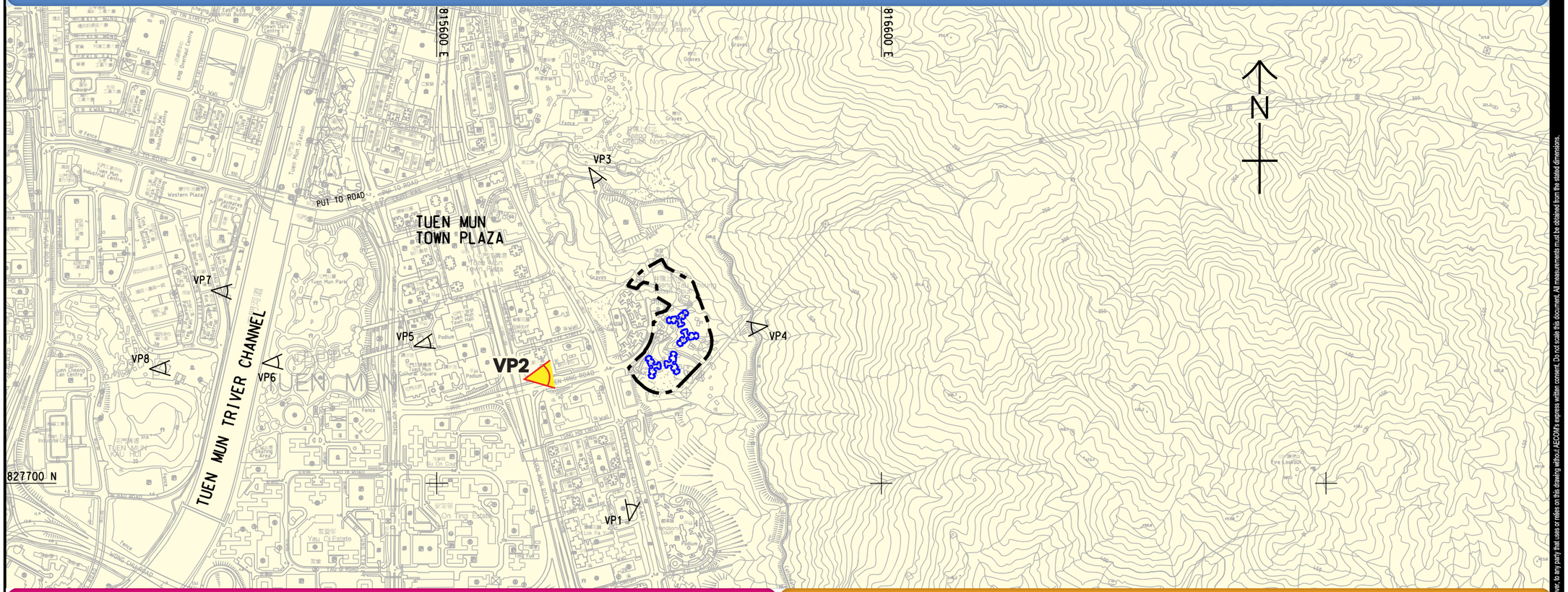
Approved:

Checked:

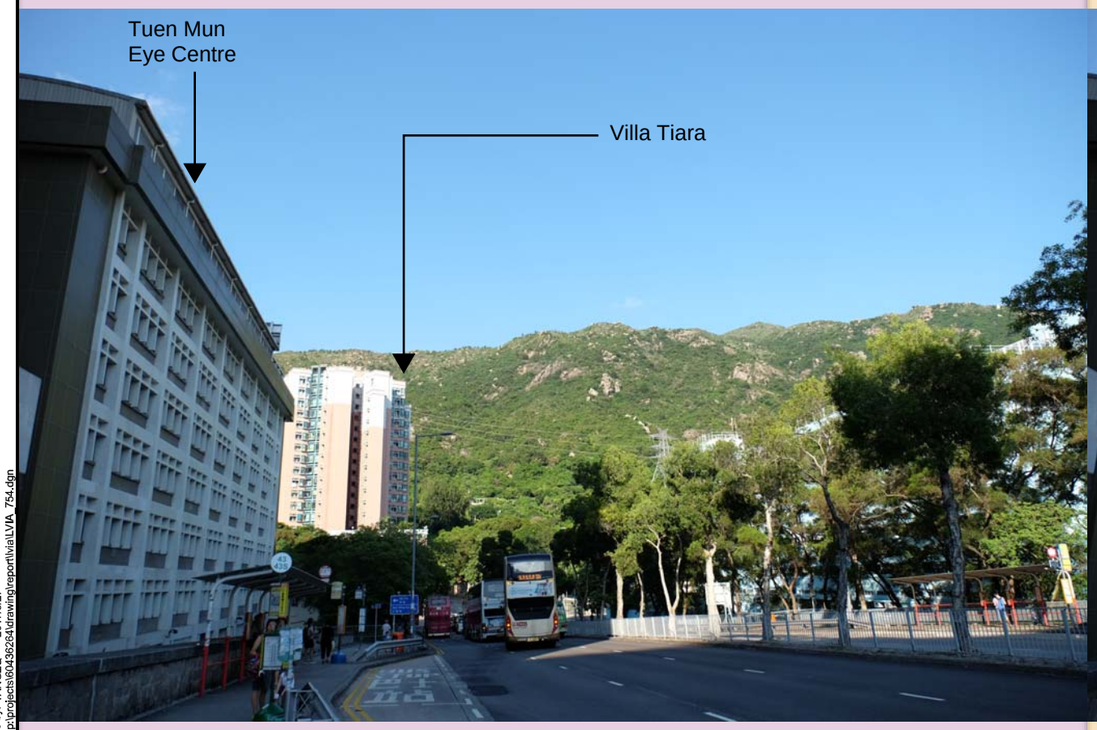
Designer:

Project Management Initials:

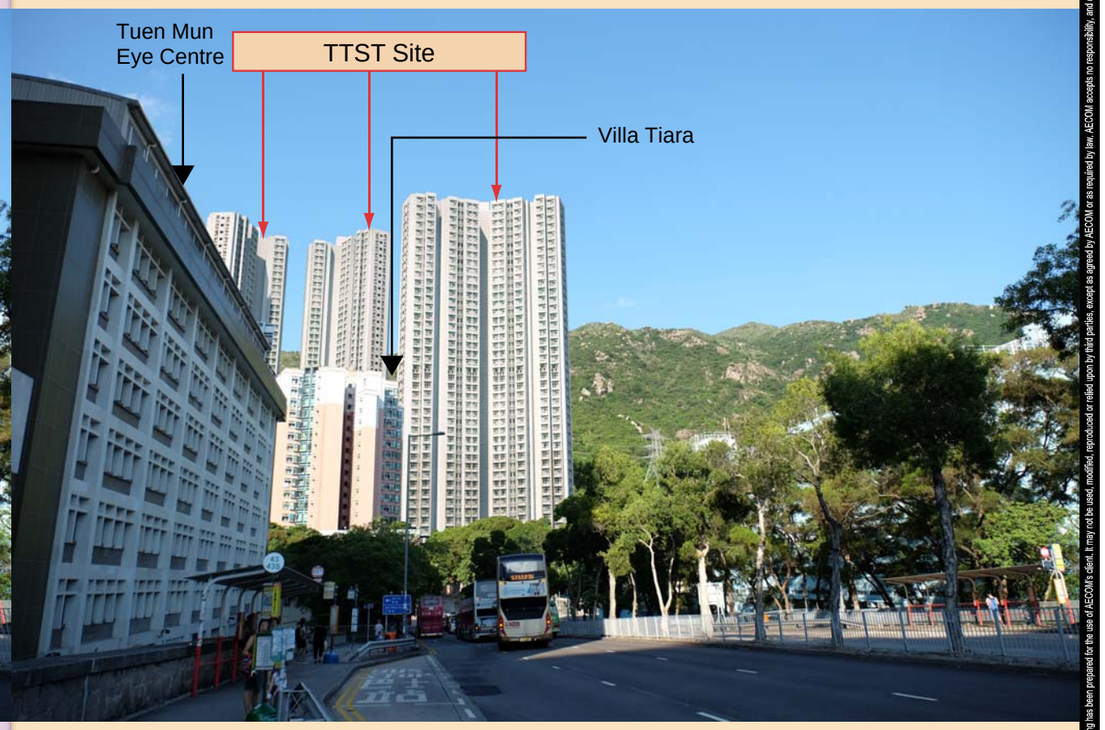
Location Plan of Photomontage Viewpoint



Existing View



Photomontage showing Development in Completion



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SCALE 比例
A3 1 : 10000

DIMENSION UNIT 尺寸單位
METRES

KEY PLAN
索引圖

PROJECT NO. 項目編號
60436264

AGREEMENT NO. 協議編號
CE15/2015(CE)

SHEET TITLE
圖紙名稱

TTST Site
Photomontage
VP2

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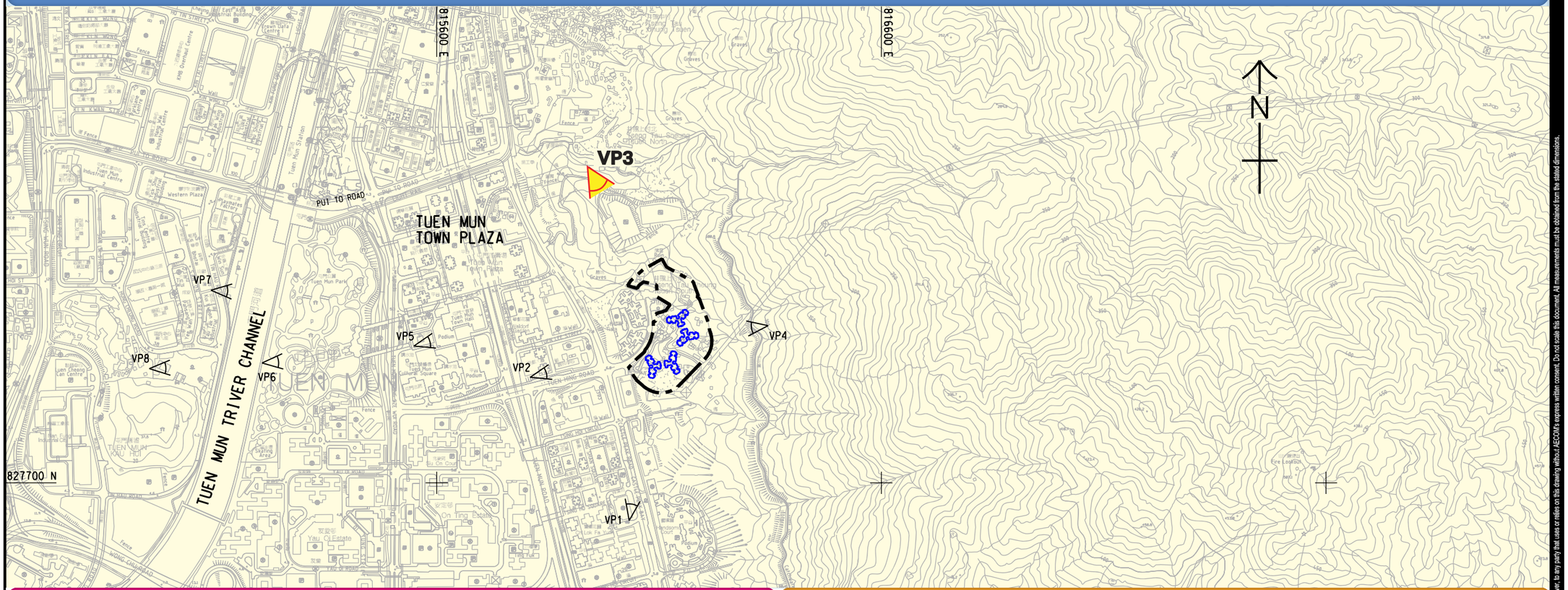
PATH: p:\projects\60436264\drawing\report\via\VIA_754.dgn

ISO A1 594mm x 841mm
Approved:
Checked:
Designer:
Project Management Initials:

Location Plan of Photomontage Viewpoint



Existing View



Photomontage showing Development in Completion



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SCALE 比例
A3 1 : 10000

DIMENSION UNIT 尺寸單位
METRES

KEY PLAN
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PROJECT NO. 項目編號
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SHEET TITLE
圖紙名稱

TTST Site
Photomontage
VP3

Plot File by: YANGZQ 2017/9/27
PATH: p:\projects\60436264\drawing\report\via\VIA_754.dgn

ISO A1 594mm x 841mm

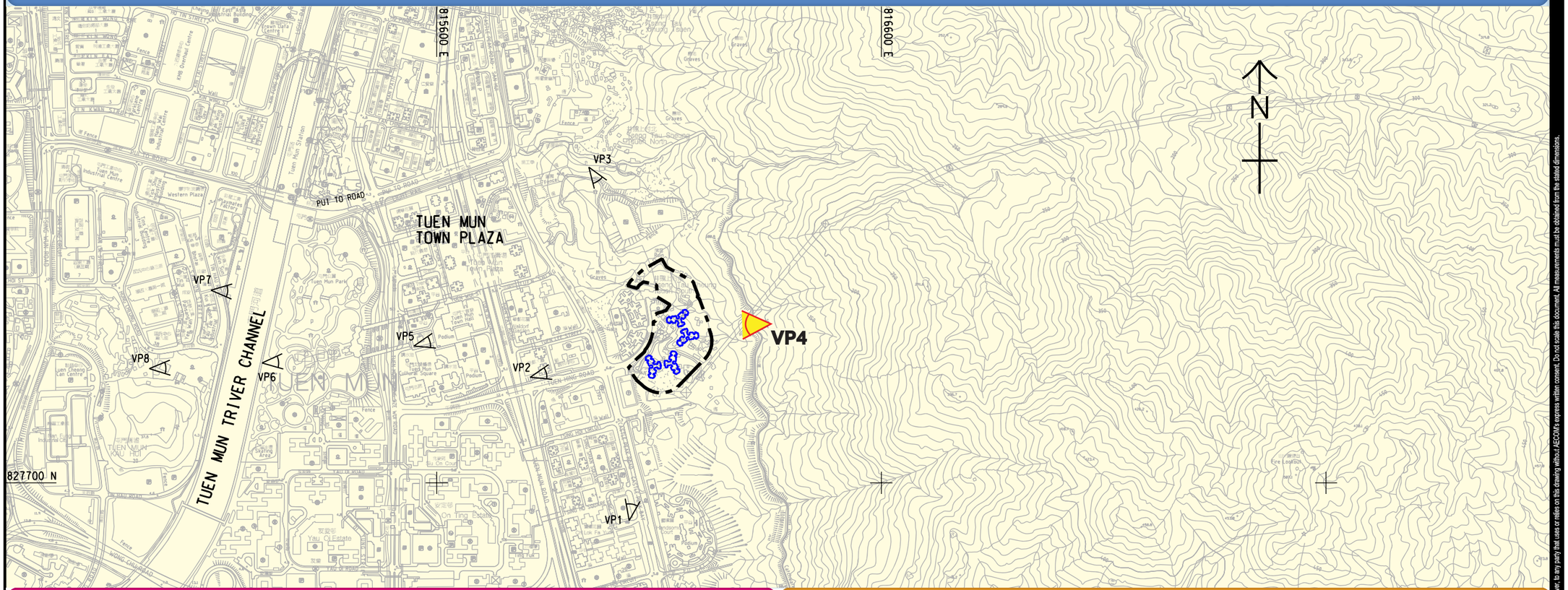
Approved:

Checked:

Designer:

Project Management Initials:

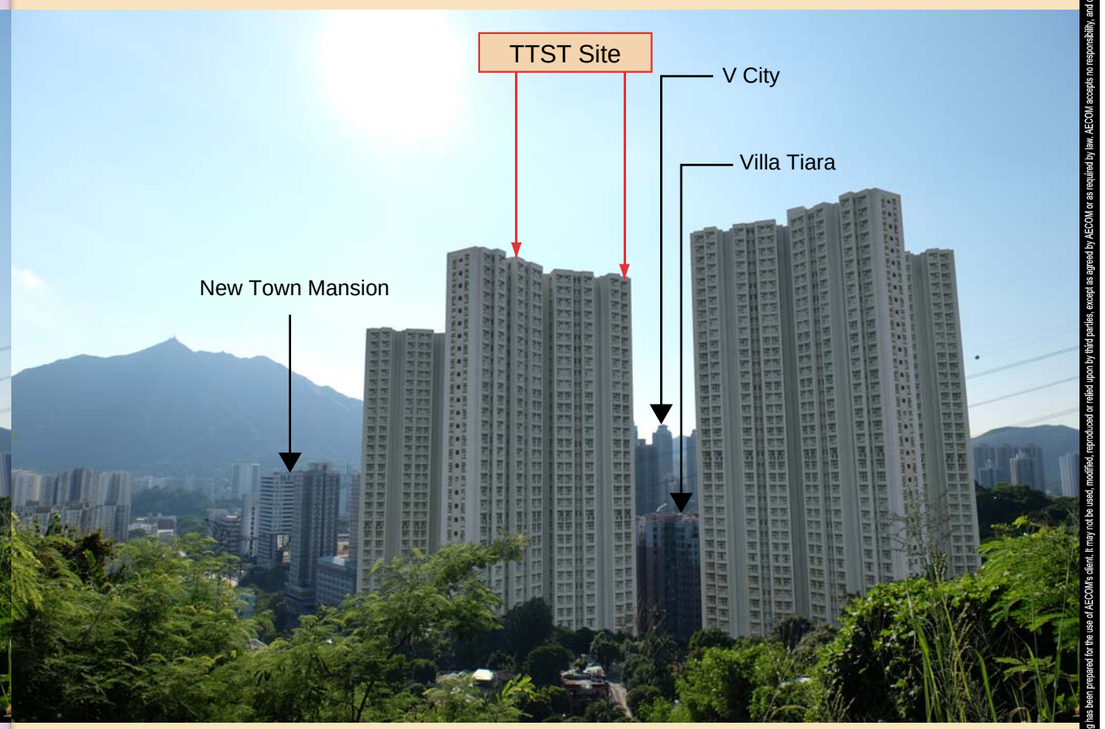
Location Plan of Photomontage Viewpoint



Existing View



Photomontage showing Development in Completion



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SCALE 比例
A3 1 : 10000

DIMENSION UNIT 尺寸單位
METRES

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AGREEMENT NO. 協議編號
CE15/2015(CE)

SHEET TITLE
圖紙名稱

TTST Site
Photomontage
VP4

ISO A1 594mm x 841mm

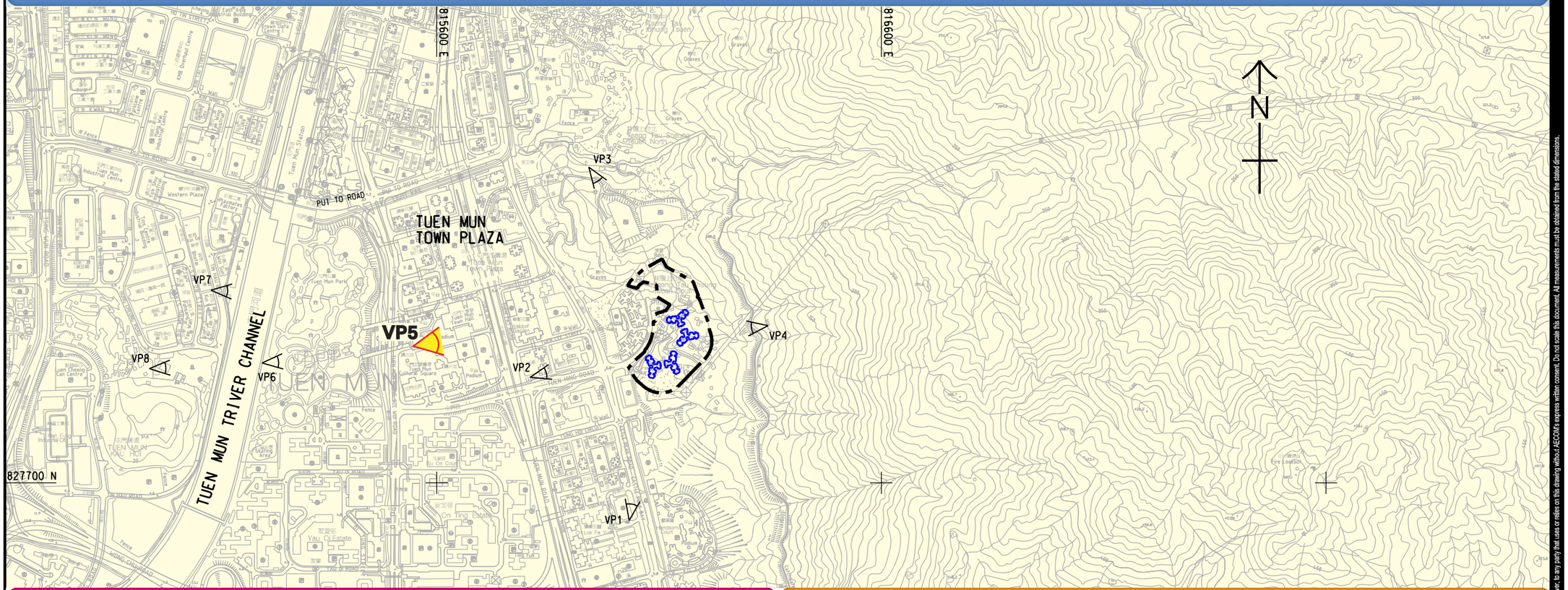
Approved:

Checked:

Designer:

Project Management Initials:

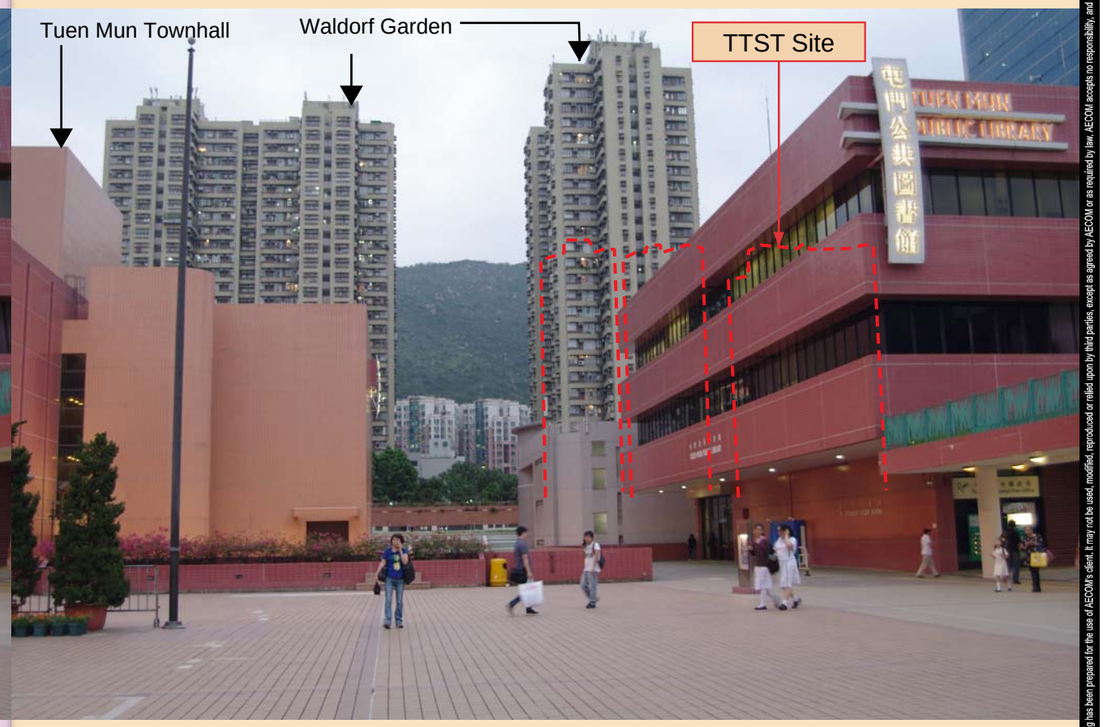
Location Plan of Photomontage Viewpoint



Existing View



Photomontage showing Development in Completion



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SCALE 比例
A3 1 : 10000

DIMENSION UNIT 尺寸單位
METRES

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AGREEMENT NO. 協議編號
CE15/2015(CE)

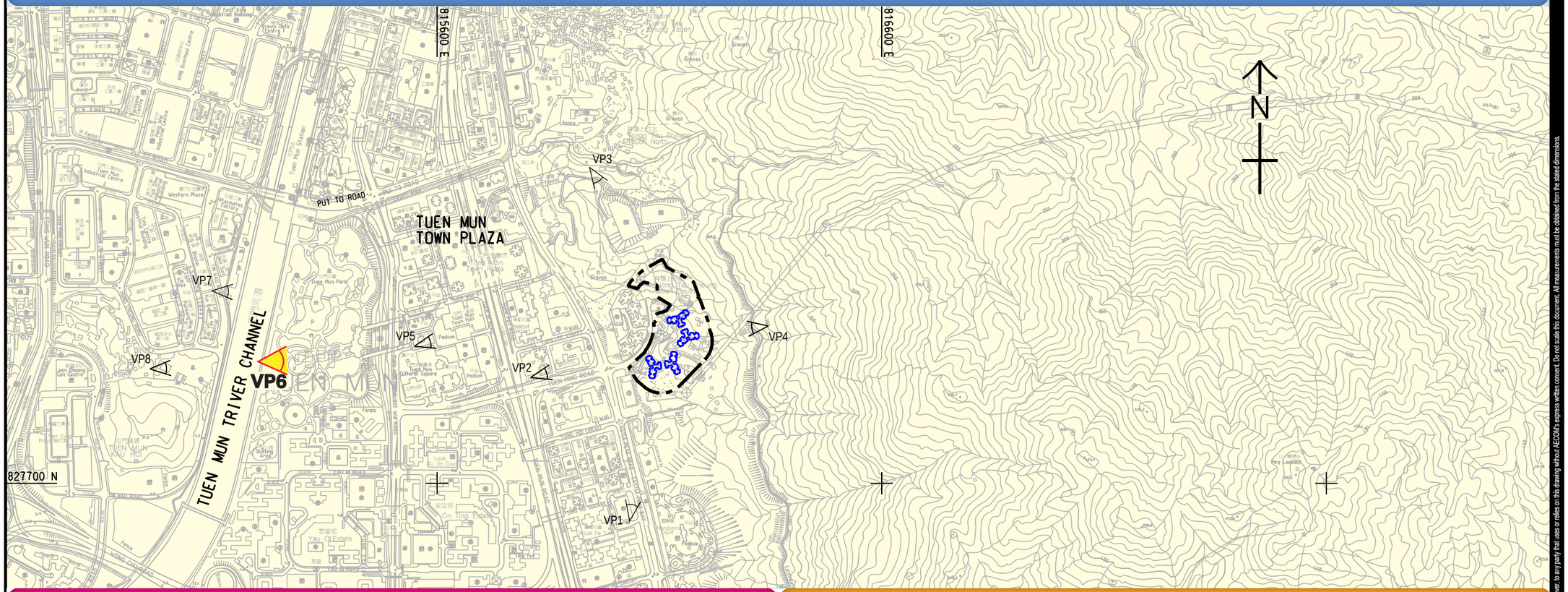
SHEET TITLE
圖紙名稱

TTST Site
Photomontage
VP5

Plot File by: YANGZQ 2017/9/27
PATH: p:\projects\60436264\drawing\report\via\VIA_754.dgn

ISO A1 594mm x 841mm
Approved:
Checked:
Designer:
Project Management Initials:

Location Plan of Photomontage Viewpoint



Existing View



Photomontage showing Development in Completion



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SCALE 比例
A3 1 : 10000

DIMENSION UNIT 尺寸單位
METRES

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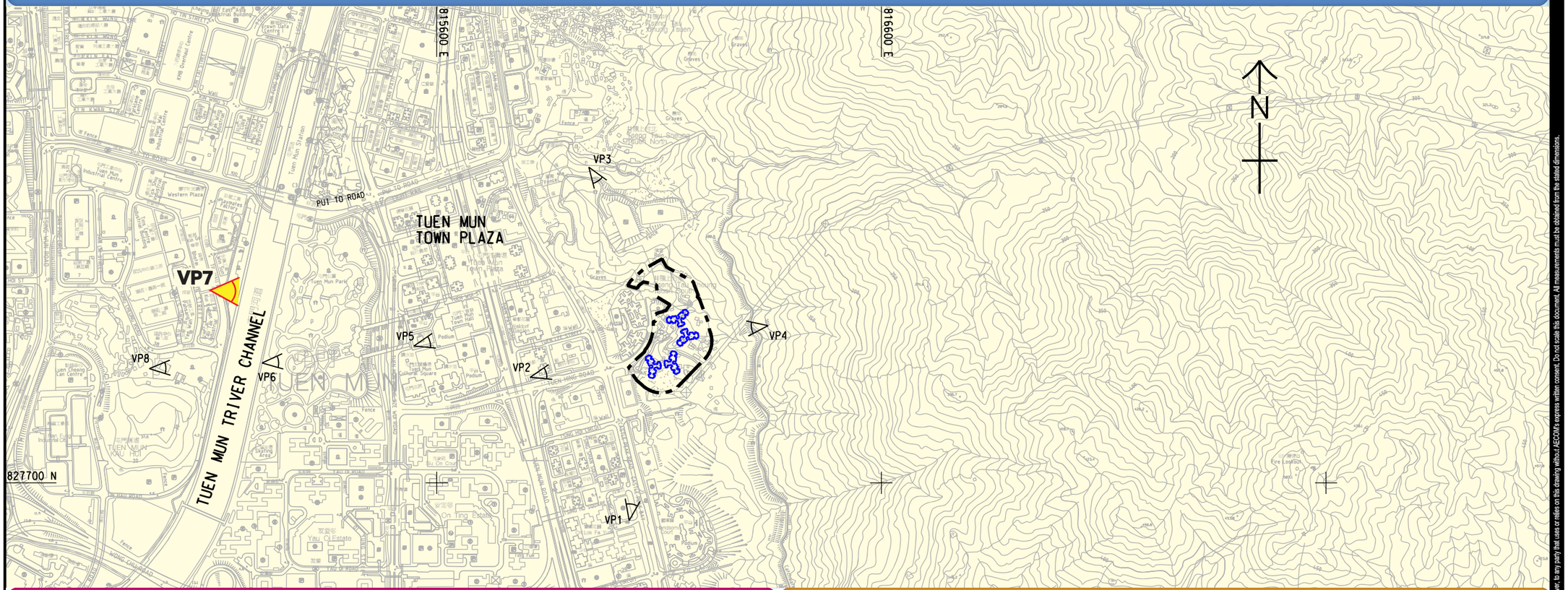
SHEET TITLE
圖紙名稱

TTST Site
Photomontage
VP6

Plot File by: LVP 2017/9/19
PATH: P:\PROJECTS\60436264\DRAWING\REPORT\LVIA\LVIA_754.dgn

ISO A1 594mm x 841mm
Approved:
Checked:
Designer:
Project Management Initials:

Location Plan of Photomontage Viewpoint



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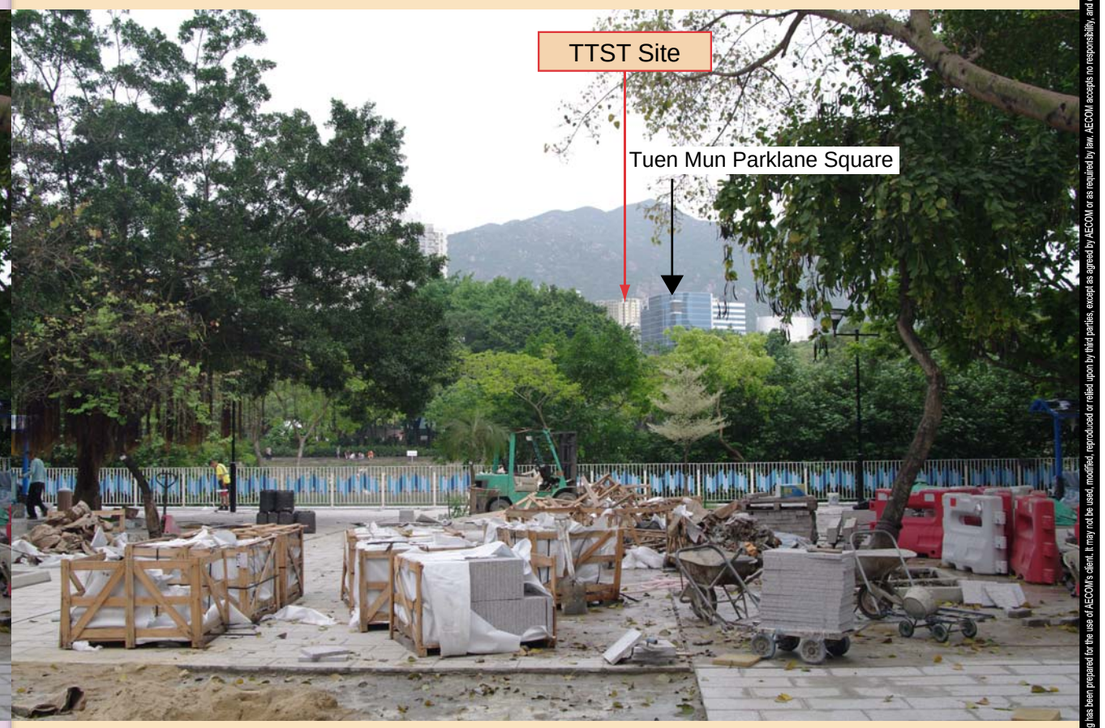

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SCALE 比例
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DIMENSION UNIT 尺寸單位
METRES

KEY PLAN
索引圖

PROJECT NO. 項目編號
60436264

AGREEMENT NO. 協議編號
CE15/2015(CE)

SHEET TITLE
圖紙名稱

TTST Site
Photomontage
VP7

ISO A1 594mm x 841mm

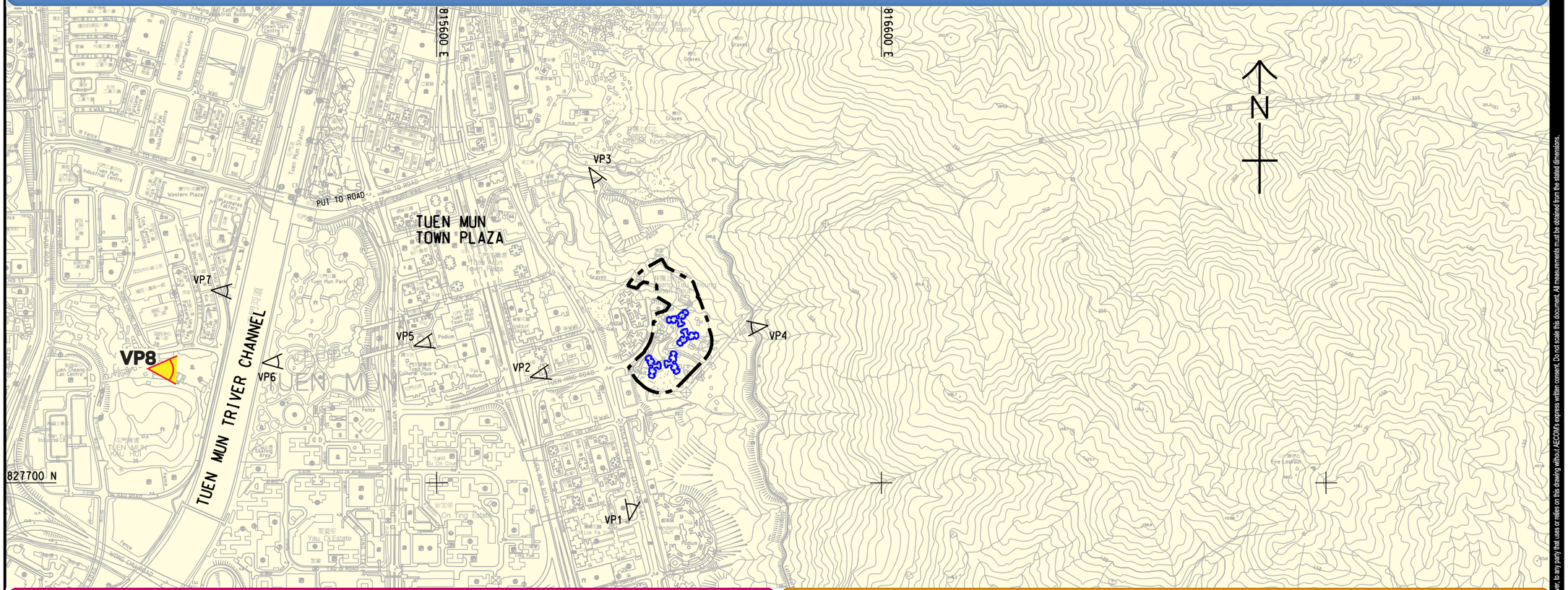
Approved:

Checked:

Designer:

Project Management Initials:

Location Plan of Photomontage Viewpoint



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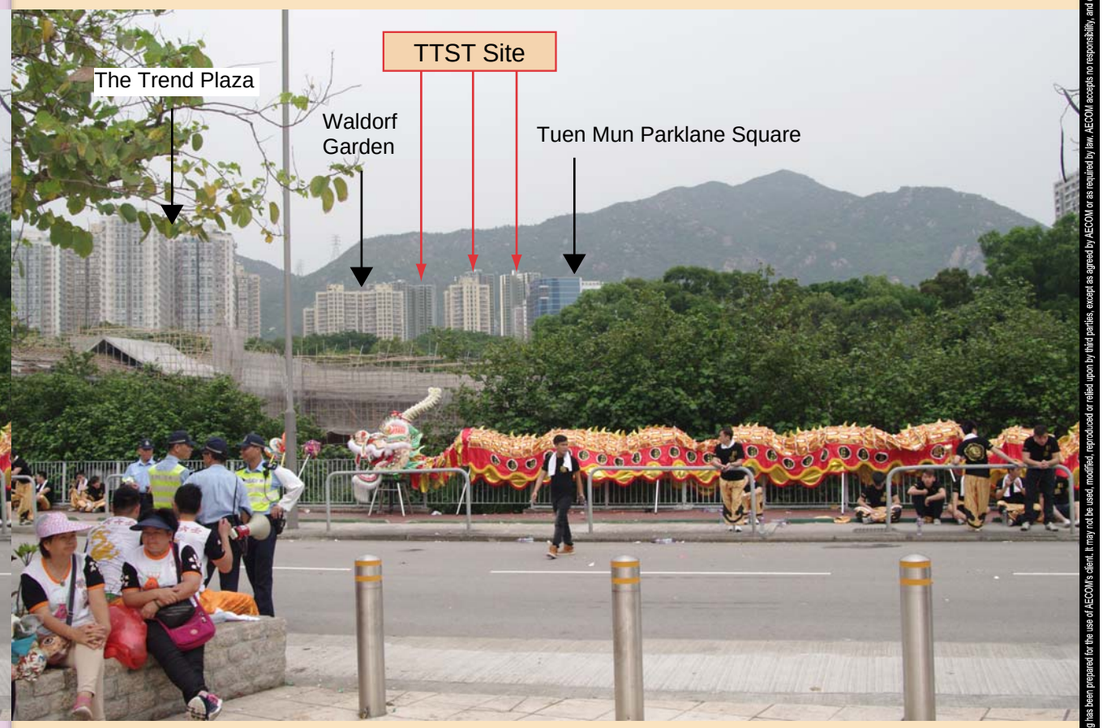

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AGREEMENT NO. 協議編號
CE15/2015(CE)

SHEET TITLE 圖紙名稱

TTST Site
Photomontage
VP8

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Project Management Initials:

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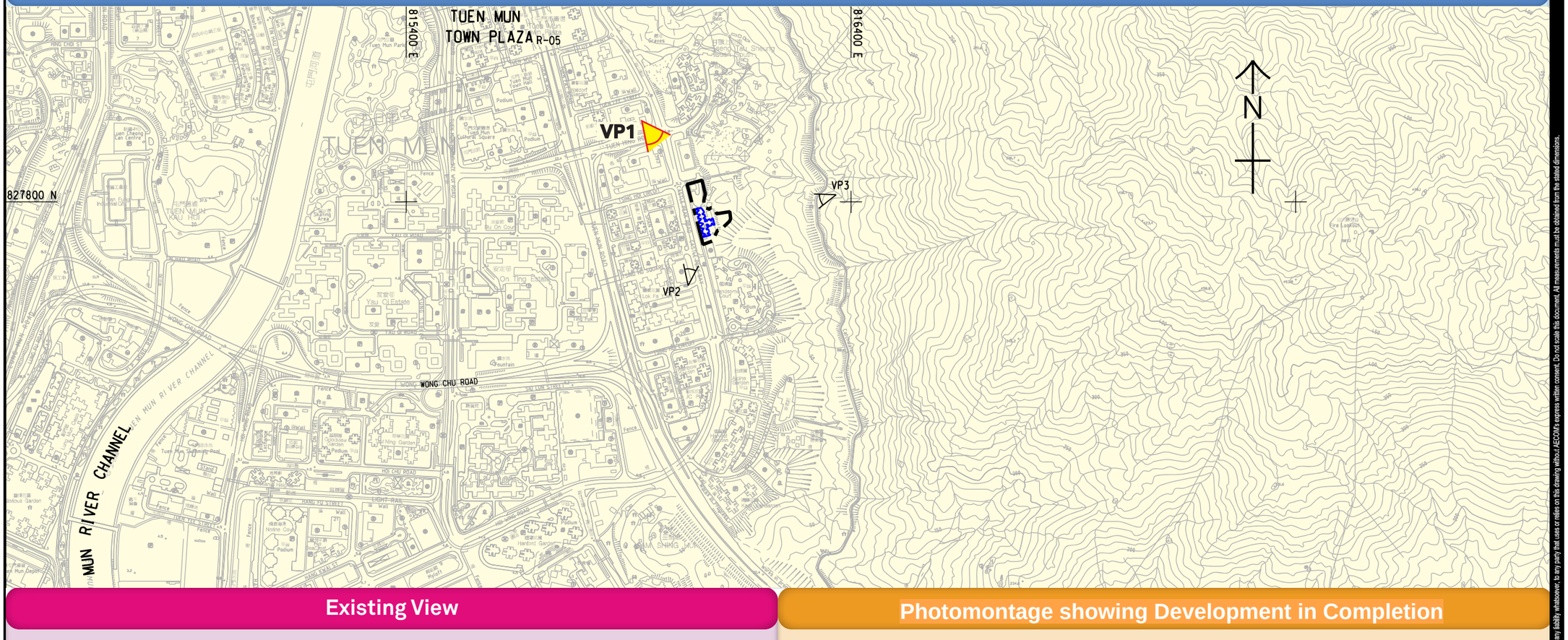

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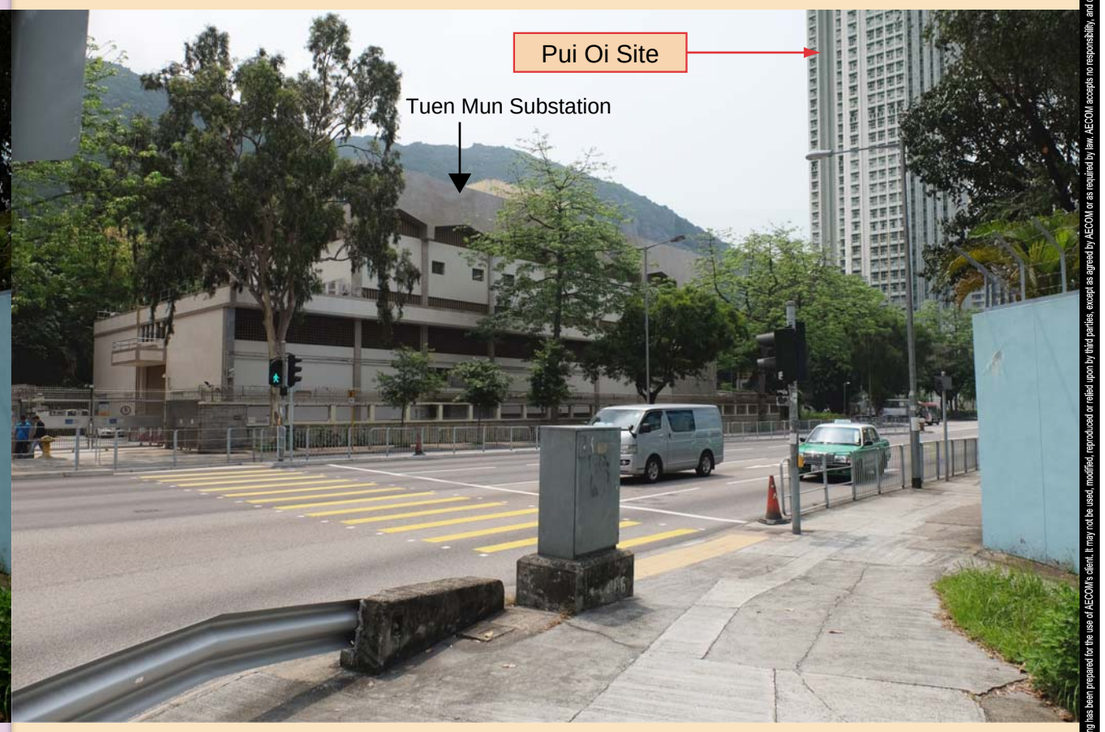

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SHEET TITLE
圖紙名稱

Pui Oi Site
Photomontage
VP1

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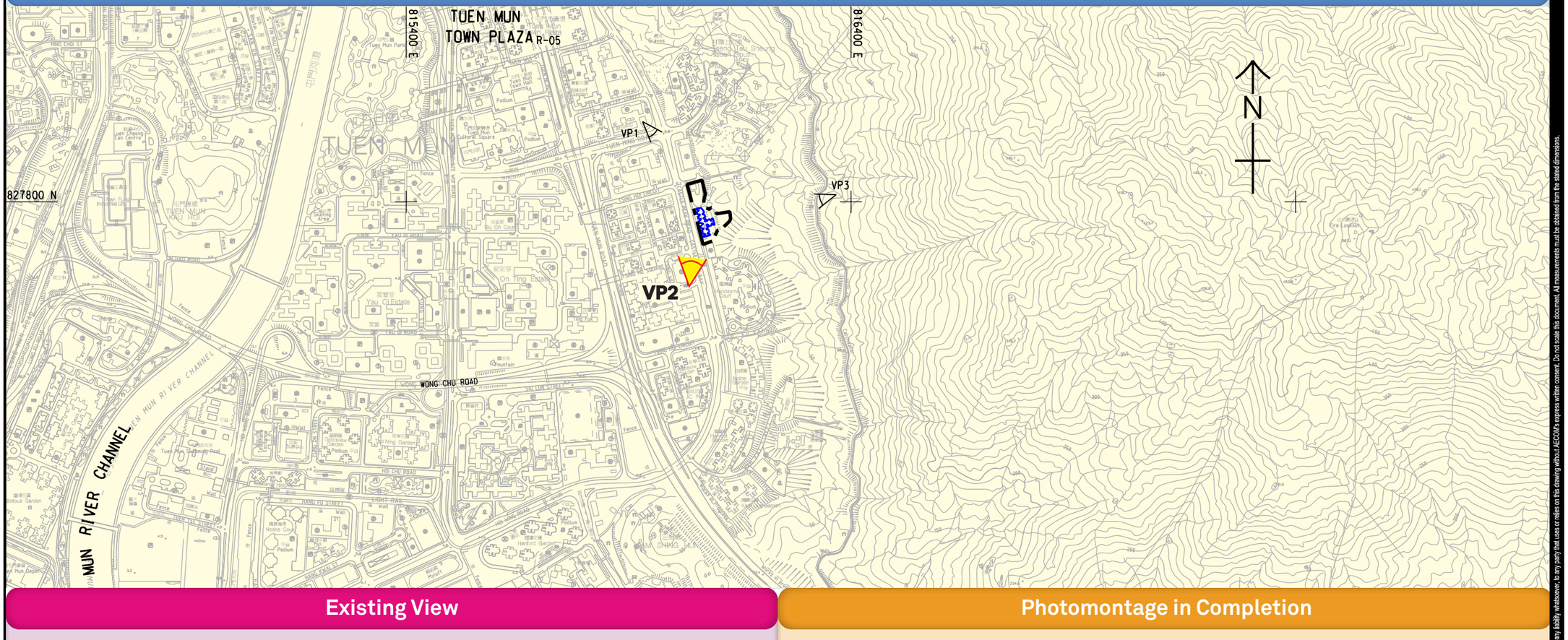

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Pui Oi Site
Photomontage
VP2

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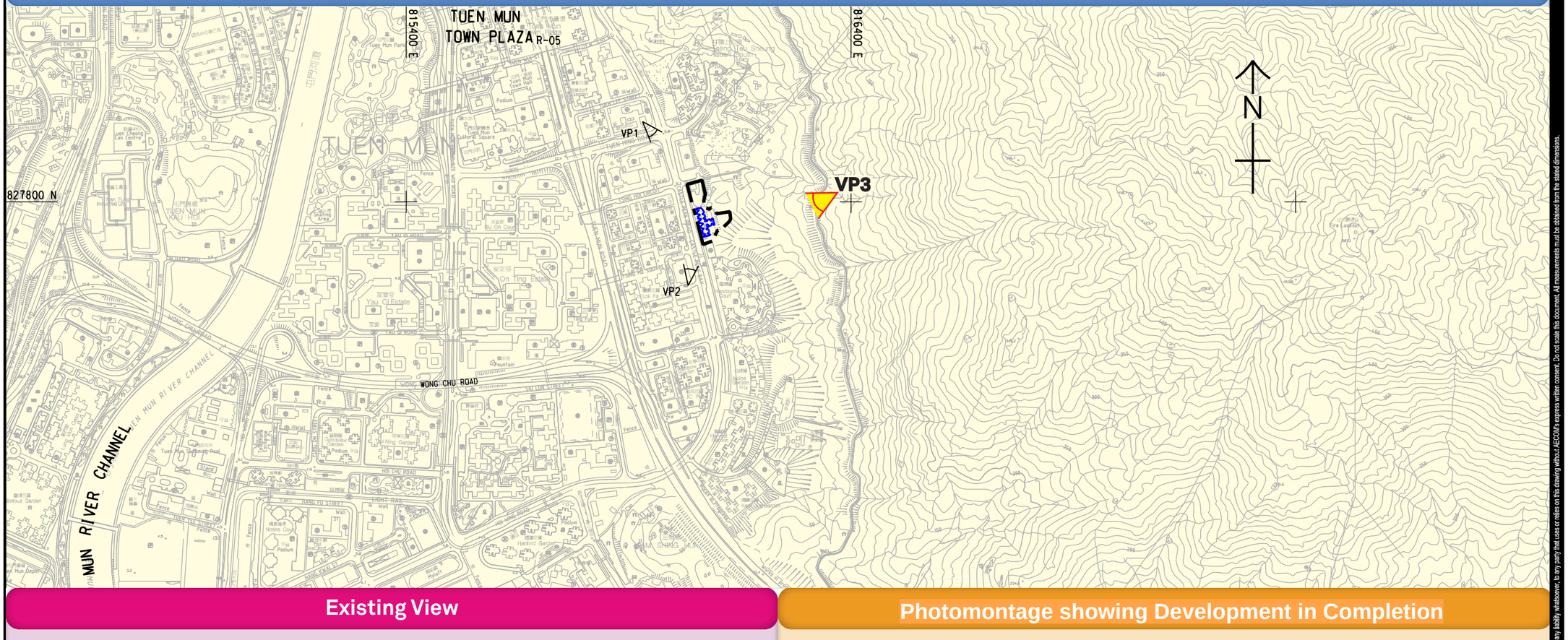

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SHEET TITLE
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Pui Oi Site
Photomontage
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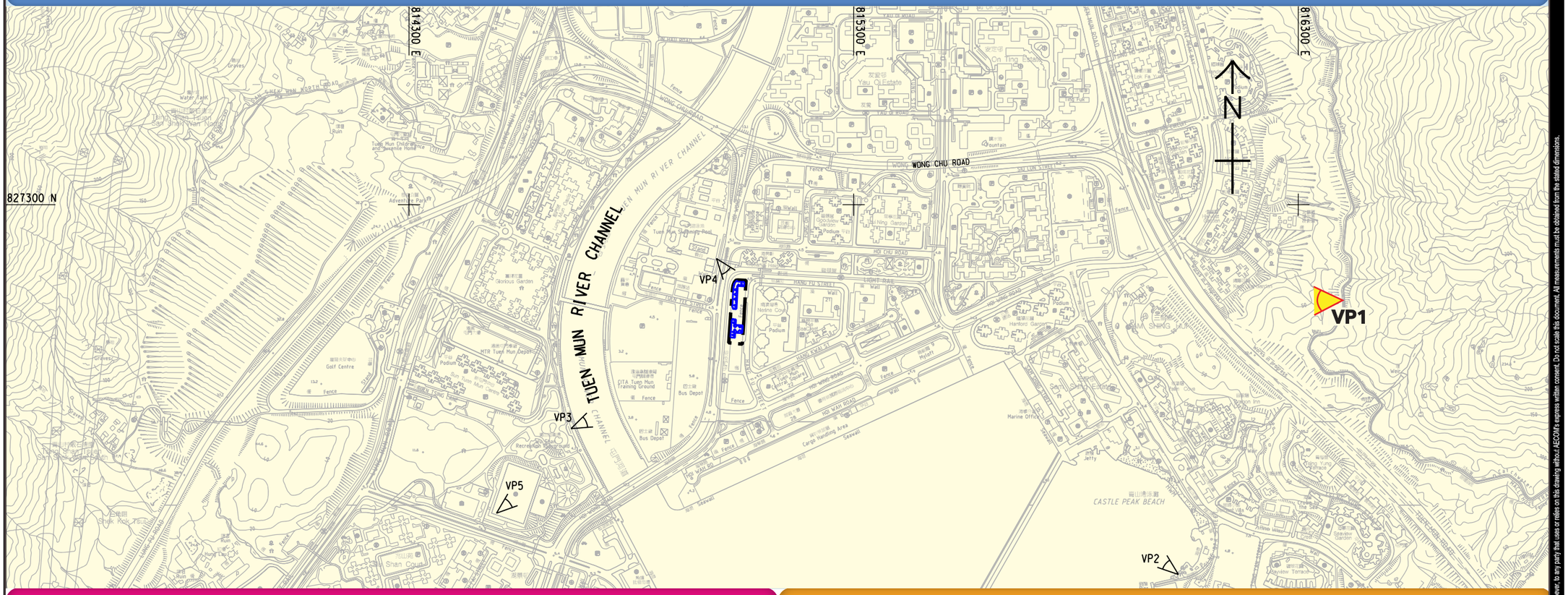

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CE15/2015(CE)

SHEET TITLE 圖紙名稱

Hang Fu Site
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VP1

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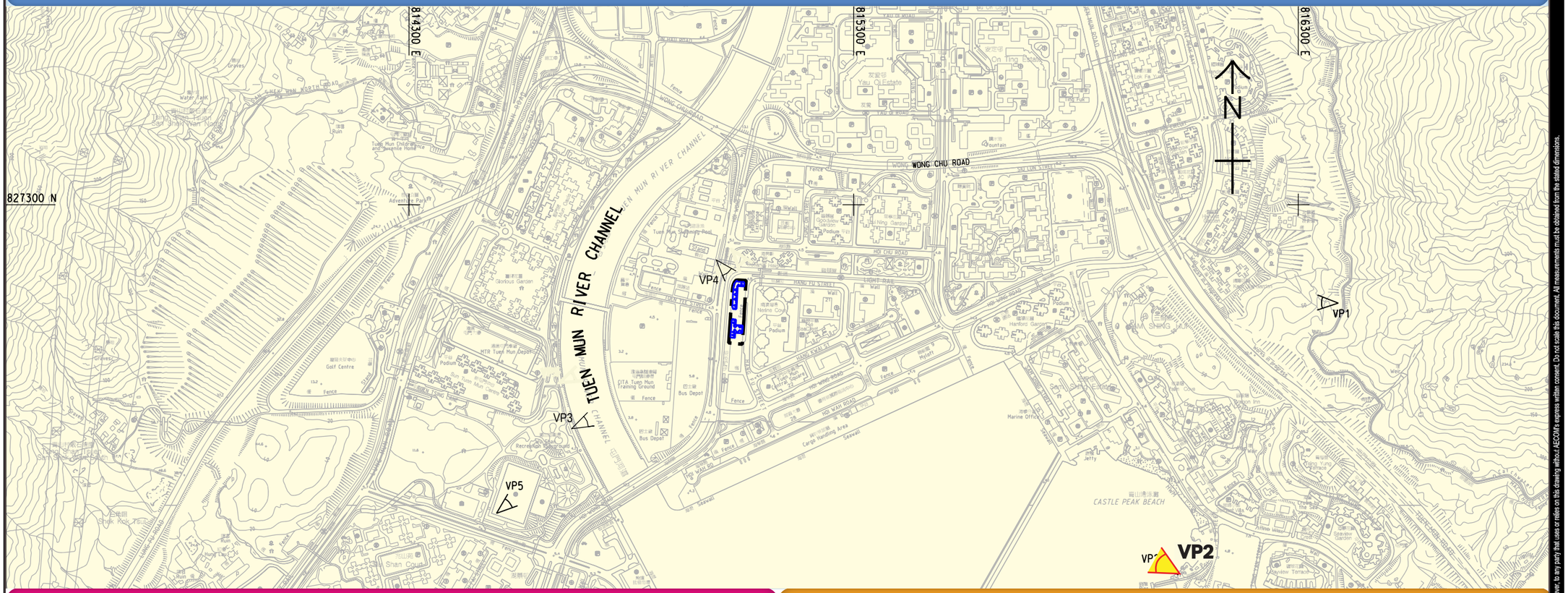

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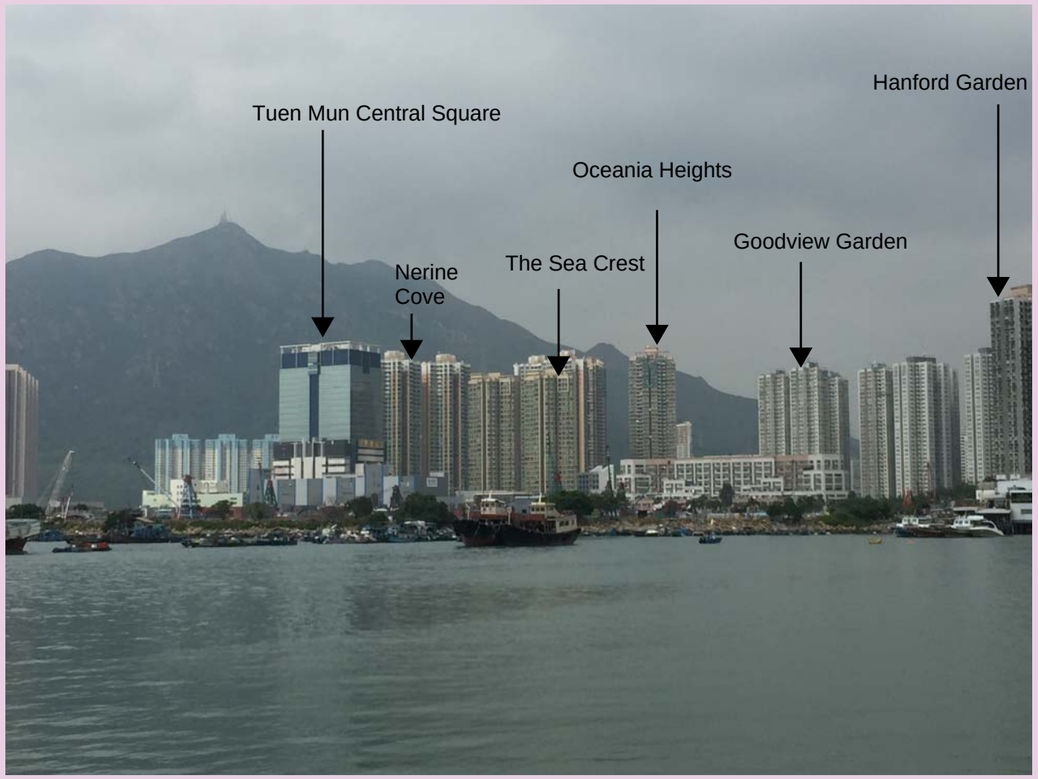

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圖紙名稱

Hang Fu Site
Photomontage
VP2

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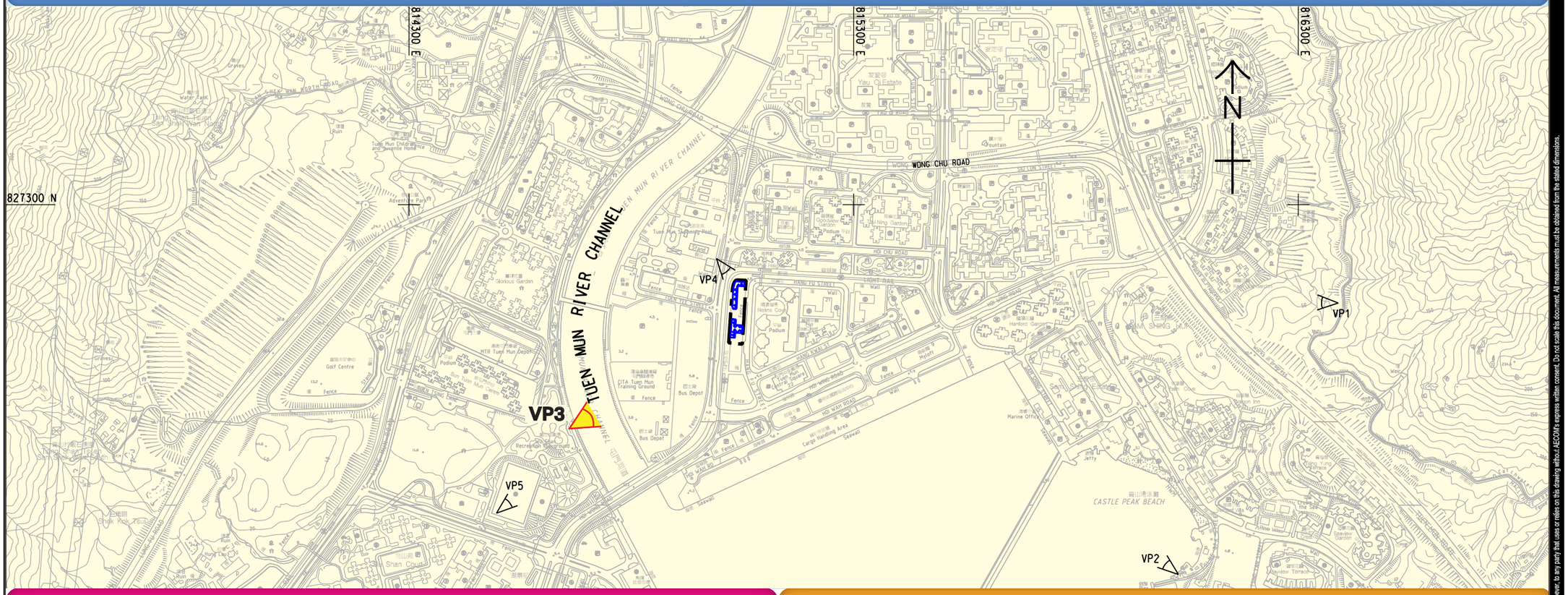

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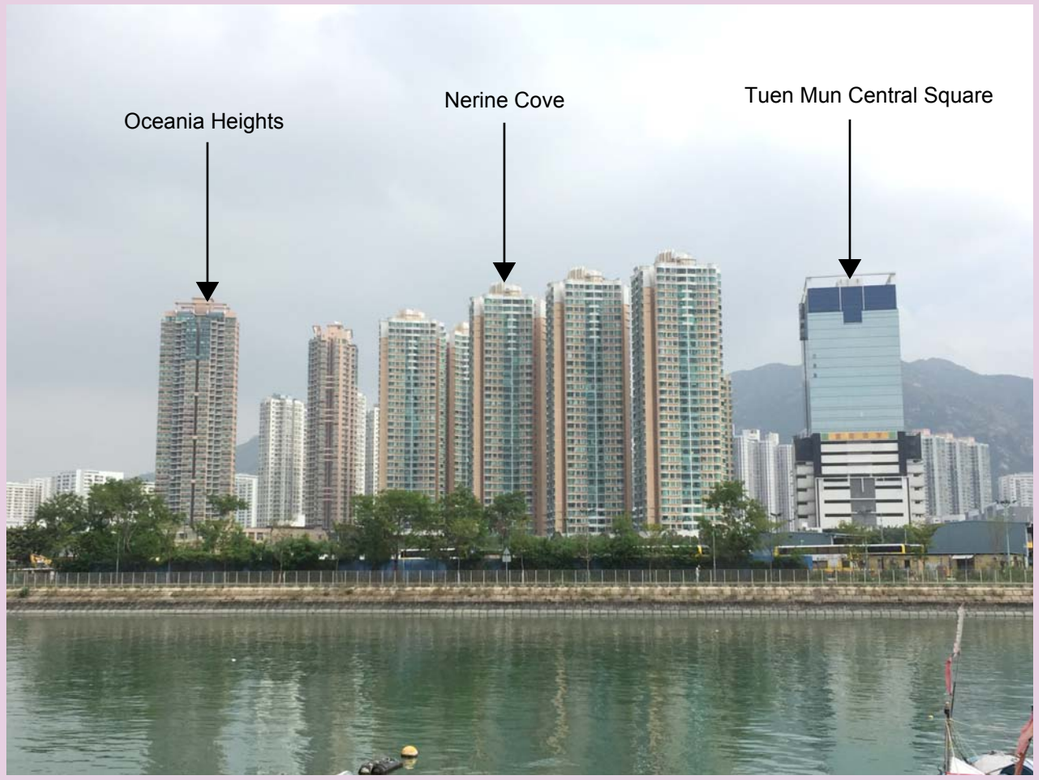

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Hang Fu Site
Photomontage
VP3

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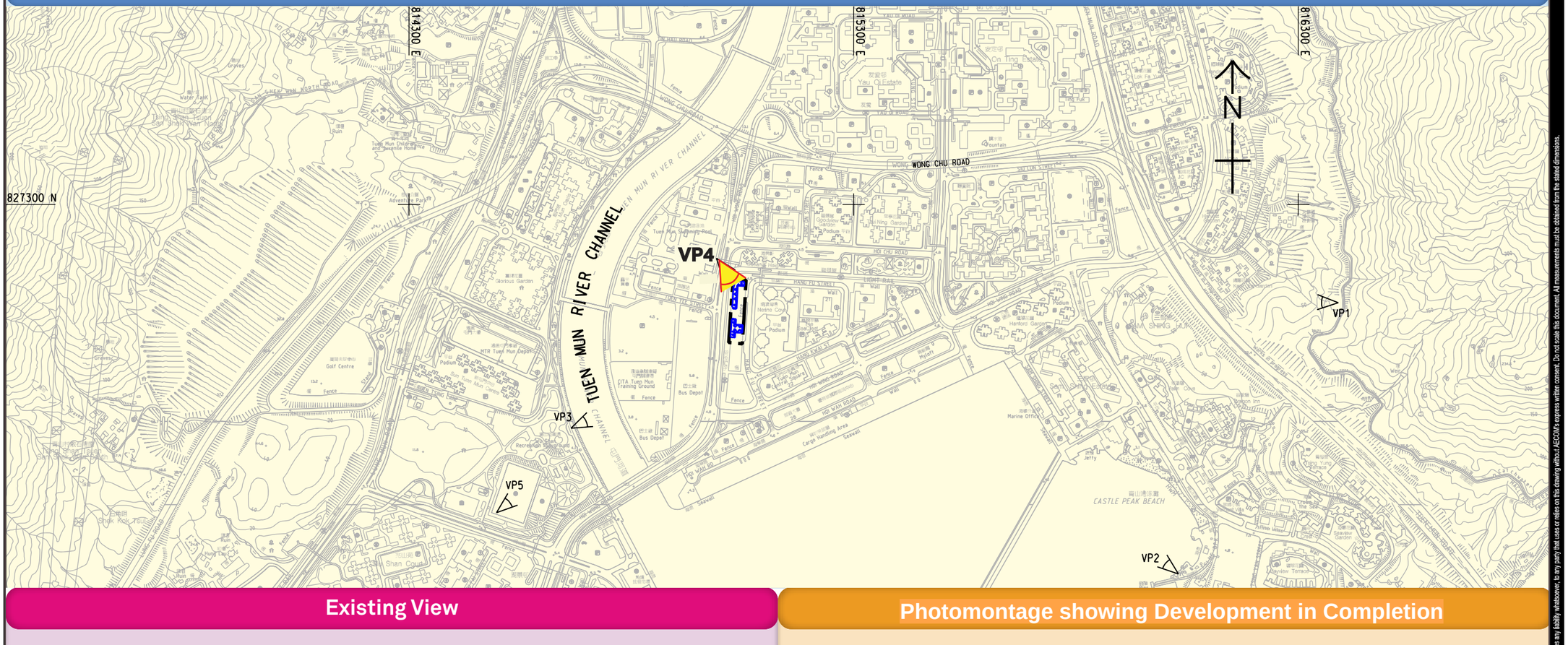

Existing View



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DIMENSION UNIT 尺寸單位
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SHEET TITLE
圖紙名稱

Hang Fu Site
Photomontage
VP4

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Designer:

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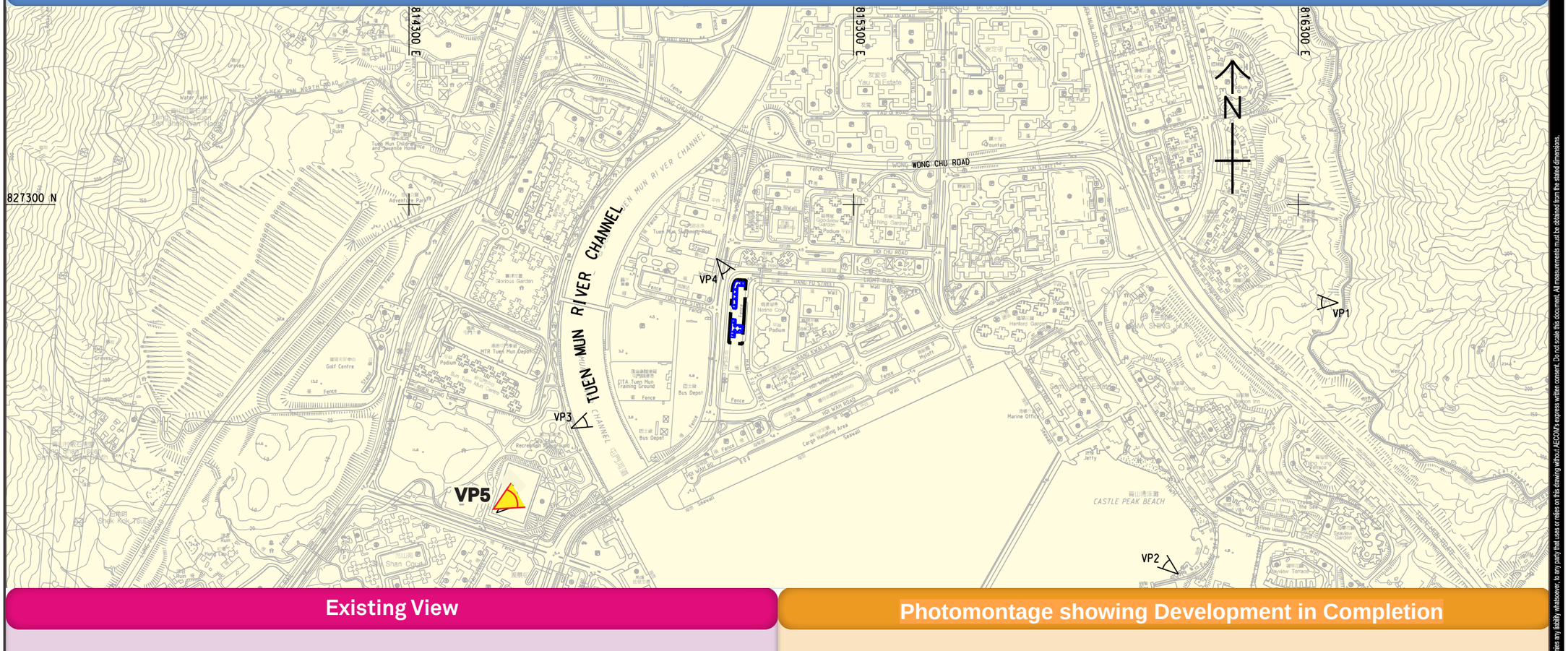

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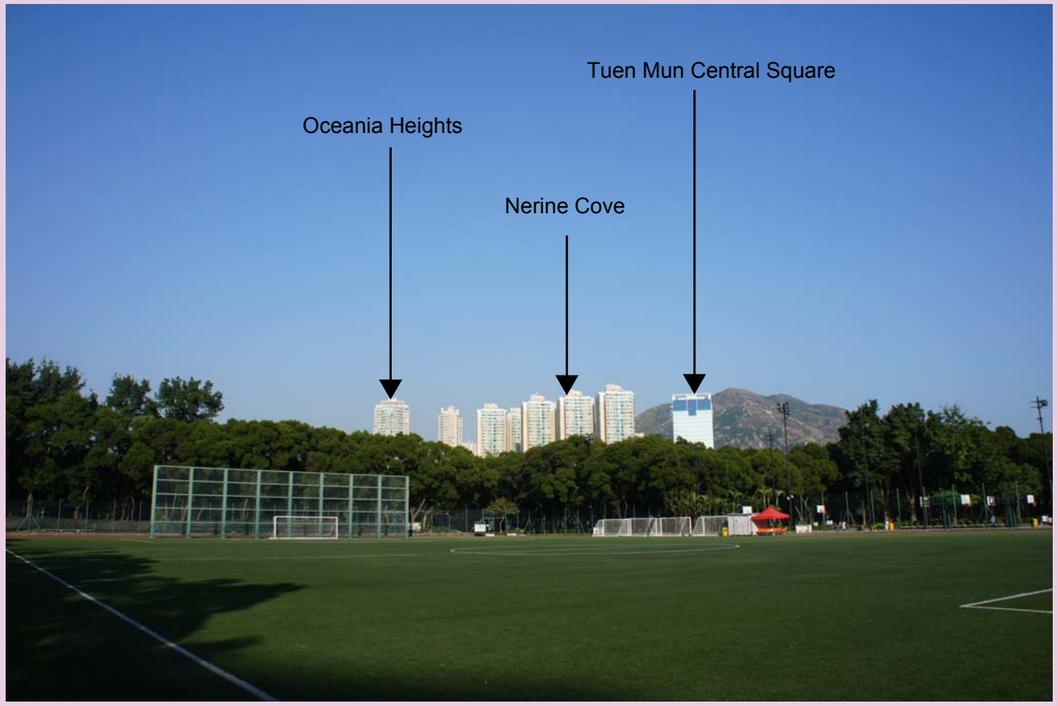

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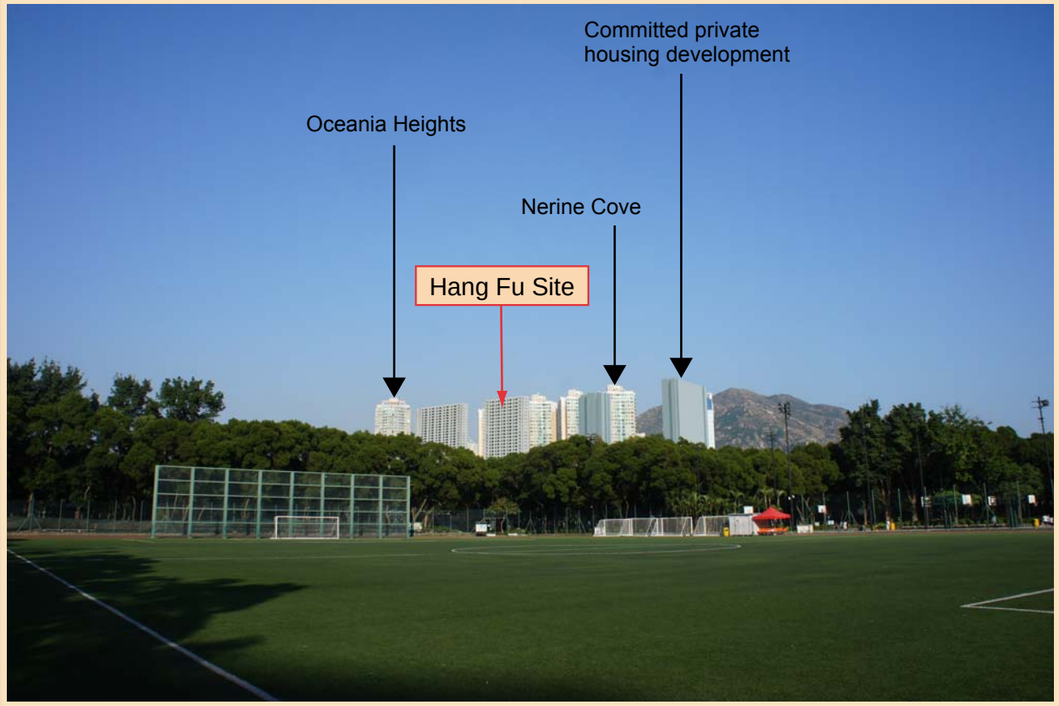

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Hang Fu Site
Photomontage
VP5

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Appendix D –
Noise Assessment Result

1 NOISE IMPACT ASSESSMENT

1.1 Introduction

1.1.1 In order to demonstrate that the proposed developments for the Housing Sites would not be adversely affected by traffic noise and fixed plant noise, calculations are performed at the representative worst affected Noise Sensitive Receivers (NSRs). Based on the current conceptual layout plan, all external facades would be assumed to be openable windows and considered as noise sensitive facades in the assessment, except designed blank walls. The locations of the representative assessment points, designed blank walls with the latest conceptual layout plan as provided by Housing Department for traffic noise impact assessment are shown in **Figure A1.1 – Figure A1.5**. The assessment points have been taken to be at 1.2m above each floor of the selected storey and 1m away from the facades of openable windows. The assessment areas for preliminary noise impact assessment cover the 300m area from each of the Housing Sites.

1.2 Operation Phase Road Traffic Noise

Evaluation of Road Traffic Noise Impact

1.2.1 Road traffic noise was predicted based on the traffic flows, following strictly the procedures stipulated in the "Calculation of Road Traffic Noise (CRTN)" (1988) published by Department of Transport, United Kingdom. Road traffic noise was presented in terms of noise levels exceeded for 10% of the one-hour period having the peak traffic flow (i.e. $L_{10\ (1\text{-hour})}$ dB(A)). The used total flows and vehicle compositions have been agreed by the Transport Department and adopted from the Preliminary Traffic and Transport Impact Assessment Report.

1.2.2 During operation phase, the proposed developments at Housing Sites would likely be affected by road traffic noise from the existing nearby road networks. A traffic noise modelling exercise is therefore undertaken to predict the traffic noise levels due to the aforementioned road networks at the representative NSRs. Without noise mitigation measures in place, the predicted noise levels at some NSRs would exceed the noise standards as stipulated in the Hong Kong Planning Standards and Guidelines (HKPSG) for residential dwellings. Noise mitigation measures are proposed to alleviate the adverse noise impact as presented below.

Kau Hui Site

1.2.3 The major road traffic noise sources for Kau Hui site would be Wong Chu Road. In view of the conceptual layout plan, large separation (i.e. >30m) between Wong Chu Road and the Tower 2, Tower 3 and Tower 4 is proposed to minimize the traffic noise impact. In addition, about 10m separation from Tin Hau Road is proposed for Tower 1. With such building setback and building orientation in place, noise levels exceeding the noise standards as stipulated in the HKPSG for residential dwellings would still be predicted at some NSRs mainly due to Wong Chu Road, the predicted maximum $L_{10\ (1\text{-hour})}$ noise levels would be 79 dB(A).

1.2.4 Noise mitigation designs and measures are recommended for the affected NSRs such that the road traffic noise level would be reduced to fulfil the noise standards as stipulated in the HKPSG. The proposed noise mitigation measures would include noise barrier, acoustic windows and fixed glazings with maintenance window.

1.2.5 With the proposed mitigation measures in place, the traffic noise levels at all NSRs would comply with the noise standards of $L_{10\ (1\text{-hour})}$ 70 dB(A) as stipulated in the HKPSG for residential dwellings. The predicted traffic noise levels at representative NSRs of Kau Hui site are detailed in below **Table 1.1**.

Wu Shan Site

1.2.6 The major road traffic noise sources for Wu Shan site would be Lung Mun Road and Wu Shan Road. In view of the conceptual layout plan, a 5-storey tall non-domestic block was proposed in front of Tower 2 and Tower 3 screening off the traffic noise impact arising from Lung Mun

Road to the proposed residential development. Also, in order to minimising the traffic noise impact, around 20m separation between Wu Shan Road and Tower 1 was proposed. With such building setback and noise tolerant building designs in place, noise levels exceeding the noise standards as stipulated in the HKPSG for residential dwellings would still be predicted at those NSRs facing to Lung Mun Road and Wu Shan Road, the predicted maximum $L_{10\ (1\text{-hour})}$ noise levels would be 73 dB(A).

1.2.7 Noise mitigation measures recommended for the affected NSRs at Wu Shan site included fixed glazings, architectural fins and acoustic windows. With implementation of these mitigation measures, the road traffic noise levels at the NSRs would be reduced to fulfil the noise standards as stipulated in the HKPSG. The predicted traffic noise levels at representative NSRs of Wu Shan site are summarized in below **Table 1.2**.

TTST Site

1.2.8 The major road traffic noise sources for TTST site would be Castle Peak Road – Castle Peak Bay and Tuen Hing Road. The proposed housing site is located more than 70m away from Castle Peak Road – Castle Peak Bay. Without noise mitigation measures in place, the predicted noise levels at some NSRs would exceed the noise standards as stipulated in the HKPSG for residential dwellings, the predicted maximum $L_{10\ (1\text{-hour})}$ noise levels in the worst-case year would be 72 dB(A).

1.2.9 Noise mitigation measures recommended for the affected NSRs at TTST site include acoustic windows. With implementation of these mitigation measures, the road traffic noise levels at the NSRs would be reduced to fulfil the noise standards as stipulated in the HKPSG. The predicted traffic noise levels at representative NSRs of TTST site are summarized in below **Table 1.3**.

Pui Oi Site

1.2.10 The major road traffic noise sources affecting Pui Oi site would be Castle Peak Road – Castle Peak Bay and Tuen Hing Road. The proposed housing site is located more than 20m away from Castle Peak Road – Castle Peak Bay. Without noise mitigation measures in place, the predicted noise levels at some NSRs would exceed the noise standards as stipulated in the HKPSG for residential dwellings, the predicted $L_{10\ (1\text{-hour})}$ noise levels would be up to 76 dB(A).

1.2.11 Noise mitigation measures recommended for the affected NSRs at Pui Oi site include acoustic balconies with lining, fixed glazings and architectural fins. With implementation of these mitigation measures, the road traffic noise levels at the NSRs would be reduced to fulfil the noise standards as stipulated in the HKPSG. The predicted traffic noise levels at representative NSRs of Pui Oi site are summarized in below **Table 1.4**.

Hang Fu Site

1.2.12 The major road traffic noise sources would be Hoi Wong Road and Hang Fu Street. Without noise mitigation measures in place, the predicted noise levels at some NSRs would exceed the noise standards as stipulated in the HKPSG for residential dwellings, the predicted $L_{10\ (1\text{-hour})}$ noise levels would be up to 71 dB(A).

1.2.13 Architectural fins are recommended as noise mitigation measure for the affected NSRs such that the road traffic noise levels would be reduced to fulfil the noise standards as stipulated in the HKPSG. With the proposed mitigation measures in place, the traffic noise levels at all NSRs would comply with the noise standards of $L_{10\ (1\text{-hour})}$ 70 dB(A) as stipulated in the HKPSG for residential dwellings. The predicted traffic noise levels are summarized in below **Table 1.5**.

Table 1.1 Predicted Traffic Noise Levels at Representative NSRs of Kau Hui Site under Mitigated Scenario

Floor	Predicted Noise Level, L10 (1-hr)													
	B101b	B105b	B116a	B201a	B204b	B205a	B209a	B305b	B306a	B311b	C401b	C405a	C410b	C418a
1	67	65	66	70	67	67	67	67	66	65	67	65	70	65
2	69	68	69	67	68	68	68	68	67	65	68	67	66	70
3	70	69	69	68	68	70	69	69	68	66	69	68	68	70
4	70	70	69	68	68	66	70	70	68	66	70	69	69	70
5	70	70	68	68	69	66	65	65	68	66	70	70	70	70
6	70	70	68	68	69	67	66	66	69	66	70	70	70	70
7	70	70	68	69	69	67	66	67	69	66	*	70	70	70
8	70	70	68	69	69	67	66	67	69	66	*	70	70	70
9	70	70	68	69	69	67	66	67	69	66	*	70	70	69
10	65	70	67	69	69	68	66	68	69	66	*	70	*	69
11	65	70	67	69	69	68	67	68	69	65	*	70	*	69
12	65	70	67	69	69	68	67	68	69	65	*	*	*	69
13	65	70	67	69	69	68	67	68	69	65	*	*	*	69
14	65	70	67	69	69	68	67	68	69	65	*	*	*	69
15	65	70	66	69	69	68	67	68	68	65	*	*	*	69
16	65	70	66	69	69	68	67	68	68	65	*	*	*	69
17	65	70	66	69	69	68	67	68	68	65	*	*	*	69
18	65	70	66	69	69	68	67	68	68	64	*	*	*	69
19	65	70	66	69	68	68	67	68	68	64	70	70	*	68
20	65	70	66	69	68	68	68	68	68	64	70	70	*	68
21	65	70	66	68	68	68	67	68	68	64	70	70	70	68
22	65	70	65	68	68	68	67	68	68	64	70	70	70	68
23	65	70	65	68	68	67	67	68	68	64	70	70	70	68
24	65	70	65	68	68	67	67	68	68	64	70	70	70	68
25	65	70	65	68	68	67	67	68	68	64	70	70	70	68
26	65	70	65	68	68	67	67	67	68	64	70	70	70	68
27	65	70	65	68	68	67	67	67	67	64	70	70	70	68
28	70	70	65	68	68	67	67	67	67	63	70	70	70	68
29	70	70	65	68	67	67	67	67	67	63	69	70	70	68
30	70	70	65	68	67	67	67	67	67	63	69	69	70	68
31	70	70	65	68	67	67	67	67	67	63	69	69	70	68
32	70	70	64	68	67	66	67	67	67	63	69	69	69	68
33	70	70	64	68	67	66	67	67	67	63	69	69	69	68
34	70	70	64	67	67	66	67	67	67	63	69	69	69	67
35	70	70	64	67	67	66	66	66	67	63	69	69	69	67
36	70	70	64	67	67	66	66	66	67	63	69	69	69	67
37	70	70	64	67	67	66	66	66	67	63	69	69	69	67
38	67	-	-	-	-	-	-	66	66	62	69	69	69	67
39	69	-	-	-	-	-	-	-	-	-	69	69	69	67
40	70	-	-	-	-	-	-	-	-	-	69	69	69	67
41	70	-	-	-	-	-	-	-	-	-	69	69	69	67
42	70	-	-	-	-	-	-	-	-	-	68	68	69	67
43	70	-	-	-	-	-	-	-	-	-	68	68	69	67
44	70	-	-	-	-	-	-	-	-	-	68	68	69	67
45	70	-	-	-	-	-	-	-	-	-	68	68	68	67
46	70	-	-	-	-	-	-	-	-	-	68	68	68	67
47	65	-	-	-	-	-	-	-	-	-	68	68	68	67

Remarks:

- Hyphenated indicates no NSR due assess point above building height.
- Asterisks indicate installation of fixed glazing.

Table 1.2 Predicted Traffic Noise Levels at Representative NSRs of Wu Shan Site under Mitigated Scenario

Floor	Predicted Noise Level, L10 (1-hr)				
	W107a	W108b	W213a	W314b	W320a
1	67	-	64	67	67
2	67	-	64	67	67
3	67	-	64	67	67
4	66	-	64	67	67
5	66	-	64	67	67
6	66	64	64	67	67
7	66	65	64	67	67
8	66	64	65	66	67
9	66	64	66	66	67
10	66	63	67	66	67
11	70	64	68	70	67
12	70	63	68	70	67
13	70	64	69	70	67
14	70	65	69	70	66
15	70	64	70	70	66
16	70	66	70	70	66
17	69	66	70	70	66
18	69	65	68	70	66
19	69	65	68	70	66
20	69	69	68	70	66
21	69	69	68	70	66
22	69	69	68	70	66
23	69	70	68	70	66
24	68	70	68	70	66
25	68	70	68	70	66
26	68	70	68	69	66
27	68	67	68	69	66
28	68	64	68	69	66
29	68	64	68	69	66
30	68	66	68	69	66
31	68	66	68	69	66
32	67	70	70	69	66
33	67	70	70	69	66
34	67	70	70	69	66
35	67	69	70	69	66
36	-	68	70	69	70
37	-	68	70	69	70
38	-	69	70	69	70
39	-	-	-	69	70
40	-	-	-	69	70

Remarks:

- Hyphenated indicates no NSR due assess point above building height.
- Asterisks indicate installation of fixed glazing.

Table 1.3 Predicted Traffic Noise Levels at Representative NSRs of TTST Site under Mitigated Scenario

Floor	Predicted Noise Level, L10 (1-hr)		
	T402a	T503a	T509a
1	70	67	69
2	70	67	69
3	69	67	69
4	69	67	69
5	69	67	69
6	69	67	69
7	68	66	69
8	68	66	69
9	68	66	69
10	68	66	69
11	68	66	69
12	67	66	69
13	67	66	69
14	67	66	69
15	67	66	69
16	67	66	69
17	67	66	69
18	67	66	69
19	67	66	69
20	67	66	69
21	66	66	69
22	66	66	69
23	66	66	69
24	66	66	69
25	66	66	69
26	66	66	69
27	66	70	69
28	66	70	69
29	66	70	69
30	66	70	69
31	66	70	69
32	66	70	69
33	66	70	69
34	66	70	69
35	66	-	-
36	66	-	-
37	66	-	-

Remarks:

- Hyphenated indicates no NSR due assess point above building height.

Table 1.4 Predicted Traffic Noise Levels at Representative NSRs of Pui Oi Site under Mitigated Scenario

Floor	Predicted Noise Level, L10 (1-hr)		
	P101a	P108a	P112a
1	68	68	67
2	68	67	67
3	68	67	66
4	67	67	66
5	67	66	65
6	67	66	65
7	66	66	65
8	66	66	65
9	65	65	63
10	65	65	63
11	65	65	63
12	65	64	63
13	65	64	63
14	65	64	62
15	65	64	62
16	65	64	62
17	65	64	62
18	65	64	62
19	65	64	62
20	65	64	62
21	65	64	62
22	65	64	62
23	65	64	61
24	65	64	61
25	65	64	61
26	65	64	61
27	65	64	61
28	65	64	62
29	65	64	62
30	65	64	62
31	65	64	62
32	65	64	63
33	65	64	63
34	65	64	63
35	65	64	63
36	65	64	63
37	65	64	63
38	65	64	63
39	65	65	63

Table 1.5 Predicted Traffic Noise Levels at Representative NSRs of Hang Fu Site under Mitigated Scenario

Floor	Predicted Noise Level, L10 (1-hr)					
	H101a	H105a	H106a	H110a	H204a	H210a
1	68	70	68	67	68	70
2	68	70	70	67	68	69
3	68	69	70	67	68	69
4	68	69	70	67	68	69
5	68	69	70	67	68	69
6	68	70	69	67	68	68
7	67	70	69	67	68	68
8	67	70	69	67	67	68
9	67	70	69	67	67	68
10	67	69	68	66	67	67
11	67	69	68	66	67	67
12	67	69	68	66	67	67
13	67	69	68	66	67	67
14	67	69	68	66	67	67
15	66	68	67	66	66	66
16	66	68	67	65	66	66
17	66	68	67	65	66	66
18	66	68	67	65	66	66
19	66	68	67	65	66	66
20	66	68	67	65	66	66
21	66	68	66	65	66	65
22	66	67	66	65	66	65
23	66	67	66	65	66	65
24	65	67	66	64	66	65
25	65	67	66	64	65	65
26	65	67	66	64	65	65

1.3 Operation Phase Fixed Plant Noise

Methodology

1.3.1 Site visits were conducted at the 300m study area of the Housing Sites to identify any potential existing fixed plant noise sources. If fixed plant noise sources were identified and its impact would cause noise nuisance, the fixed plant noise impact was assessed in accordance with the Technical Memorandum on Noise From Places Other than Domestics Premises, Public Places or Construction Sites (IND-TM). Noise measurements on the identified existing fixed plants have been conducted if accessible.

1.3.2 At the time of the assessment, there is no planned fixed plant noise sources proposed within 300m study area of the Housing Sites.

Evaluation of Fixed Plant Noise Impact

1.3.3 The predicted fixed plant noise levels at representative NSRs are summarised below.

Kau Hui Site

1.3.4 In the vicinity of the Kau Hui Site, there is Nan Fung Industrial City, which contains 6 industrial buildings. Although there are a number of louvres and air conditioners located at the facades of each building, the expected fixed plant noise impact would be minimal. No major industrial fixed plant noise sources are identified at the façade or roof of the 6 buildings, except a group of fixed plant on Block 1 and a group of air conditioners on the Central Service Building.

1.3.5 Fixed plant noise measurement has been conducted at the roof of Block 1 and the Central Service Building of Nan Fung Industrial City in June 2017 to collect the noise emission data for fixed plant noise impact assessment.

1.3.6 The cumulative noise levels from existing Block 1 and the Central Service Building of Nan Fung Industrial City are calculated on the basis of the following assumptions:

- A +3 dB(A) façade correction is added to the predicted noise levels to account for the façade effect at the NSRs.
- A +6 dB(A) tonality correction is added to the predicted noise levels to account for the tonal effect at the NSRs as a conservative approach, as the maximum tonality correction is +6 dB(A) according to IND-TM.
- No corrections for impulsiveness and intermittency are applied to the predicted noise levels as the fixed plants were run continuously in a steady state according to the findings in the noise measurement.
- All fixed plants located on the roof of Block 1 and the Central Service Building are assumed to be operated at 100% utilization in 24 hours a day.
- As a worst-case assumption, the groups of fixed plants located on Block 1 are assumed to be located at a point on Block 1 nearest to the NSRs.
- As a worst-case assumption, the group of fixed plants located on the Central Service Building is assumed to be located at a point on the Central Service Building nearest to the NSRs.
- As a worst-case assumption, the height of the NSRs and the fixed plant noise sources are assumed to be the same, i.e. shortest slant distance and hence minimum distance attenuation correction.

1.3.7 The predicted cumulative fixed plant noise levels at representative NSRs at Kau Hui site are summarised in **Table 1.6**. Results indicate that the predicted noise levels at the representative noise sensitive facades would comply with the EPD fixed plant noise criteria during daytime, evening time and night time. No adverse fixed plant noise impact would be anticipated. No mitigation measures would be required.

Table 1.6 Predicted Fixed Plant Noise Levels at Kau Hui Site

Tower	Predicted Noise Level, $L_{eq\ (30mins)}$ dB(A)	Noise Criteria (Day / Evening / Night), $L_{eq\ (30mins)}$ dB (A)	Compliance
Kau Hui Tower 1	49 – 50	70 / 70 / 60	Yes
Kau Hui Tower 3	51		Yes
Kau Hui Tower 4	52		Yes

Note:
- +3 dB façade correction and +6 dB tonality correction have been added.

Wu Shan Site

1.3.8 For Wu Shan site, there are 3 fixed plant noise sources including MTR Tuen Mun Depot located north of the site, the ventilation noise from Jockey Club Tuen Mun Butterfly Beach Sports Centre located south-east of the site and a power substation near Sun Tuen Mun Centre.

1.3.9 As the Sun Tuen Mun Centre is located in between the MTR Tuen Mun Depot and the proposed development, the Depot is fully screened by the concrete structure of Sun Tuen Mun Centre. Therefore, fixed plant noise impact from MTR Tuen Mun Depot to the proposed housing site is not anticipated.

1.3.10 For fixed plant noise from Jockey Club Tuen Mun Butterfly Beach Sports Centre and the substation near Sun Tuen Mun Centre, fixed plant noise measurements have been conducted.

1.3.11 The predicted cumulative fixed plant noise levels at representative NSRs are summarized in **Table 1.7**. Results indicate that all sensitive facades would comply with EPD fixed plant noise criteria. No adverse fixed plant impacts would be predicted at the NSRs of the site.

Table 1.7 Predicted Fixed Plant Noise Levels at Wu Shan Site

Block	Predicted Cumulative Noise Level at NSR (Day/ Evening / Night), $L_{eq\ (30mins)}$ dB(A)	Fixed Plant Noise Criteria (Day/ Evening / Night), $L_{eq\ (30mins)}$ dB(A)	Compliance
Wu Shan Block 1	63 / 60 / 47	65 / 65/ 55	Yes
Wu Shan Block 3	44-47 / 40-43 / 41-44	65 / 65/ 55	Yes

Note:
- +3 dB façade correction has been added.
- Tonality corrections have been added.

TTST Site

1.3.12 For TTST site, there is no fixed plant noise source identified within 300m from TTST Site except the Tuen Mun Substation located at south-west of the Site. This substation is a concrete structure and fixed plant noise from the substation at TTST site was negligible during site visit at daytime and nighttime. Therefore, no fixed plant noise impact is anticipated for TTST site.

Pui Oi Site

1.3.13 Similar to TTST site, there is no fixed plant noise source identified within 300m from Pui Oi site except the Tuen Mun Substation located at north-west of the Site. This substation is a concrete structure and fixed plant noise from the substation at Pui Oi site was negligible during site visit at daytime and nighttime. Therefore, no fixed plant noise impact is anticipated for Pui Oi Site.

Hang Fu Site

1.3.14 In the vicinity of Hang Fu site, there are several potential fixed plant noise sources. Located at the southwest to west of the site are the Construction Industry Council Tuen Mun Training Ground, KMB Bus Depot, Castle Peak Bay Fire Station and Ambulance Depot, which are 130m, 40m, 40m and 90m away from the site. Due to the single aspect design of the proposed development of the site (see **Figure A1.5**), no noise sensitive façade would be located at the

west side of the development. Hence, no adverse fixed plant noise impact is anticipated from these potential fixed plant noise sources at the southwest to west of the site.

1.3.15 Located at the southeast to east of the site are the UTi Logistics Centre, Viet Huong Building (a logistic centre), Hing On Lane Substation and Tuen Mun Cargo Working Area, which are located 180m, 160m, 170m and 220m away from the site. The angle of view from the planned NSRs at the site to the potential fixed plant noise sources at the southeast to east of the site are mostly, if not completely, screened by the existing residential development Nerine Cove located east of the site and the planned residential development at Castle Peak Road – Castle Peak Bay Area 39 (hereinafter Area 39) at the immediate south of the site, which are both 100mPD high, according to the latest Outline Zoning plan No. S/TM/33. Due to noise screening by Nerine Cove and Area 39, no adverse fixed plant noise impact is anticipated to the planned NSRs at the site from the fixed plant noise sources at the southeast to south.

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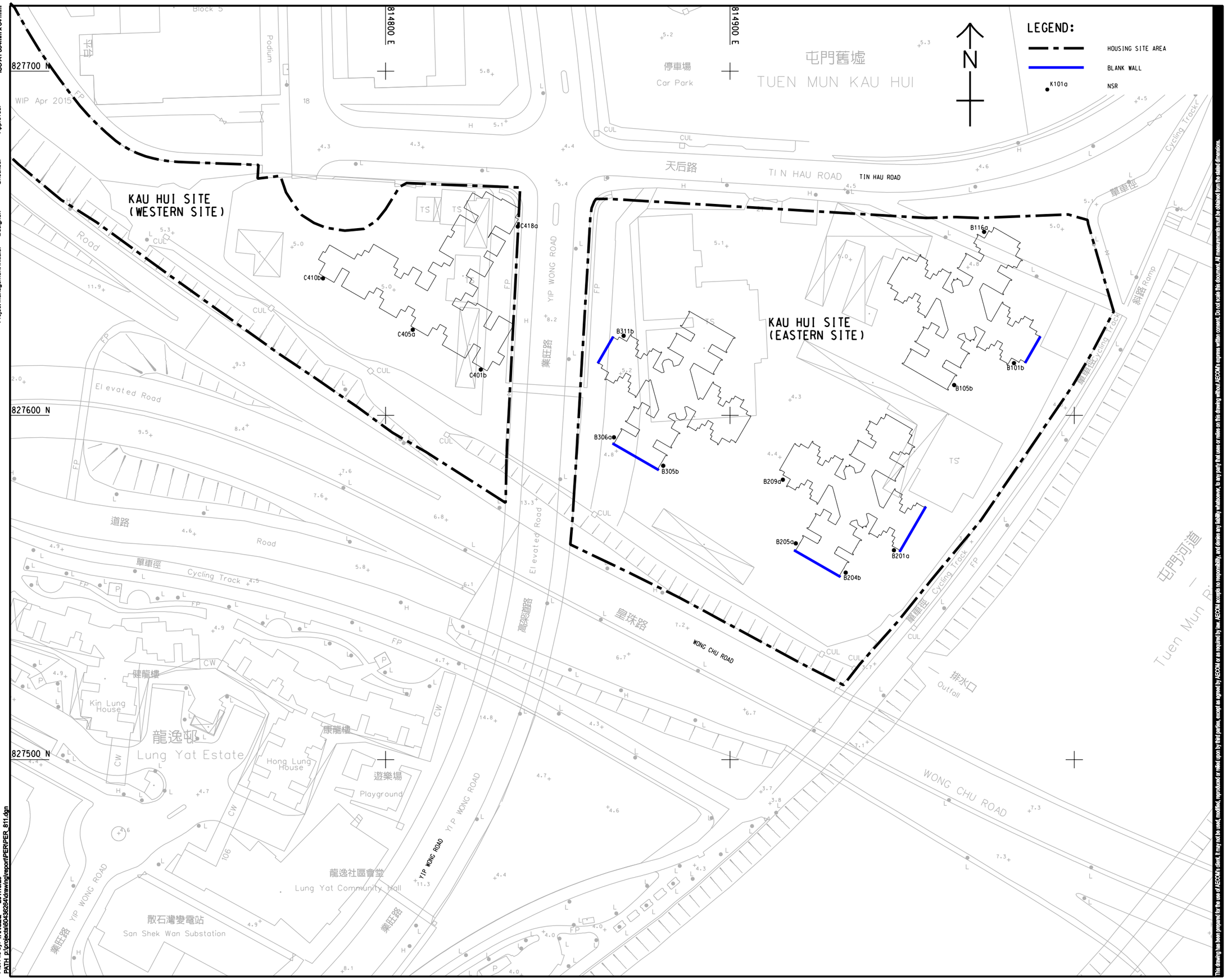

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SCALE 比例: A3 1 : 1000

DIMENSION UNIT 尺寸基位: METRES

KEY PLAN
索引圖

PROJECT NO. 項目編號: 60436264

AGREEMENT NO. 協議編號: CE15/2015(CE)

SHEET TITLE
圖紙名稱

LOCATIONS OF REPRESENTATIVE NOISE SENSITIVE RECEIVERS FOR KAU HUI SITE - KEY PLAN

SHEET NUMBER
圖紙編號

Figure A1.1

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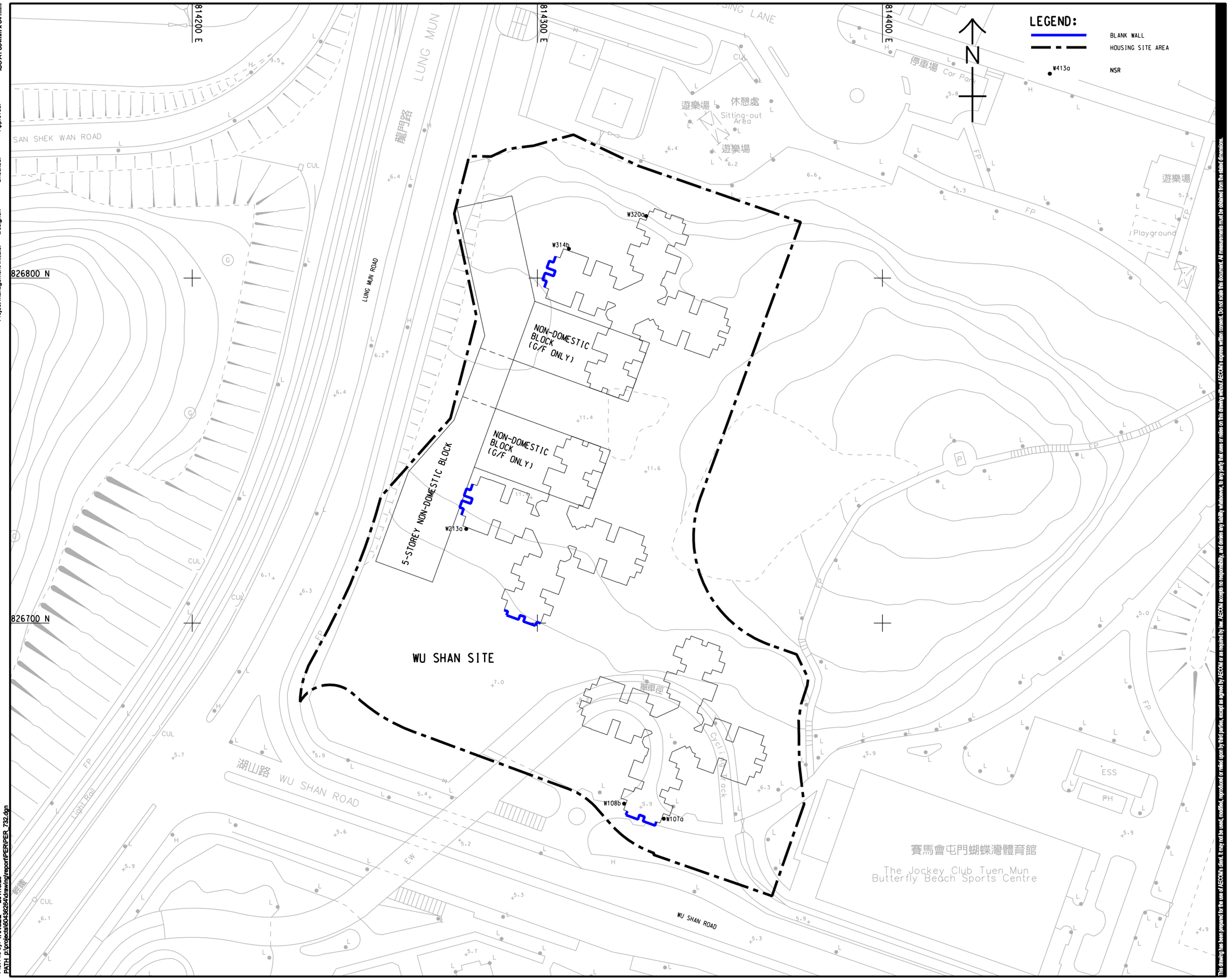

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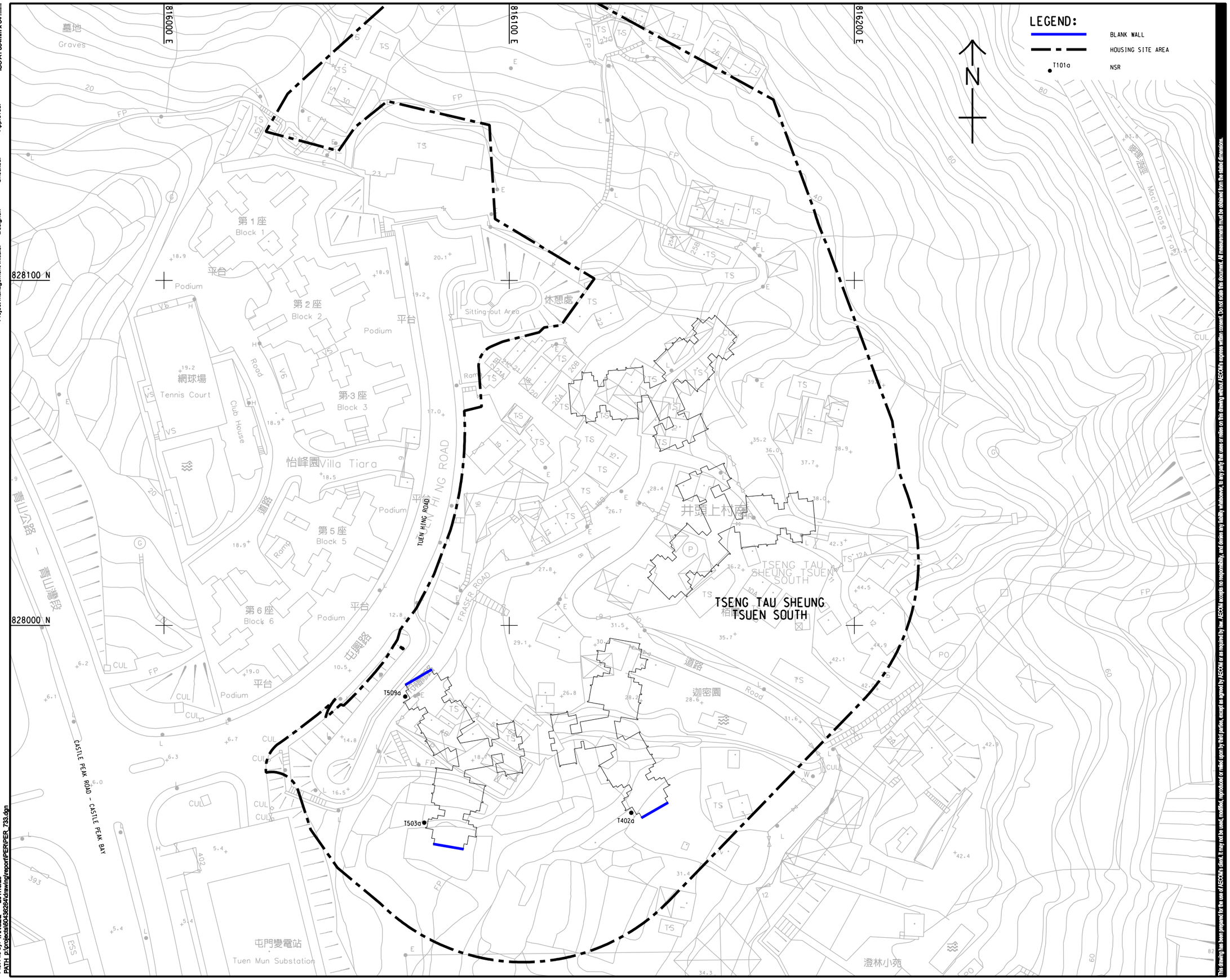
CE15/2015(CE)

SHEET TITLE
圖紙名稱

LOCATIONS OF REPRESENTATIVE NOISE SENSITIVE RECEIVERS FOR WU SHAN SITE

SHEET NUMBER
圖紙編號

Figure A1.2



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PRELIMINARY DEVELOPMENT REVIEW FOR HOUSING SITES AT TUEN MUN CENTRAL – FEASIBILITY STUDY

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DIMENSION UNIT 尺寸單位: METRES

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PROJECT NO. 項目編號: 60436264

AGREEMENT NO. 協議編號: CE15/2015(CE)

SHEET TITLE
圖紙名稱

LOCATIONS OF REPRESENTATIVE NOISE SENSITIVE RECEIVERS FOR TTST SITE

SHEET NUMBER
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Figure A1.3

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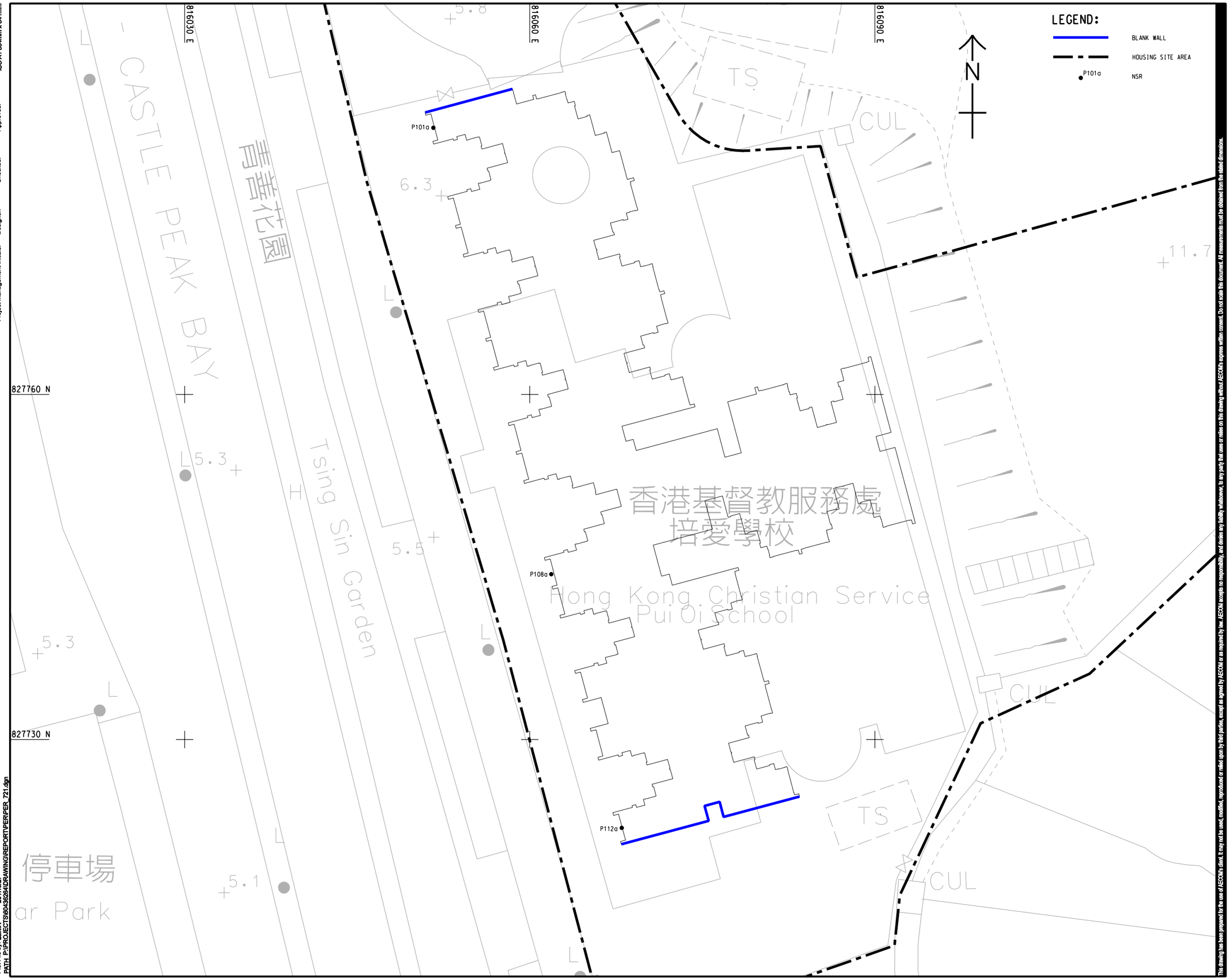

AECOM

PROJECT
項目

PRELIMINARY DEVELOPMENT REVIEW FOR HOUSING SITES AT TUEN MUN CENTRAL – FEASIBILITY STUDY

CLIENT
業主

土木工程拓展署
CEDD Civil Engineering and Development Department

CONSULTANT
工程顧問公司

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STATUS
階段

SCALE
比例
A3 1 : 300

DIMENSION UNIT
尺寸單位
METRES

KEY PLAN
索引圖

PROJECT NO.
項目編號
60436264

AGREEMENT NO.
協議編號
CE15/2015(CE)

SHEET TITLE
圖紙名稱

LOCATION OF REPRESENTATIVE NOISE SENSITIVE RECEIVERS FOR PUI OI SITE

SHEET NUMBER
圖紙編號

Figure A1.4

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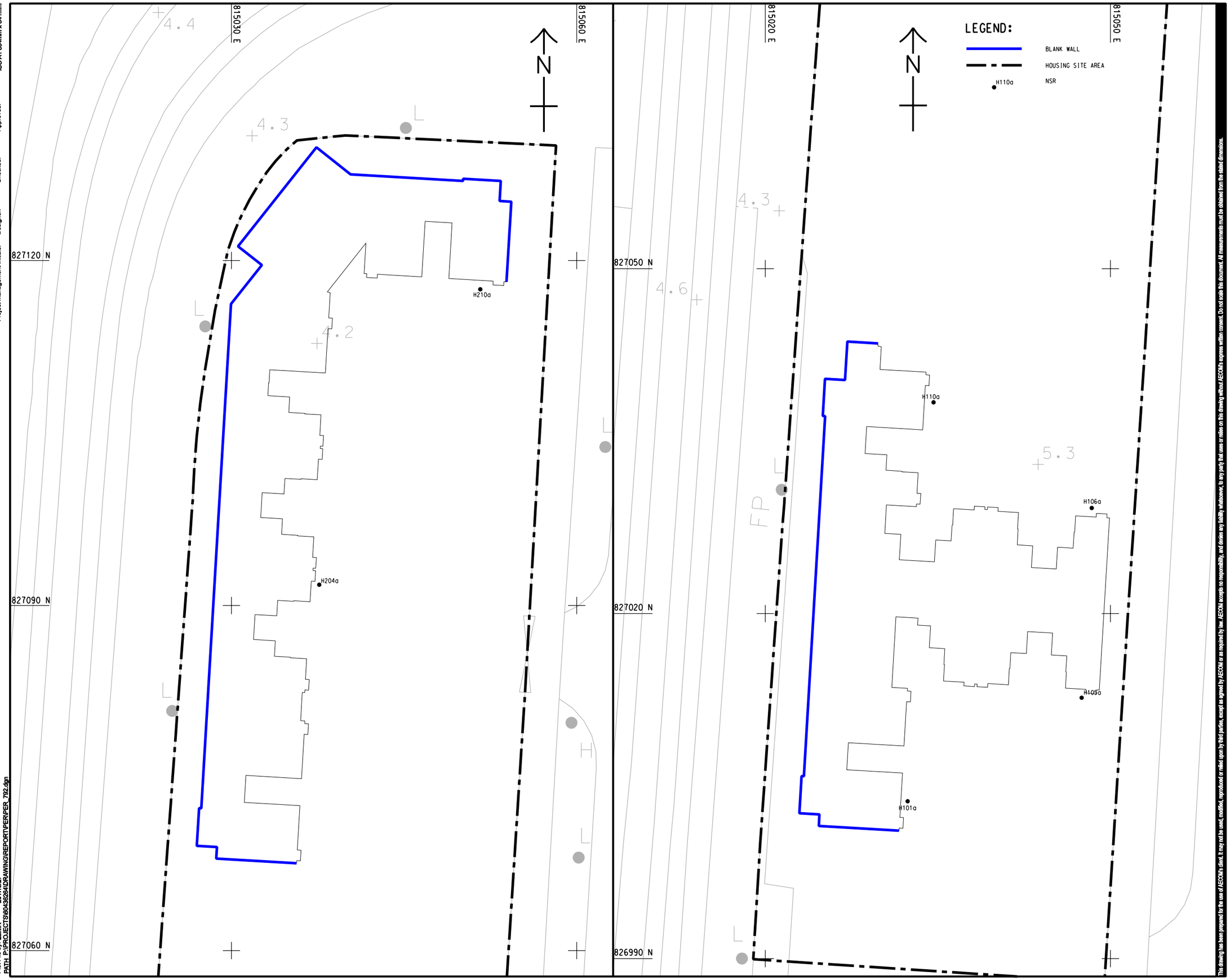

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AECOM

PROJECT
項目

PRELIMINARY DEVELOPMENT REVIEW FOR HOUSING SITES AT TUEN MUN CENTRAL – FEASIBILITY STUDY

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I/R 修訂	DATE 日期	DESCRIPTION 內容摘要	CHK. 核對

STATUS
階段

SCALE 比例: A3 1 : 300

DIMENSION UNIT 尺寸單位: METRES

KEY PLAN
索引圖

PROJECT NO. 項目編號: 60436264

AGREEMENT NO. 協議編號: CE15/2015(CE)

SHEET TITLE
圖紙名稱

NOISE SENSITIVE RECEIVERS FOR HANG FU SITE

SHEET NUMBER
圖紙編號

Figure A1.5

Appendix E –
Peak Hour Junction Performance, Traffic Flow and V/C Ratio of the Road Links for Years 2026, 2027 and 2031

Year 2026 Peak Hour Junction Performance

Ref	Junction	Type	2026 RC/DFC*			
			Reference Case (without the Housing Sites)		Design Case (with the Housing Sites)	
			AM	PM	AM	PM
J1	Lung Mun Road / Lung Fu Road	Round-about	0.78	0.67	0.81	0.68
J2	Lung Mun Road / Wu Chui Road	Signal	133%	130%	126%	120%
J3	Lung Mun Road / Wu Shan Road	Signal	89%	158%	75%	139%
J4	Lung Mun Road / Tuen Tsing Lane	Signal	32%	84%	18%	77%
J5	Hoi Wong Road / Wu Shan Road / Wu King Road	Signal	48%	110%	35%	98%
J6	Hoi Wong Road / Hoi Wing Road	Signal	169%	110%	153%	96%
J7	Hoi Wong Road / Hoi Chu Road	Signal	12%	29%	4%	22%
J8	Tuen Mun Heung Sze Wui Road / Hoi Wing Road	Signal	91%	116%	85%	110%
J9	Castle Peak Road / Hoi Wing Road	Signal	30%	27%	28%	26%
J10	Castle Peak Road / Wah Fat Street	Signal	87%	104%	85%	101%
J11	Castle Peak Road / Fu Fat Lane	Signal	81%	98%	81%	98%
J12	Castle Peak Road / Hin Fat Lane	Priority	0.82	0.82	0.84	0.84
J13	Castle Peak Road / Tuen Hing Road	Signal	36%	31%	16%	16%
J14	Tuen Mun Road / Tuen Hing Road	Signal	65%	90%	59%	58%
J15	Tuen Mun Heung Sze Wui Road / Tuen Hing Road	Signal	35%	32%	32%	30%
J16	Yip Wong Road / Tin Hau Road	Signal	197%	107%	65%	52%
J17	Tsing Wun Road / Yip Wong Road	Priority	0.46	0.4	0.73	0.55
J18	Ming Kum Road / Tsing Wun Road / Pui To Road	Signal	33%	88%	21%	75%
J19	Tin Hau Road / Pui To Road	Signal	60%	43%	31%	25%
J20	Tuen Mun Heung Sze Wui Road / Pui To Road	Signal	73%	65%	57%	53%
J21	Tuen Mun Road / Pui To Road	Signal	76%	105%	65%	87%
J22	Castle Peak Road / Tuen Hing Road	Signal	112%	139%	77%	107%
J23	Ming Kum Road / Shek Pai Tau Road	Signal	21%	29%	16%	27%
J24	Ming Kum Road / Tsing Tin Road	Signal	23%	38%	23%	38%
J25	Hoi Wing Road / Hang Fu Street (West)	Signal	176%	186%	153%	160%
J26	Hoi Wing Road / Hang Fu Street (East)	Signal	136%	103%	121%	103%

Note: Figures shown represent 'Reserve Capacity' (RC) for signal controlled junctions and 'Design Flow to Capacity' (DFC) ratio for roundabouts.

Year 2027 Peak Hour Junction Performance

Ref	Junction	Type	2027 RC/DFC*			
			Reference Case (without the Housing Sites)		Design Case (with the Housing Sites)	
			AM	PM	AM	PM
J1	Lung Mun Road / Lung Fu Road	Round-about	0.56	0.41	0.58	0.42
J2	Lung Mun Road / Wu Chui Road	Signal	156%	172%	146%	163%
J3	Lung Mun Road / Wu Shan Road	Signal	53%	155%	105%	201%
J4	Lung Mun Road / Tuen Tsing Lane	Signal	41%	101%	26%	75%
J5	Hoi Wong Road / Wu Shan Road / Wu King Road	Signal	46%	102%	34%	90%
J6	Hoi Wong Road / Hoi Wing Road	Signal	158%	112%	172%	99%
J7	Hoi Wong Road / Hoi Chu Road	Signal	13%	26%	6%	19%
J8	Tuen Mun Heung Sze Wui Road / Hoi Wing Road	Signal	94%	116%	89%	111%
J9	Castle Peak Road / Hoi Wing Road	Signal	30%	28%	28%	27%
J10	Castle Peak Road / Wah Fat Street	Signal	90%	105%	88%	103%
J11	Castle Peak Road / Fu Fat Lane	Signal	82%	98%	82%	97%
J12	Castle Peak Road / Hin Fat Lane	Priority	0.83	0.84	0.91	0.89
J13	Castle Peak Road / Tuen Hing Road	Signal	34%	31%	15%	16%
J14	Tuen Mun Road / Tuen Hing Road	Signal	85%	85%	51%	53%
J15	Tuen Mun Heung Sze Wui Road / Tuen Hing Road	Signal	33%	38%	40%	45%
J16	Yip Wong Road / Tin Hau Road	Signal	201%	107%	44%	39%
J17	Tsing Wun Road / Yip Wong Road	Priority	0.44	0.42	0.76	0.61
J18	Ming Kum Road / Tsing Wun Road / Pui To Road	Signal	62%	96%	50%	82%
J19	Tin Hau Road / Pui To Road	Signal	64%	41%	37%	24%
J20	Tuen Mun Heung Sze Wui Road / Pui To Road	Signal	76%	68%	61%	56%
J21	Tuen Mun Road / Pui To Road	Signal	88%	108%	69%	91%
J22	Castle Peak Road / Tuen Hing Road	Signal	138%	135%	96%	104%
J23	Ming Kum Road / Shek Pai Tau Road	Signal	42%	50%	39%	48%
J24	Ming Kum Road / Tsing Tin Road	Signal	18%	45%	18%	45%
J25	Hoi Wing Road / Hang Fu Street (West)	Signal	156%	189%	139%	166%
J26	Hoi Wing Road / Hang Fu Street (East)	Signal	132%	115%	120%	108%

Note: Figures shown represent 'Reserve Capacity' (RC) for signal controlled junctions and 'Design Flow to Capacity' (DFC) ratio for roundabouts.

Year 2031 Peak Hour Junction Performance

Ref	Junction	Type	2031 RC/DFC*			
			Reference Case (without the Housing Sites)		Design Case (with the Housing Sites)	
			AM	PM	AM	PM
J1	Lung Mun Road / Lung Fu Road	Round-about	0.62	0.43	0.64	0.44
J2	Lung Mun Road / Wu Chui Road	Signal	153%	172%	146%	163%
J3	Lung Mun Road / Wu Shan Road	Signal	99%	154%	84%	136%
J4	Lung Mun Road / Tuen Tsing Lane	Signal	40%	99%	25%	75%
J5	Hoi Wong Road / Wu Shan Road / Wu King Road	Signal	45%	100%	34%	87%
J6	Hoi Wong Road / Hoi Wing Road	Signal	171%	110%	157%	97%
J7	Hoi Wong Road / Hoi Chu Road	Signal	11%	23%	3%	16%
J8	Tuen Mun Heung Sze Wui Road / Hoi Wing Road	Signal	73%	98%	69%	94%
J9	Castle Peak Road / Hoi Wing Road	Signal	28%	26%	27%	24%
J10	Castle Peak Road / Wah Fat Street	Signal	80%	81%	77%	79%
J11	Castle Peak Road / Fu Fat Lane	Signal	71%	74%	70%	74%
J12	Castle Peak Road / Hin Fat Lane	Priority	0.83	0.85	0.91	0.89
J13	Castle Peak Road / Tuen Hing Road	Signal	27%	18%	8%	6%
J14	Tuen Mun Road / Tuen Hing Road	Signal	83%	85%	50%	53%
J15	Tuen Mun Heung Sze Wui Road / Tuen Hing Road	Signal	30%	34%	35%	41%
J16	Yip Wong Road / Tin Hau Road	Signal	197%	107%	78%	60%
J17	Tsing Wun Road / Yip Wong Road	Priority	0.45	0.42	0.76	0.61
J18	Ming Kum Road / Tsing Wun Road / Pui To Road	Signal	61%	95%	42%	70%
J19	Tin Hau Road / Pui To Road	Signal	64%	40%	37%	24%
J20	Tuen Mun Heung Sze Wui Road / Pui To Road	Signal	76%	66%	60%	56%
J21	Tuen Mun Road / Pui To Road	Signal	86%	106%	67%	88%
J22	Castle Peak Road / Tuen Hing Road	Signal	138%	135%	87%	92%
J23	Ming Kum Road / Shek Pai Tau Road	Signal	42%	48%	34%	46%
J24	Ming Kum Road / Tsing Tin Road	Signal	18%	45%	17%	45%

Note: Figures shown represent 'Reserve Capacity' (RC) for signal controlled junctions and 'Design Flow to Capacity' (DFC) ratio for roundabouts.

Peak Hour Junction Performance with Proposed Improvement

Ref	Junction	Type	2026 RC*		2027 RC*		2031 RC*	
			Design Case		Design Case		Design Case	
			AM	PM	AM	PM	AM	PM
J7	Hoi Wong Road / Hoi Chu Road	Signal	54%	41%	59%	40%	54%	36%
J12	Castle Peak Road / Hin Fat Lane	Signal	25%	26%	21%	25%	21%	23%
J13	Castle Peak Road / Tuen Hing Road	Signal	26%	26%	24%	26%	18%	16%

Note: Figures shown represent 'Reserve Capacity' (RC) for signal controlled junctions

Year 2026 Peak Hour Traffic Flow and V/C Ratio of the Road Links (Design Case)

Ref.	Road Link	Direction	Link Capacity (pcu/hr*)	Traffic Flow (pcu/hr*)		V/C Ratio	
				AM	PM	AM	PM
L1	Lung Mun Road	NB	2,800	1,555	2,355	0.56	0.84
		SB	2,800	2,580	1,390	0.92	0.50
L2	Lung Fu Road	NB	3,600	1,980	2,715	0.55	0.75
		SB	3,600	3,295	1,870	0.92	0.52
L3	Wu Shan Road	EB	3,600	465	385	0.13	0.11
		WB	3,600	635	325	0.18	0.09
L4	Hoi Wing Road	EB	3,600	585	595	0.16	0.17
		WB	3,600	545	430	0.15	0.12
L5	Castle Peak Road – Castle Peak Bay	EB	3,600	685	765	0.19	0.21
		WB	3,600	855	780	0.24	0.22
L6	Tuen Mun Road	NB	6,100	4,540	5,540	0.74	0.91
		SB	6,100	5,920	4,345	0.97	0.71
L7	Lung Mun Road	NB	3,600	1,215	1,205	0.34	0.33
		SB	3,600	1,460	1,165	0.41	0.32
L8	Wong Chu Road	EB	3,600	3,490	3,915	0.97	1.09
		WB	3,600	3,935	2,990	1.09	0.83
L9	Hoi Wong Road	NB	3,600	1,845	855	0.51	0.24
		SB	3,600	790	1,500	0.22	0.42
L10	Wong Chu Road	EB	3,600	4,300	3,865	1.19	1.07
		WB	3,600	3,690	3,585	1.03	1.00
L11	Tsing Wun Road	NB	3,600	950	1,275	0.26	0.35
		SB	3,600	2,050	1,330	0.57	0.37
L12	Yip Wong Road	EB	1,200	175	185	0.15	0.15
		WB	1,200	330	295	0.28	0.25
L13	Tuen Mun Heung Sze Wui Road	NB	3,600	1,205	1,060	0.33	0.29
		SB	3,600	1,125	920	0.31	0.26
L14	Tuen Mun Road	NB	5,700	4,970	5,920	0.87	1.04
		SB	5,700	5,720	4,450	1.00	0.78
L15	Tuen Hing Road	EB	5,400	810	870	0.15	0.16
		WB	5,400	1,100	805	0.20	0.15
L16	Tin Hau Road	NB	2,100	300	445	0.14	0.21
		SB	2,100	360	310	0.17	0.15
L17	Pui To Road	EB	3,600	835	1,060	0.23	0.29
		WB	3,600	1,420	1,145	0.39	0.32
L18	Tuen Mun Road	NB	6,100	5,795	6,435	0.95	1.05
		SB	6,100	6,635	5,220	1.09	0.86

Ref.	Road Link	Direction	Link Capacity (pcu/hr*)	Traffic Flow (pcu/hr*)		V/C Ratio	
				AM	PM	AM	PM
L19	Tsing Tin Road	EB	4,800	2,520	1,760	0.53	0.37
		WB	4,800	2,150	1,900	0.45	0.40
L20	Tuen Mun Road	NB	6,100	6,190	6,395	1.01	1.05
		SB	6,100	6,660	5,320	1.09	0.87
L21	Slip Road from Wong Chu Road Eastbound	NB	1,800	1,950	2,140	1.08	1.19
L22	Slip Road from Tuen Mun Road Southbound	SB	1,800	2,150	1,825	1.19	1.01
L23	Slip Road from Wong Chu Road Eastbound	SB	3,600	2,350	1,720	0.65	0.48
L24	Slip Road from Tuen Mun Road Northbound	NB	1,800	1,520	1,760	0.84	0.98
L25	Slip Road from Hoi Wong Road Northbound	NB	1,800	1,260	550	0.70	0.31
L26	Slip Road from Wong Chu Road Eastbound	SB	1,800	450	600	0.25	0.33
L27	Slip Road from Hoi Wong Road Northbound	NB	1,800	585	305	0.33	0.17
L28	Slip Road from Wong Chu Road Westbound	SB	1,800	340	900	0.19	0.50
L29	Ming Kum Road	NB	3,600	585	755	0.16	0.21
		SB	3,600	950	435	0.26	0.12

*pcu/hr – passenger car unit per hour

Year 2027 Peak Hour Traffic Flow and V/C Ratio of the Road Links (Design Case)

Ref.	Road Link	Direction	Link Capacity (pcu/hr*)	Traffic Flow (pcu/hr*)		V/C Ratio	
				AM	PM	AM	PM
L1	Lung Mun Road	NB	2,800	1,515	1,600	0.54	0.57
		SB	2,800	1,995	1,140	0.71	0.41
L2	Lung Fu Road	NB	3,600	1,495	1,810	0.42	0.50
		SB	3,600	2,315	1,365	0.64	0.38
L3	Wu Shan Road	EB	3,600	480	400	0.13	0.11
		WB	3,600	630	295	0.18	0.08
L4	Hoi Wing Road	EB	3,600	585	585	0.16	0.16
		WB	3,600	510	425	0.14	0.12
L5	Castle Peak Road – Castle Peak Bay	EB	3,600	685	765	0.19	0.21
		WB	3,600	825	775	0.23	0.22
L6	Tuen Mun Road	NB	6,100	4,860	5,670	0.80	0.93
		SB	6,100	6,185	4,555	1.01	0.75
L7	Lung Mun Road	NB	3,600	1,200	920	0.33	0.26
		SB	3,600	1,340	1,175	0.37	0.33
L8	Wong Chu Road	EB	3,600	2,980	3,130	0.83	0.87
		WB	3,600	3,265	2,430	0.91	0.68
L9	Hoi Wong Road	NB	3,600	1,780	980	0.49	0.27
		SB	3,600	885	1,445	0.25	0.40
L10	Wong Chu Road	EB	3,600	3,875	3,305	1.08	0.92
		WB	3,600	3,265	3,070	0.91	0.85
L11	Tsing Wun Road	NB	3,600	935	830	0.26	0.23
		SB	3,600	1,610	1,345	0.45	0.37
L12	Yip Wong Road	EB	1,200	190	180	0.16	0.15
		WB	1,200	385	325	0.32	0.27

Ref.	Road Link	Direction	Link Capacity (pcu/hr*)	Traffic Flow (pcu/hr*)		V/C Ratio	
				AM	PM	AM	PM
L13	Tuen Mun Heung Sze Wui Road	NB	3,600	1,205	900	0.33	0.25
		SB	3,600	980	910	0.27	0.25
L14	Tuen Mun Road	NB	5,700	4,375	5,260	0.77	0.92
		SB	5,700	5,070	3,905	0.89	0.69
L15	Tuen Hing Road	EB	5,400	825	880	0.15	0.16
		WB	5,400	1,090	830	0.20	0.15
L16	Tin Hau Road	NB	2,100	285	420	0.14	0.20
		SB	2,100	355	320	0.17	0.15
L17	Pui To Road	EB	3,600	800	1,035	0.22	0.29
		WB	3,600	1,355	1,265	0.38	0.35
L18	Tuen Mun Road	NB	6,100	5,105	5,435	0.84	0.89
		SB	6,100	5,630	4,635	0.92	0.76
L19	Tsing Tin Road	EB	4,800	3,635	3,230	0.76	0.67
		WB	4,800	3,570	2,820	0.74	0.59
L20	Tuen Mun Road	NB	6,100	6,340	6,625	1.04	1.09
		SB	6,100	6,800	5,415	1.11	0.89
L21	Slip Road from Wong Chu Road Eastbound	NB	1,800	1,260	1,405	0.70	0.78
L22	Slip Road from Tuen Mun Road Southbound	SB	1,800	1,505	1,255	0.84	0.70
L23	Slip Road from Wong Chu Road Eastbound	SB	3,600	2,620	1,905	0.73	0.53
L24	Slip Road from Tuen Mun Road Northbound	NB	1,800	1,745	1,815	0.97	1.01
L25	Slip Road from Hoi Wong Road Northbound	NB	1,800	1,265	690	0.70	0.38
L26	Slip Road from Wong Chu Road Eastbound	SB	1,800	370	515	0.21	0.29
L27	Slip Road from Hoi Wong Road Northbound	NB	1,800	515	290	0.29	0.16
L28	Slip Road from Wong Chu Road Westbound	SB	1,800	515	930	0.29	0.52
L29	Ming Kum Road	NB	3,600	600	545	0.17	0.15
		SB	3,600	595	420	0.17	0.12

*pcu/hr – passenger car unit per hour

Year 2031 Peak Hour Traffic Flow and V/C Ratio of the Road Links (Design Case)

Ref.	Road Link	Direction	Link Capacity (pcu/hr*)	Traffic Flow (pcu/hr*)		V/C Ratio	
				AM	PM	AM	PM
L1	Lung Mun Road	NB	2,800	1,515	1,605	0.54	0.57
		SB	2,800	2,000	1,140	0.71	0.41
L2	Lung Fu Road	NB	3,600	1,570	2,130	0.44	0.59
		SB	3,600	2,555	1,535	0.71	0.43
L3	Wu Shan Road	EB	3,600	480	400	0.13	0.11
		WB	3,600	630	300	0.18	0.08
L4	Hoi Wing Road	EB	3,600	595	620	0.17	0.17
		WB	3,600	615	500	0.17	0.14
L5	Castle Peak Road – Castle Peak Bay	EB	3,600	690	770	0.19	0.21
		WB	3,600	920	970	0.26	0.27
L6	Tuen Mun Road	NB	6,100	5,195	6,090	0.85	1.00
		SB	6,100	6,745	4,910	1.11	0.80

Ref.	Road Link	Direction	Link Capacity (pcu/hr*)	Traffic Flow (pcu/hr*)		V/C Ratio	
				AM	PM	AM	PM
L7	Lung Mun Road	NB	3,600	1,205	925	0.33	0.26
		SB	3,600	1,355	1,185	0.38	0.33
L8	Wong Chu Road	EB	3,600	3,065	3,455	0.85	0.96
		WB	3,600	3,515	2,610	0.98	0.73
L9	Hoi Wong Road	NB	3,600	1,830	1,005	0.51	0.28
		SB	3,600	905	1,480	0.25	0.41
L10	Wong Chu Road	EB	3,600	3,960	3,610	1.10	1.00
		WB	3,600	3,485	3,240	0.97	0.90
L11	Tsing Wun Road	NB	3,600	935	830	0.26	0.23
		SB	3,600	1,615	1,350	0.45	0.38
L12	Yip Wong Road	EB	1,200	245	225	0.20	0.19
		WB	1,200	385	325	0.32	0.27
L13	Tuen Mun Heung Sze Wui Road	NB	3,600	1,280	975	0.36	0.27
		SB	3,600	990	920	0.28	0.26
L14	Tuen Mun Road	NB	5,700	4,685	5,900	0.82	1.04
		SB	5,700	5,760	4,350	1.01	0.76
L15	Tuen Hing Road	EB	5,400	825	880	0.15	0.16
		WB	5,400	1,095	835	0.20	0.15
L16	Tin Hau Road	NB	2,100	285	425	0.14	0.20
		SB	2,100	305	275	0.15	0.13
L17	Pui To Road	EB	3,600	810	1,040	0.23	0.29
		WB	3,600	1,355	1,265	0.38	0.35
L18	Tuen Mun Road	NB	6,100	5,510	6,160	0.90	1.01
		SB	6,100	6,445	5,285	1.06	0.87
L19	Tsing Tin Road	EB	4,800	4,225	3,305	0.88	0.69
		WB	4,800	3,680	3,070	0.77	0.64
L20	Tuen Mun Road	NB	6,100	6,855	7,225	1.12	1.18
		SB	6,100	7,245	6,115	1.19	1.00
L21	Slip Road from Wong Chu Road Eastbound	NB	1,800	1,295	1,675	0.72	0.93
L22	Slip Road from Tuen Mun Road Southbound	SB	1,800	1,680	1,375	0.93	0.76
L23	Slip Road from Wong Chu Road Eastbound	SB	3,600	2,665	1,935	0.74	0.54
L24	Slip Road from Tuen Mun Road Northbound	NB	1,800	1,805	1,865	1.00	1.04
L25	Slip Road from Hoi Wong Road Northbound	NB	1,800	1,275	700	0.71	0.39
L26	Slip Road from Wong Chu Road Eastbound	SB	1,800	380	545	0.21	0.30
L27	Slip Road from Hoi Wong Road Northbound	NB	1,800	555	305	0.31	0.17
L28	Slip Road from Wong Chu Road Westbound	SB	1,800	525	935	0.29	0.52
L29	Ming Kum Road	NB	3,600	605	555	0.17	0.15
		SB	3,600	600	420	0.17	0.12

*pcu/hr – passenger car unit per hour

Summary of Technical Reviews for the Proposed Amendments to the Approved Tuen Mun Outline Zoning Plan No. S/TM/33

1. Background

1.1 In April 2014, a preliminary technical review for the proposed amendment items in Tuen Mun East (TME) under the proposed amendments to the approved Tuen Mun Outline Zoning Plan (OZP) No. S/TM/31 was conducted by relevant departments to assess the feasibility of these sites for housing developments and for plot ratio (PR) increase. The findings in the review concluded that the proposed amendments to the approved Tuen Mun OZP No. S/TM/31 would not cause insurmountable problems on traffic and infrastructural capacity as well as on environmental aspects.

1.2 The proposed amendments to the approved Tuen Mun OZP No. S/TM/33 involves a site sandwiched between the Tuen Mun Road on the north and Castle Peak Road – Castle Peak Bay on the south from "Green Belt" ("GB") and minor portion of "Residential (Group B)" to "Residential (Group B)20" ("R(B)20") (Amendment Item B), with a maximum PR of 4 and a maximum building height of 90 metres above Principal Datum (mPD). It is considered that preliminary technical review for the proposed amendments to the Tuen Mun OZP is required with an aim to assess the feasibility of the site for housing development. In this review, the traffic, drainage, sewerage, water supply, air and noise impacts have been assessed. The findings have concluded that the housing development within the proposed amendment 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 Highways Department's (HyD) 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 whether 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 have been 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 locals. 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 Yung Street (J5), 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 Considering Planning Department's (PlanD) proposed amendments to the Tuen Mun OZP No. S/TM/31 in April 2014, the proposed amendment to the So Kwun Wat OZP No. S/TM-SKW/11 and the current round of proposed amendments to the Tuen Mun OZP No. S/TM/33, future potential housing developments 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 $DFC^2 > 1.0$) and link ($v/c3 \geq 1.2$) capacity if there are no future junction improvement and road widening works.

Recommendations

2.1.4 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 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 (**Plan 1** attached), the junction DFC will be 0.95. Together with the junction improvement works at J12 (Kwun Fat Street) and J13 (Tsing Fat Street) , it will provide a reserve for the additional traffic generated from further potential developments in the area in future.

Conclusion

2.1.5 The traffic review conducted for PlanD's latest proposed OZP amendment for the housing site in 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 Assessment 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 housing development in relation to Amendment Item B. The review could not be used to replace the Drainage Proposal or Drainage Impact Assessment (DIA). The project proponent of 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 Based on a preliminary assessment of the drainage aspect, the below findings and recommendations are listed from public drainage point of view:-

According to Drainage Services Department's (DSD) drainage record, the site is in an area where no public stormwater drainage maintained by DSD is currently available for connection. Development on the site shall conduct a DIA and implement all the mitigation measures as identified in the DIA to ensure that it will not cause adverse drainage impact to the adjacent areas. The project proponent of the development shall arrange his own stormwater disposal facilities to cater for the rain water falling onto or flowing to his site.

2.2.3 Based on the above, it is concluded that there are no insurmountable drainage problems foreseen for the housing development within the site.

2.3 Sewerage Review by Environmental Protection Department

2.3.1 The purpose of the review is to facilitate consideration of the feasibility of the proposed housing development in relation to Amendment Item B. While public sewer is available for the site, the future developer of the site still needs to conduct a Sewerage Impact Assessment (SIA) to ascertain local capacity and mitigation measures to enable public sewer connection.

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 development within the site of Amendment Item B on the Tuen Mun OZP.

Fresh Water Supply

2.4.2 The site is 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 development within the site.

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 development.

2.4.4 Fresh water is distributed to the site from Siu Lam Fresh Water Service Reservoir via the existing water distribution trunk mains along So Kwun Wat Road and Castle Peak Road. Local improvement to the water mains in the distribution network may be required.

Flushing Water Supply

2.4.5 The site is 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 site, but local improvement to the water mains in the distribution network may be required.

2.4.6 The site falls within the salt water flushing supply zone of the future Lok On Pai Salt Water Pumping Station (LOPSWPS), for which the construction work is substantially completed. No allowance has been made in the LOPSWPS supply system

for flushing water supply to the TME housing developments. Some of the pumping capacity of the salt water supply system may be reallocated to meet the flushing water demand of the site. 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 amendment site in TME under the proposed amendments to the Tuen Mun OZP, 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 The site is located along heavily trafficked roads including Tuen Mun Road and Castle Peak Road – Castle Peak Bay, and will be subject to traffic related noise and vehicular emissions impacts. The site will have to adopt appropriate mitigation measures, in order to comply with the Hong Kong Planning Standards and Guidelines (HKPSG) requirements. Requirements for conducting Noise Impact Assessment to assess traffic noise impacts and identifying mitigation measures to address the potential traffic noise impact arising from Tuen Mun Road and Castle Peak Road, and provision of air buffer distance, if necessary, would be proposed for incorporation into the lease at the land disposal stage to meet the requirements under the HKPSG. The future developer(s) will be required to conduct the necessary assessments and to implement the mitigation measures as identified in the assessments.

3. Conclusion & Way Forward

3.1 The traffic and other technical reviews confirm that the proposed development at the site of Amendment Item B is acceptable and

would not overload the traffic and infrastructural capacity. Concerned works departments would take necessary actions to provide the required infrastructures to facilitate the proposed housing development.

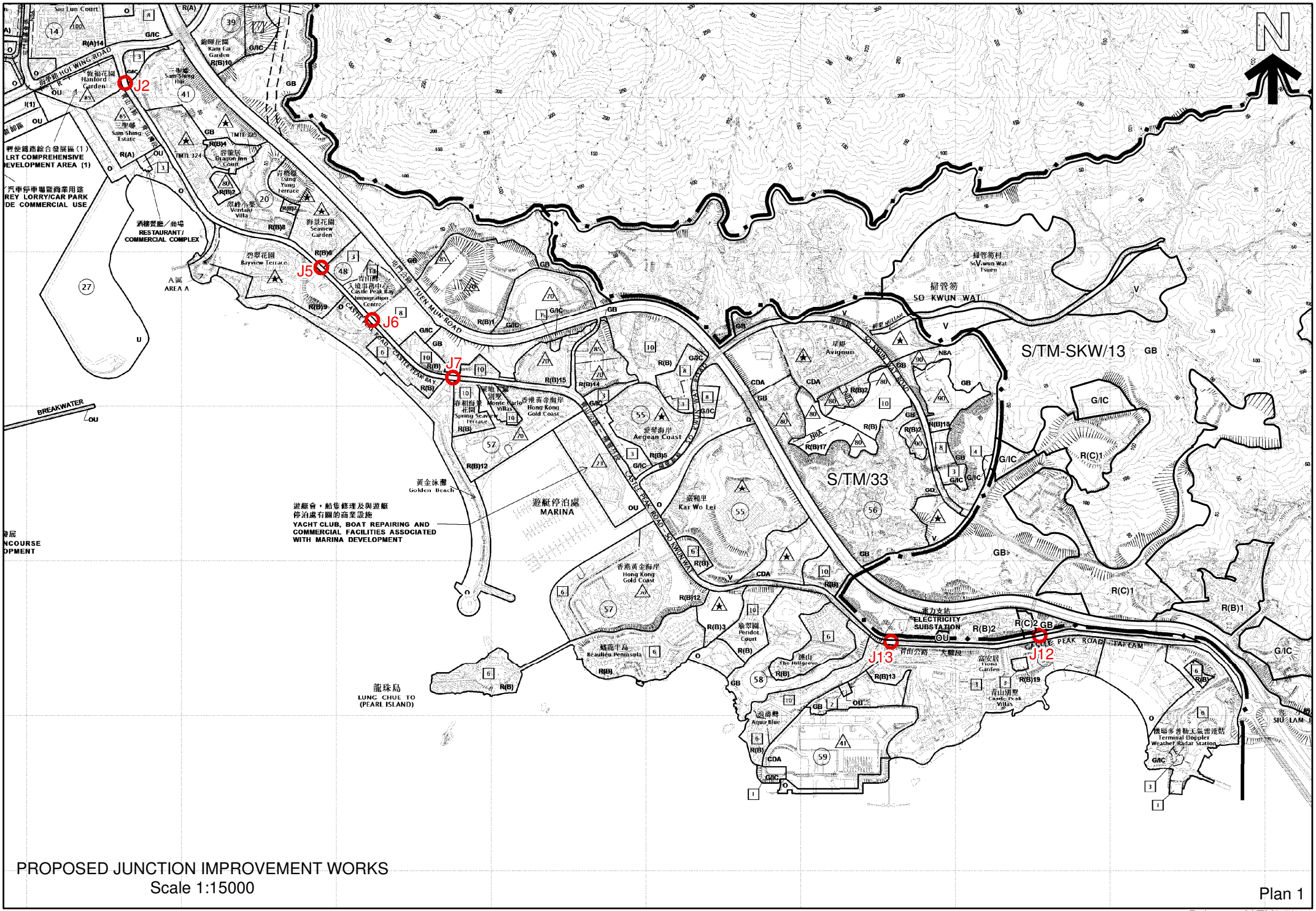
3.2 There are also no insurmountable problems for the proposed development within the site in environmental terms. While the site is subject to noise and vehicular emissions impacts, requirements for conducting Noise Impact Assessment and provision of air buffer distance, if necessary, would be proposed for incorporation into the lease at the land disposal stage 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.



PROPOSED JUNCTION IMPROVEMENT WORKS
Scale 1:15000

Plan 1

Reference M/TM/17/136

CONSULTANCY STUDY FOR AIR VENTILATION ASSESSMENT SERVICES

CAT. A1 – TERM CONSULTANCY FOR EXPERT EVALUATION ON AIR VENTILATION ASSESSMENT (PLNQ A1-4/AVA 2015)

AIR VENTILATION ASSESSMENT EXPERT EVALUATION REPORT

FOR

AN INSTRUCTED PROJECT AT CASTLE PEAK ROAD – CASTLE PEAK BAY, AREA 48, TUEN MUN

(PLNQ A1-4/AVA 2015)

Ref No,:RP16164

Submitted to:

Planning Department

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Project:	Air Ventilation Assessment Expert Evaluation Report for an Instructed Project at Castle Peak Road – Castle Peak Bay, Area 48, Tuen Mun.
Report No.:	RP16164

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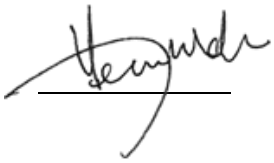

Henry MAK
Director, BXG

Disclaimer:

- This report is prepared and submitted by Beexergy Consulting Limited with all reasonable skill to the best of our knowledge, incorporating our Terms and Conditions and taking account of the resources devoted to it by agreement with the client.
- We disclaim any responsibility to the client and others in respect of any matters outside the project scope.
- This report is confidential to the client and we accept no responsibility of whatsoever nature to third parties to whom this report, or any part thereof, is made known. Any such party relies upon the report at their own risk.

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EXECUTIVE SUMMARY

BeeXergy Consulting Limited was commissioned by the Planning Department of Hong Kong Special Administrative Region Government to undertake an Air Ventilation Assessment (AVA) – Expert Evaluation (EE) for an instructed project at Castle Peak Road – Castle Peak Bay, Area 48, Tuen Mun (the Development). The current study aims to assess the likely air ventilation impacts of the land use proposal. The Development Site is about 1.4ha in area, covered by the approved Tuen Mun Outline Zoning Plan (OZP) No. S/TM/33. It is located at Area 48, Tuen Mun, between Tuen Mun Road and Castle Peak Road.

The annual and summer prevailing winds were studied. According to the RAMS wind data, E, ESE and SE winds are identified as the annual prevailing wind directions while ESE, SE and SSE winds are identified as the summer prevailing wind directions.

- East wind is expected to skim over existing building cluster at the north of Crossroads Foundation site and reach the Development Site. Considering the existing open nature of the Development Site, E wind could penetrate through the site and reach its downstream area to Palm Beach and existing developments at Mun Fat Lane
- ESE wind would skim over the low-rise houses in Monte Carlo Villas and reach the Development Site. ESE wind could penetrate through the site and reach its downstream area (i.e. TMTL 423)
- SE wind would come along Castle Peak Road, crossing the western portion of Crossroads Foundation site and reach the northeastern part of the Development Site. It is also expected that SE wind would skim over the low-rise Monte Carlo Villas to reach the Development Site and its downstream area (i.e. TMTL 423 and Harrow International School Hong Kong)
- Part of SSE wind would skim over Monte Carlo Villas and reach the Development Site. It would also follow Golden Beach Path and reach the western part of the Development Site. Considering the open nature of the Development Site, SSE wind could penetrate through the site and reach its downstream area (i.e. TMTL 423 and Harrow International School Hong Kong)

Based on the proposed development parameters at the Development Site, the future development may have potential impacts on Palm Beach under prevailing E wind and on areas to the north including Harrow International School Hong Kong and planned development at TMTL 423 under southerly winds. To alleviate the potential ventilation issues, the following measures are recommended for the future development at the site.

- Connectivity to planned air path at Crossroads Foundation site where possible
- A setback of minimum 3m wide from site boundary facing Castle Peak Road at eastern part of the Development Site
- A 15m wide air path (in form of NBA) at the eastern part of the Development in the NNE/SSW alignment
- A 15m wide air path (in form of NBA) at the western part of the Development in the NNE-SSW alignment
- Further good design principles (section 5.4 of the report) should be considered at the detailed design stage.

行政摘要

豐能顧問有限公司（豐能）受香港特別行政區規劃署的委託，於青山道-青山灣項目（以下簡稱“地盤”）進行了空氣流通評估-專家評估（AVA EE），根據屯門分區計劃大綱核准圖（大綱圖）編號 S/TM/33，研究潛在的地盤發展對鄰近地區風環境的影響，並提供相應的緩解措施。發展地盤面積約為 1.4 公頃，位於屯門第 48 區屯門公路與青山公路之間，由大綱圖編號 S/TM/33 所涵蓋。

本報告研究了全年及夏季盛行風環境，根據區域大氣模擬系統(RAMS) 的風模擬數據，東、東南偏東及東南風向確定為全年盛行風向，而東南偏東、東南及東南偏南風被確定為夏季盛行風向。

- 東風預計將掠過現時在國際十字路基金會(Crossroads Foundation)北部的建築群，並到達地盤。考慮到發展地盤現行開放的環境，東風可穿過地盤並到達下游地區如棕月灣及現時在滿發里的周邊建築。
- 東南偏東風會掠過蒙地卡羅別墅(Monte Carlo Villas)的低層房屋上，並到達地盤。東南偏東風可以穿過地盤並到達其下游地區如 TMTL 423
- 東南風會沿青山公路，橫穿國際十字路口基金會建築群的西部，並到達地盤的東北部。此外，預期東南風會在蒙特卡羅別墅上掠過，到達地盤及其下游地區（即 TMTL 423 和香港哈羅國際學校）。
- 部份東南偏南風會在蒙特卡羅別墅上掠過到達地盤。東南偏南風亦將沿著黃金泳灘徑(Golden Beach Path)，到達地盤的西部。考慮到發展地盤現行開放的環境，東南偏南風可以穿過地盤並到達其下游地區如 TMTL 423 和香港哈羅國際學校）

根據擬議發展參數，未來的發展可能在東風下對棕月灣(Palm Beach)及在南風下對地盤北面地區如香港哈羅國際學校和 TMTL 423 的計劃發展具有潛在影響。為了解決潛在的通風問題， 建議以後的建築設計應考慮以下建議。

- 盡可能連接到國際十字路基金會未來的通風道
- 地盤東部的建築綫從青山道退入三米
- 在地盤東部以非建築區域的形式設十五米闊、東北偏北及西南偏南的通風道
- 在地盤西部以非建築區域的形式設十五米闊、東北偏北及西南偏南的通風道
- 在詳細設計階段應進一步考慮良好設計原則（見報告第 5.4 節）

1 INTRODUCTION

1.1 PROJECT BACKGROUND

BeeXergy Consulting Limited (BXG) was commissioned by the Planning Department (PlanD) of Hong Kong Special Administrative Region Government to undertake an Air Ventilation Assessment (AVA) – Expert Evaluation (EE) for an instructed project at Castle Peak Road – Castle Peak Bay, Area 48, Tuen Mun (the Development). The current study aims to assess the likely air ventilation impacts of the land use proposals.

In conducting the AVA EE, reference was made to previous AVA studies related to the Development site including but not limited to the followings:

- Term Consultancy For Expert Evaluation on Air Ventilation Assessment for Tuen Mun New Town Area (March 2008)
- Term Consultancy for Expert Evaluation and Advisory Services on Air Ventilation Assessment (PLNQ 37-A14/2007) Tuen Mun New Town Area (March 2009)
- Planning and Engineering Review of Potential Housing Sites in Tuen Mun East Area
  - Feasibility Study (November 2009)
- Term Consultancy For Expert Evaluation on Air Ventilation Assessment for Tuen Mun New Town (May 2014)

1.2 OBJECTIVE

The objective of this study is to evaluate the wind performance of the Development using the methodology of AVA, based on the “Housing Planning and Lands Bureau – Technical Circular No. 1/06, Environment, Transport and Works Bureau – Technical Circular No. 1/06” issued on 19th July 2006 (the Technical Circular) and “Technical Guide for Air Ventilation Assessment for Development in Hong Kong – Annex A of the Technical Circular” (the Technical Guide).

1.3 STUDY TASK

The major task of this study is to carry out an AVA EE on the characteristics of the site wind availability data of the development area and assessment of the wind performance under existing development situation and the proposed building design option in a qualitative manner. The AVA EE will cover the following tasks:

- Review the existing wind environment of the Development Site and its surrounding
- Assess qualitatively the potential air ventilation impacts of the proposed development on the surrounding areas
- Identify major breezeway(s), air-path(s), problematic area(s)
- Comment on the localized wind effects of the proposed development on its surrounding

- Identify if any wind stagnation and wind amplification causing uncomfortable and unsafe wind environment
- Recommend improvement and mitigation measures
- Recommend if any further study may be necessary

2 SITE CHARACTERISTICS

The Development Site is about 1.4ha in area, covered by the approved Tuen Mun Outline Zoning Plan (OZP) No. S/TM/33. It is located at Castle Peak Road – Castle Peak Bay, Area 48, Tuen Mun, bounded by Tuen Mun Road and Castle Peak Road as shown in Figure 1. Golden Beach is situated to the southwest of the Development Site, while Harrow International School Hong Kong is to its immediate north. The hillside further north is Tai Tam Country Park which is approximately 400m in height. Majority of areas to the east (e.g. Crossroads Foundation, Aegean Coast, Avignon), southeast (e.g. Hong Kong Gold Coast), northwest (e.g. Bayview Terrace), south (e.g. Palm Beach, Monte Carlo Villas, Spring Seaview Terrace) and southwest (e.g. Blessing Villa) are low- to medium-density residential developments and a hotel (HK Gold Coast Hotel) of less than 100mPD in height.

Also some planned developments at TMTL 423, TMTL 427, TMTL 435, various lots and Government land in D.D. 379 (to be known as TMTL 463), TMTL 475 (extension of Harrow International School Hong Kong), TMTL 500 and under approved application No. Y/TM/16 are found located to the north, east and southeast of the Development Site (Figure 2). The maximum building heights for these existing and planned developments are listed out in Table 1.

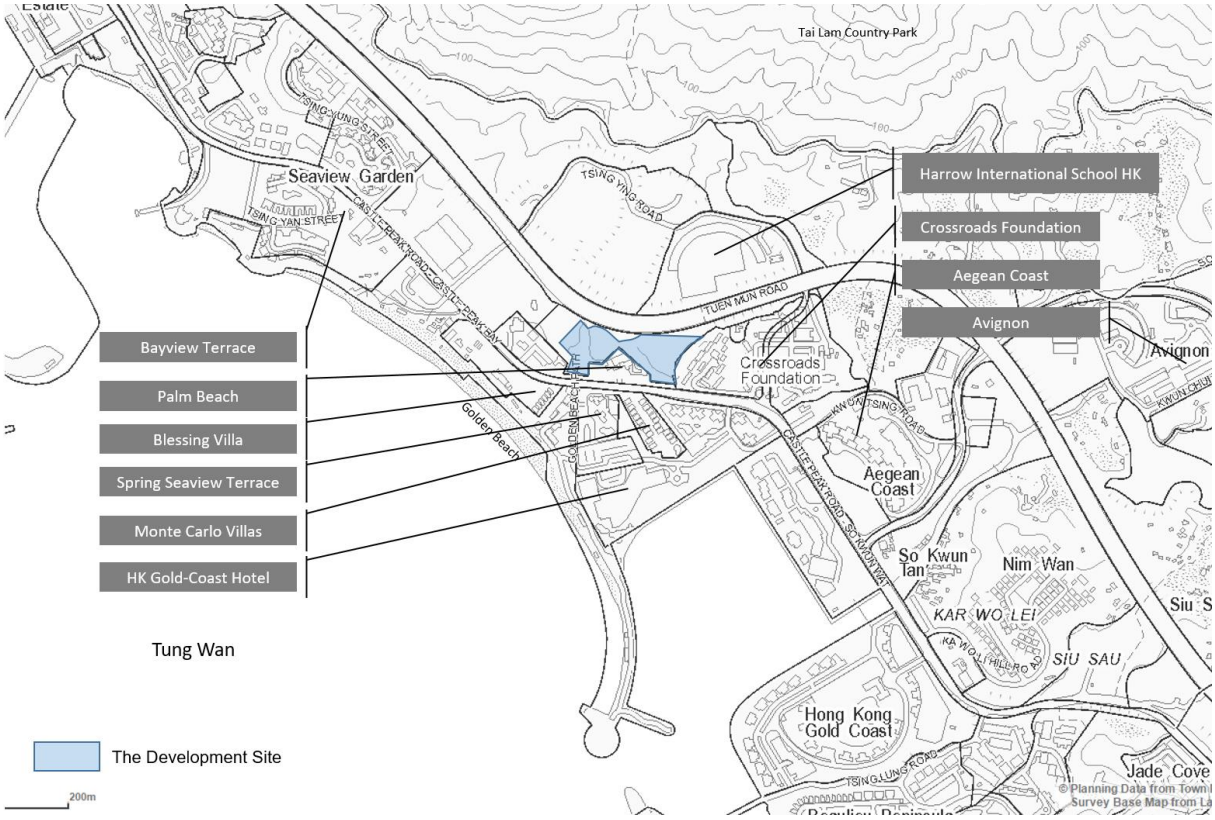


Figure 1 The Development Site and its surroundings



Figure 2 Planned Developments

Table 1 Building Height of Existing and Planned Developments

Name of Surrounding Developments	Maximum Building Height (mPD)
Harrow International School Hong Kong	70
Aegean Coast	95
Avignon	57
Hong Kong Gold Coast	76
Monte Carlo Villas	23
Palm Beach	63
Spring Seaview Terrace	60
Gold Coast Hotel	64
Blessing Villa	20
Bayview Terrace	65
Future Crossroads Foundation Site's Development	70
Planned Development at TMTL 423	90
Planned Development at TMTL 475 (extension of Harrow International School Hong Kong)	70
Planned Development under approved application No. Y/TM/16	79
Planned Development at TMTL 427	53
Planned Development at TMTL 500	80
Planned Development at TMTL 435	61
Planned Development at TMTL 463	84

3 SITE WIND AVAILABILITY

The characteristic of the natural wind availability of the site should be identified in order to investigate the wind performance of the Development Site. Site wind availability data could be used to assess the wind characteristics in terms of the magnitude and frequency of approaching wind from each wind direction. There are three sources of site wind data for this Development Site, including (i) the nearby Hong Kong Observatory (HKO) Station –Tuen Mun Government Offices (Station Code: TUN); (ii) experimental site wind data; and (iii) simulated RAMS wind data.

3.1 HONG KONG OBSERVATORY

The prevailing wind direction for each month measured at the closest weather station – Tuen Mun Government Offices from the Hong Kong Observatory[1] is tabulated in Table 2. The HKO TUN weather station is located around 1km from the Development Site (Figure 3). The SE wind is the annual prevailing wind direction while the SE and SW winds are the summer prevailing wind directions, which can be found in Table 2.

Table 2 Monthly Wind Direction Recorded at Tuen Mun Government Offices Weather Station 2015 (Source: Hong Kong Observatory)

Month		Prevailing Wind Direction (°)
January		20
February		160
March		160
April		150
May		150
June	**(Summer)**	150
July		220
August		150
September		150
October		20
November		20
December		20
Annual		150

[1] Summary of Meteorological and Tidal Observations in Hong Kong 2015 (http://www.hko.gov.hk/publica/smo/smo2015.pdf)

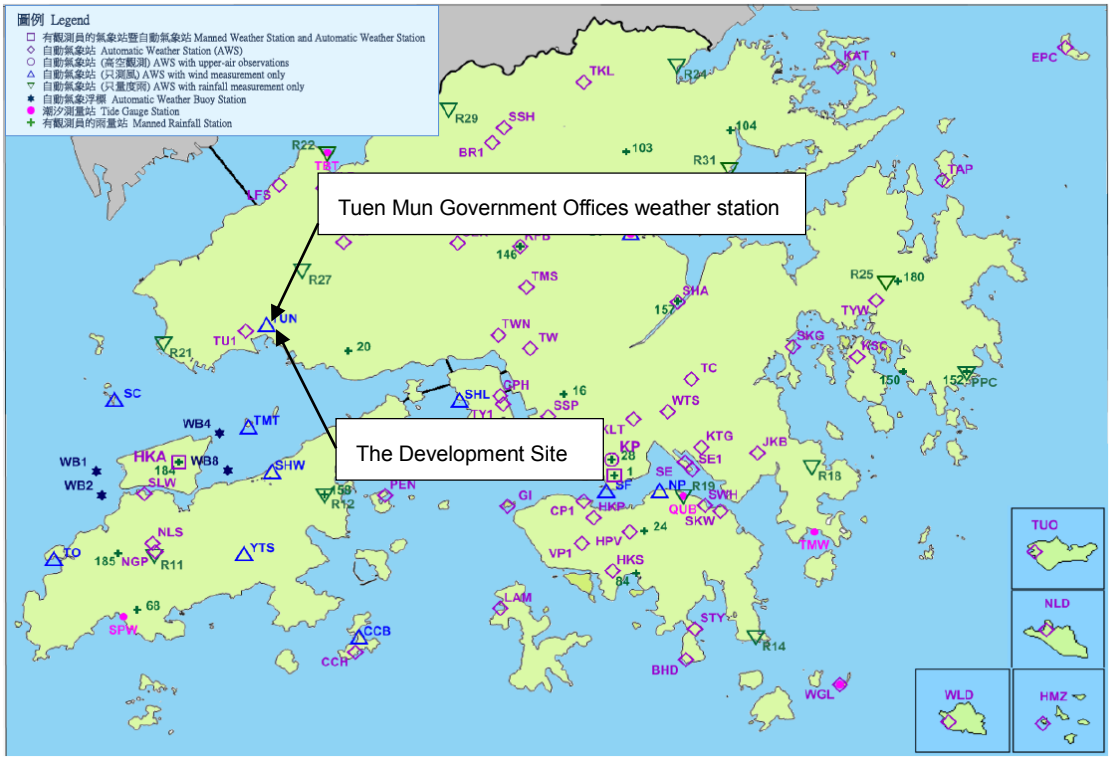


Figure 3 Location of HKO TUN Weather Station

3.2 EXPERIMENTAL SITE WIND DATA

"Experimental Site Wind Availability Study for Tuen Mun East Area, Hong Kong" conducted by the CLP Power Wind/Wave Tunnel Facility (WWTF) at The Hong Kong University of Science and Technology provides wind availability data for Tuen Mun East area from wind tunnel experiment in 2008. The measurement location is approximately at the Harrow International School Hong Kong which is around 300m away from the Development Site (Figure 4). Only the wind rose under annual wind condition is available in the captioned study (Figure 5).

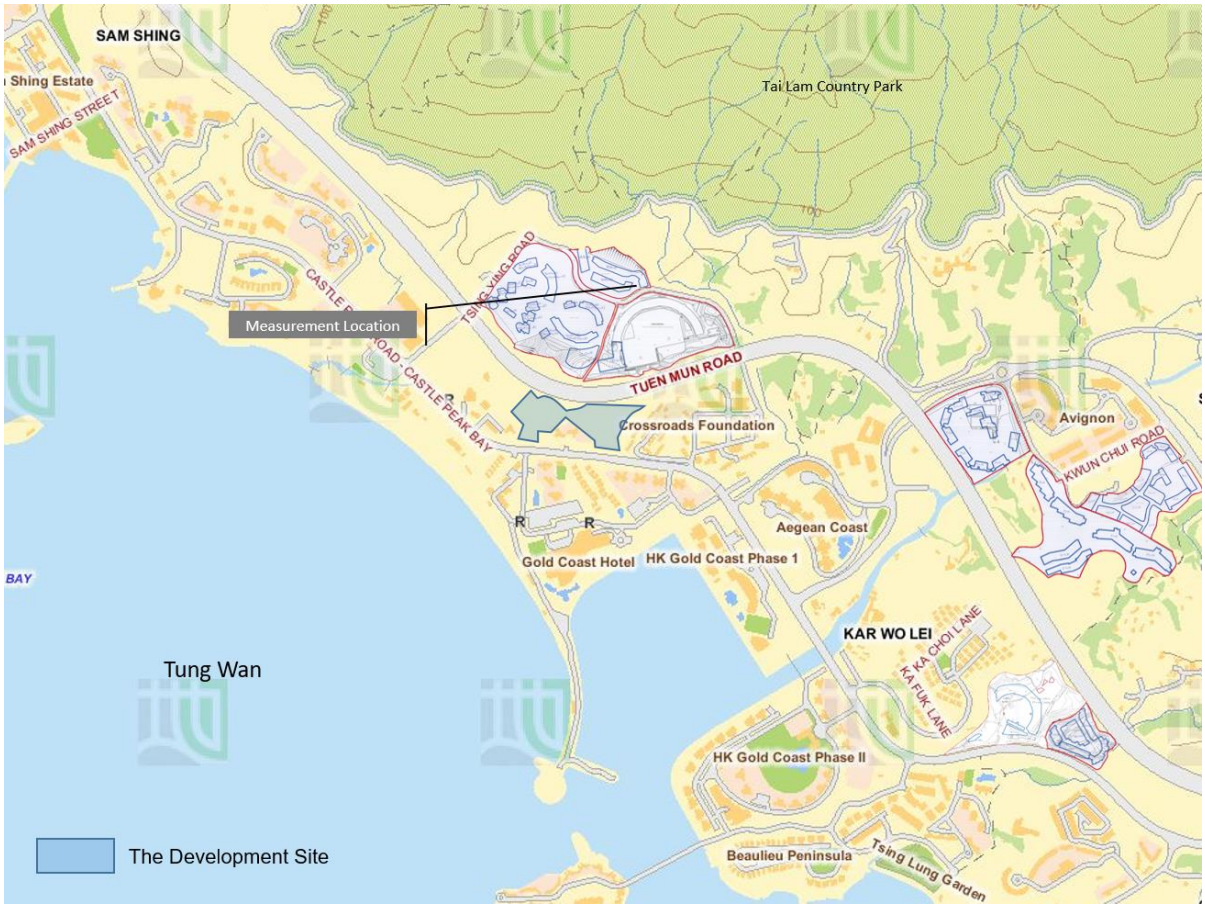


Figure 4 Measurement location

According to the wind data from the wind tunnel test, N, ENE and E winds are identified as the annual prevailing wind directions.

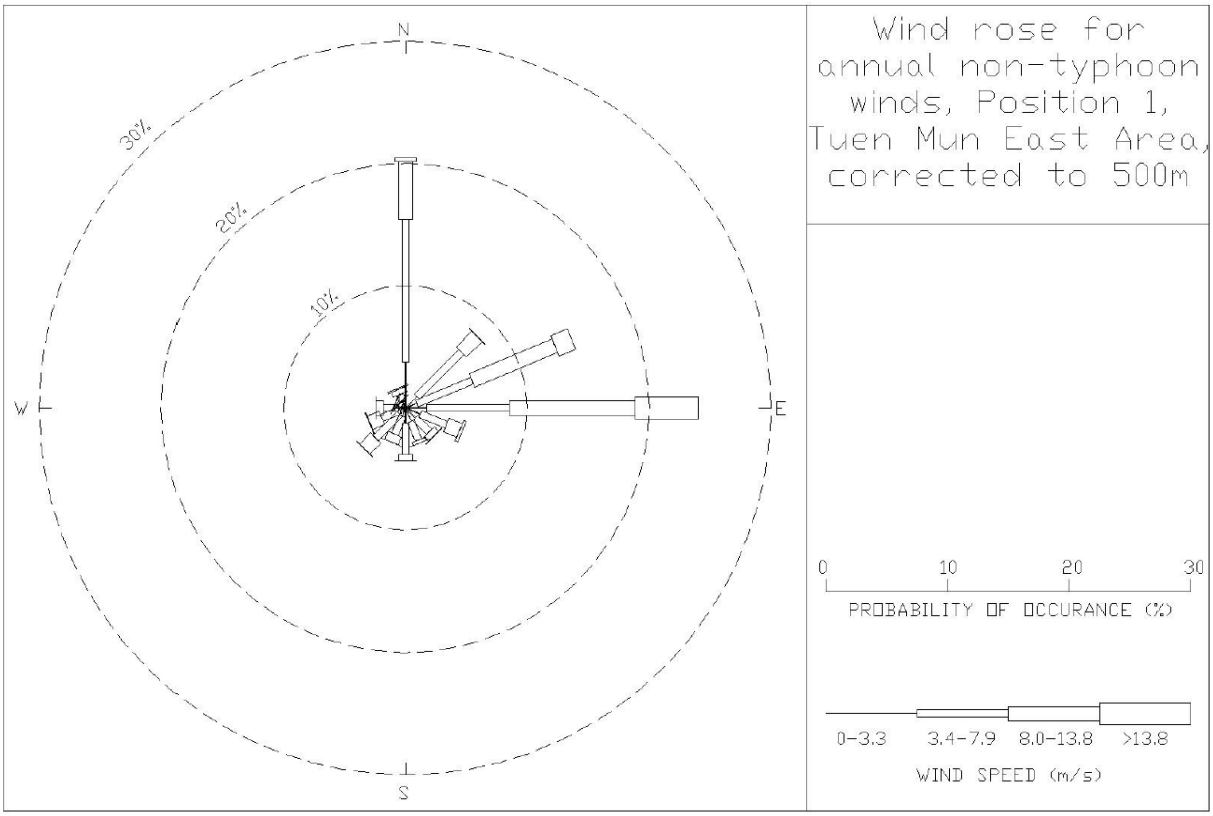


Figure 5 Annual Wind Rose

3.3 RAMS WIND DATA

A set of wind availability data of the Territory for AVA study is available at Planning Department's Website[2]. The site wind availability would be presented by using appropriate mathematical models (e.g. RAMS simulation).

The wind availability data at 200mPD obtained from the grid of (X042, Y055) for the RAMS simulation covers the Development Site and is shown in Figure 6.

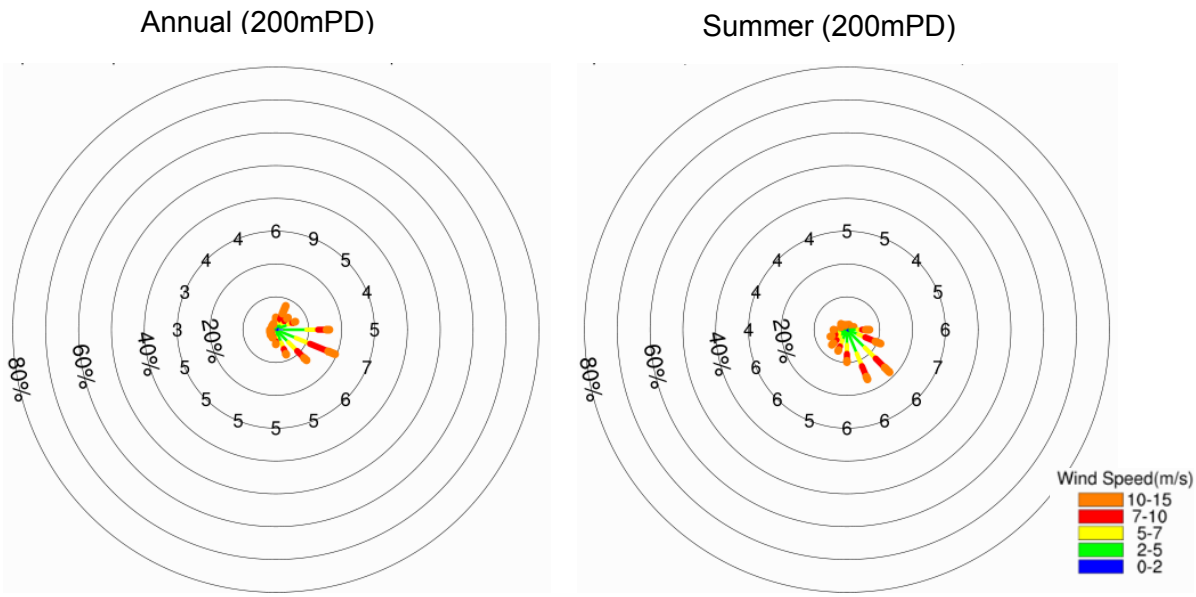


Figure 6 Wind Roses for the Development Site (X042, Y055) by RAMS Wind Data

Table 3 Prevailing Wind Frequency by RAMS Wind Data

Prevailing Wind	**Annual**			**Summer**		
Wind Direction	**E**	**ESE**	**SE**	**ESE**	**SE**	**SSE**
Wind Frequency	16.4%	19.6%	13.3%	11.4%	18.7%	16.5%

According to the RAMS wind data, E, ESE and SE winds contribute to 16.4%, 19.6% and 13.3% of the annual wind frequency respectively while the ESE, SE and SSE winds contribute to 11.4%, 18.7% and 16.5% of the summer wind frequency respectively. Hence, E, ESE and SE winds are identified as the annual prevailing wind directions while ESE, SE and SSE winds are identified as the summer prevailing wind directions.

[2] http://www.pland.gov.hk/pland_en/info_serv/site_wind/site_wind/index.html

3.4 SITE WIND AVAILABILITY FOR CURRENT STUDY

These three sets of wind data have been studied. The wind data from the closest HKO weather station, experimental site wind data and RAMS wind data indicated prevailing winds directions are tabulated in Table 4.

While HKO weather station is relatively far from the site, only the annual wind condition is available from the experimental site wind data. On the other hand, RAMS Wind Data is obtained at the location of the Development Site. Under such consideration, RAMS Wind Data would be adopted as the basis of study, i.e. E, ESE and SE winds for annual condition and ESE, SE and SSE winds for summer condition.

Table 4 Prevailing wind directions for the Development site

Prevailing Wind Direction	HKO	Experimental Site Wind Data (500m)	RAMS Wind Data (200m)
Annual	SE	N, ENE, E	E, ESE, SE
Summer	SE, SW	-	ESE, SE, SSE

4 QUALITATIVE ASSESSMENT UNDER EXISTING CONDITION OF THE DEVELOPMENT SITE

The Development Site is located within an area currently zoned “Green Belt” with no existing building. It is a sloped area bounded by Tuen Mun Road (~32mPD) to the north and Castle Peak Road (~12mPD) to the south. With consideration of the current topographical condition as well as the planned and committed developments nearby, the wind environment under both annual and summer conditions are qualitatively assessed below based on the wind data presented in Section 3. Majority of prevailing winds are coming from the East and South-eastern quarter under both annual and summer conditions. However, these areas are relatively built-up which may affect the wind availability for the site

According to the AVA report *“Term Consultancy for Expert Evaluation on Air Ventilation Assessment for Tuen Mun New Town (May 2014)”* by Chinese University of Hong Kong, an NBA, amongst others, of at least 15m wide along WSW to ENE direction is recommended as an air path across the future development at the adjacent Crossroads Foundation site, namely Sites C2 and C3 in the aforementioned report. Since there is no proposed layout available for these sites at the moment of conducting this study, the exact location of this WSW/ENE orientated NBA remains unknown.

4.1 E WIND

E wind is one of the annual prevailing winds. Figure 7 shows that the incoming wind from E direction can freely reach the northern part of the Development Site through Tuen Mun Road. Since the existing Crossroads Foundation is low-rise in nature, wind is expected to skim over this building cluster and reach the Development Site (blue arrow). As mentioned, an NBA in a notional WSW/ENE alignment across the future development at the Crossroads Foundation site would allow E wind to penetrate through and reach the Development Site. Although the exact alignment and location of such notional air path is yet to be finalized, it is expected that E wind would penetrate through the Crossroads Foundation site (purple dot arrow, indicative). Some E wind would likely be diverted by the towers of Aegean Coast and reach the southern side of the Development Site via Castle Peak Road (red arrows). Considering the open nature of the Development Site, E wind could penetrate through the site and reach its downstream area to Palm Beach and existing developments at Mun Fat Lane freely.

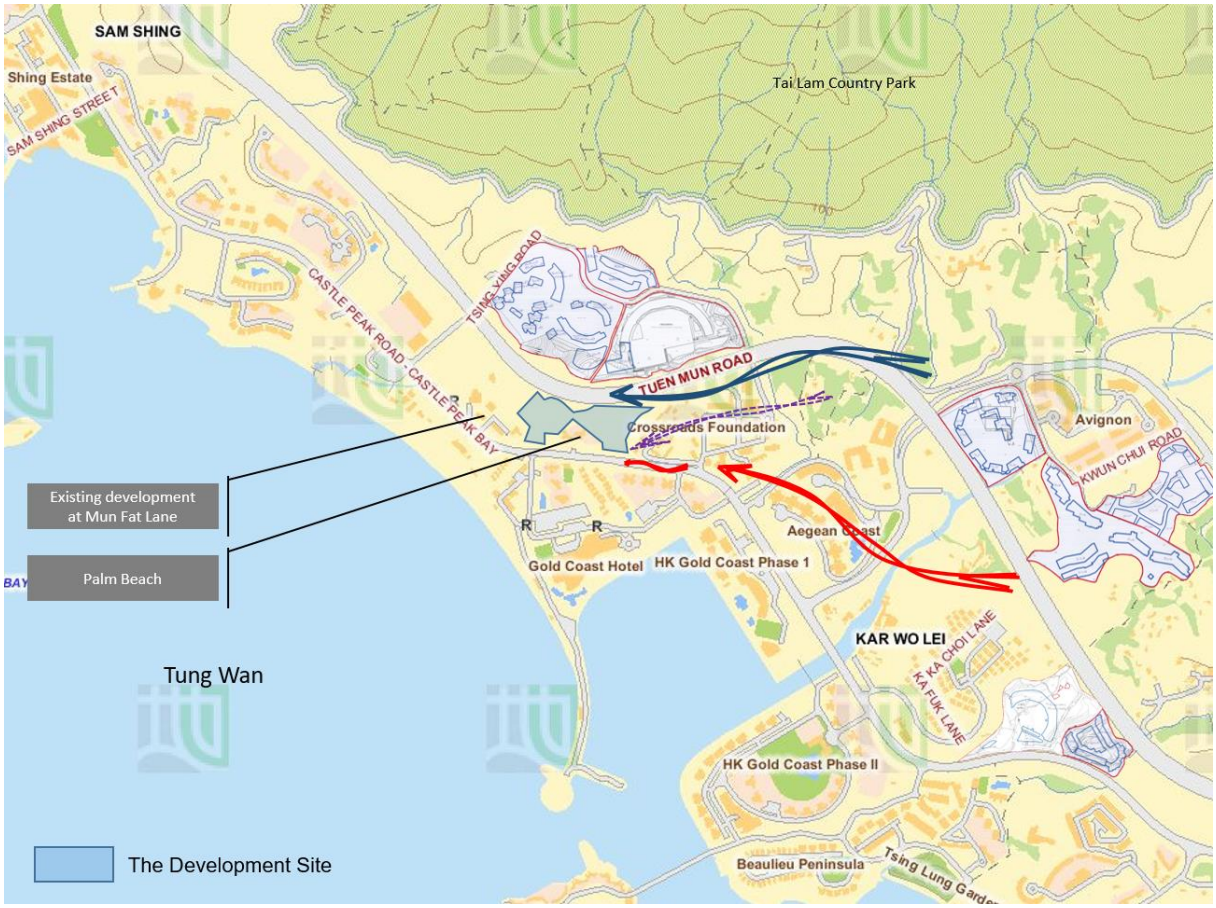


Figure 7 Major air paths under E wind

4.2 ESE WIND

ESE wind is the prevailing wind for both annual and summer conditions (Figure 8). ESE wind would travel along Castle Peak Road and then reach the eastern part of the Development Site (red arrow). Meanwhile, it is also expected that ESE wind would skim over the low-rise houses in Monte Carlo Villas with maximum building height of 23mPD. The air stream would then be diverted by mid-rise towers of Spring Seaview Terrace (60mPD) towards the Development Site. Moreover, Palm Beach (63mPD) may also divert incoming wind to western part of the Development Site (blue arrows). Considering the open nature of the Development Site, ESE wind could penetrate through the site and reach its downstream area (i.e. TMTL 423) freely.

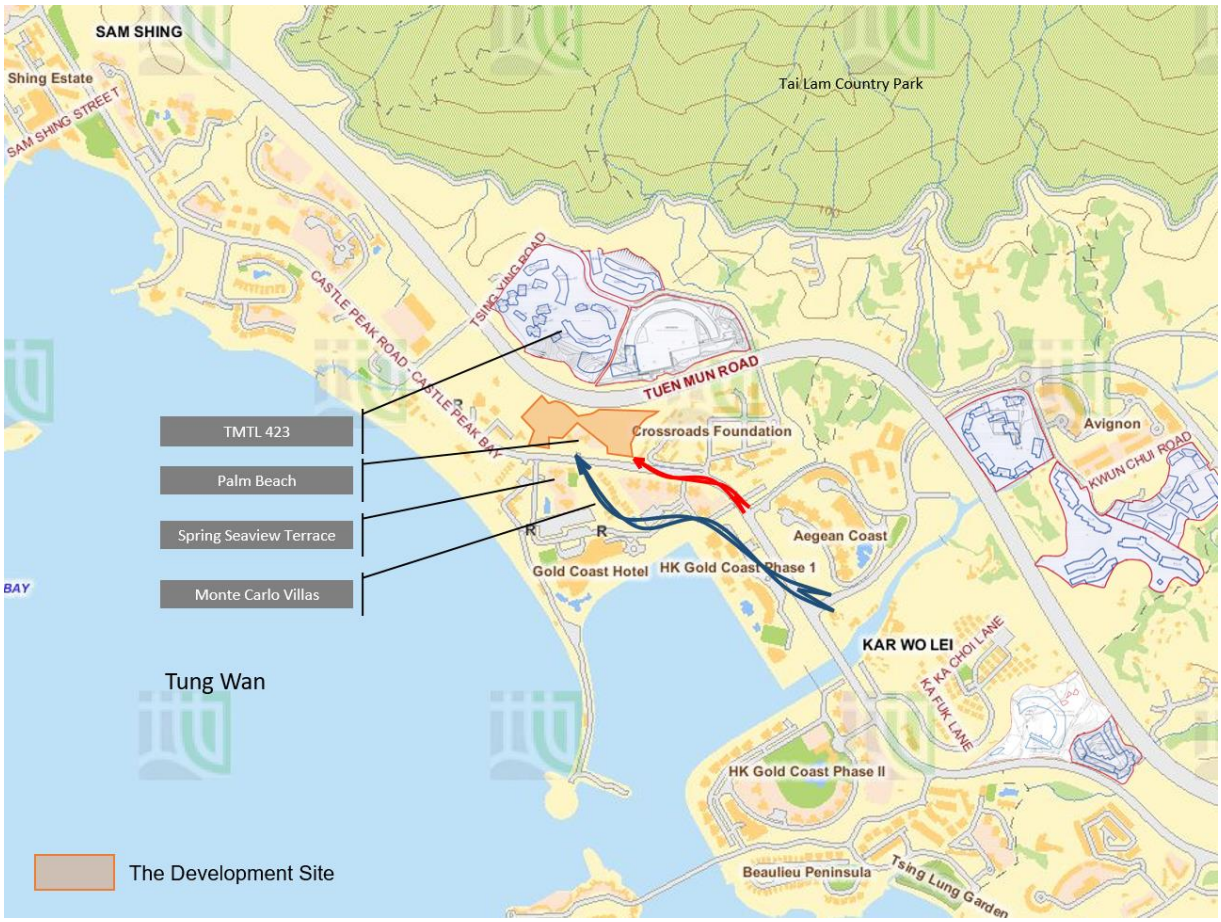


Figure 8 Major air paths under ESE wind

4.3 SE WIND

SE wind is the prevailing wind for both annual and summer conditions (Figure 9). SE wind would come along Castle Peak Road and may cross the western portion of Crossroads Foundation site to reach the Development Site (red arrow). SE wind would also skim over the low-rise Monte Carlo Villas and be split into two wind paths towards the eastern and western parts of the Development Site due to the presence of the mid-rise Palm Beach (blue arrows). Considering the open nature of the Development Site, SE wind could penetrate through the site and reach its downstream area (i.e. TMTL 423 and Harrow International School Hong Kong) freely.

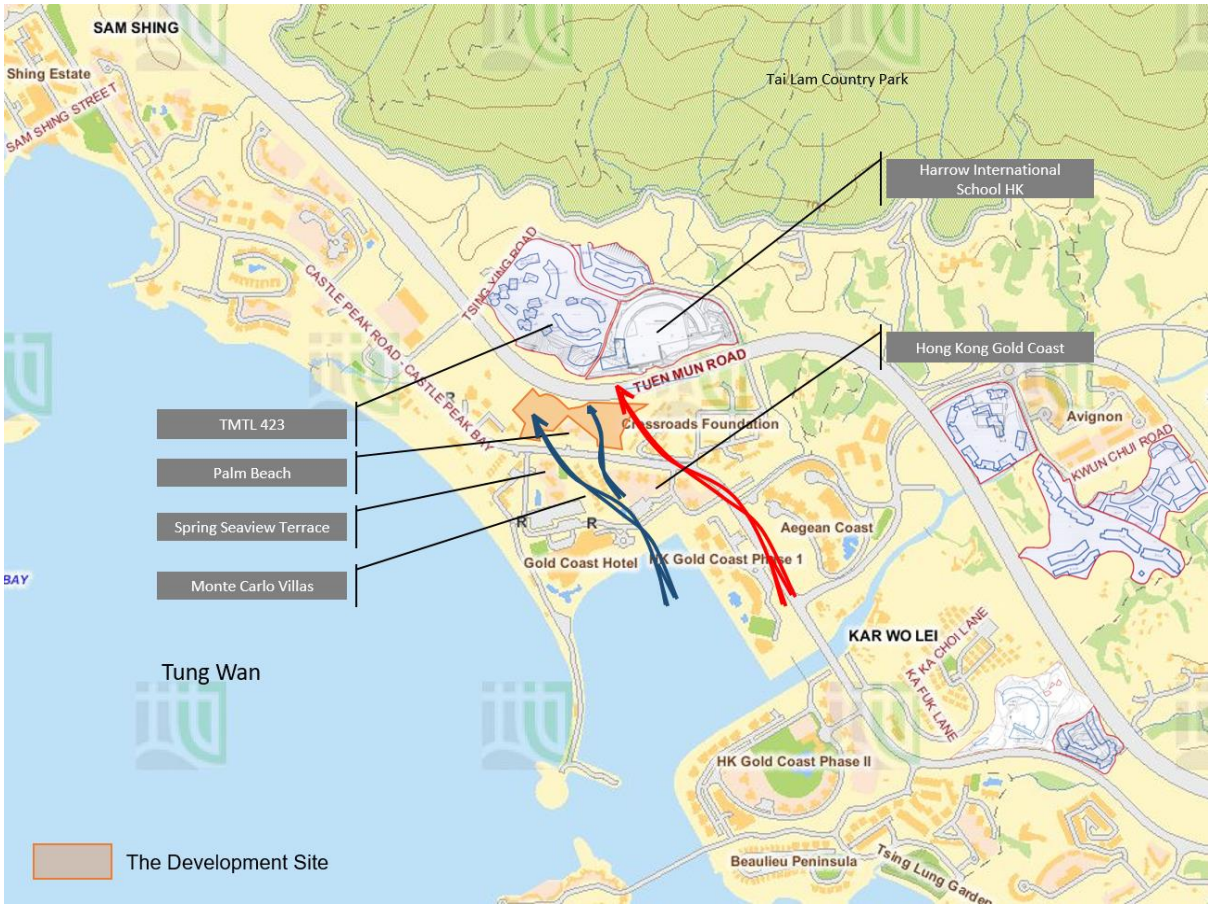


Figure 9 Major air paths under SE wind

4.4 SSE WIND

SSE wind is the prevailing wind under summer condition (Figure 10). The Gold Coast Hotel (64mPD) to the south of the Development Site would slightly block the approaching wind and divert SSE wind to its two sides. Wind would then skim over Monte Carlo Villas and reach the Development Site. (blue arrows). Another air steam would be diverted to follow Golden Beach Path and reach the western part of the Development Site (red arrow). Considering the open nature of the Development Site, SSE wind could penetrate through the site and reach its downstream area (i.e. TMTL 423 and Harrow International School Hong Kong) freely.

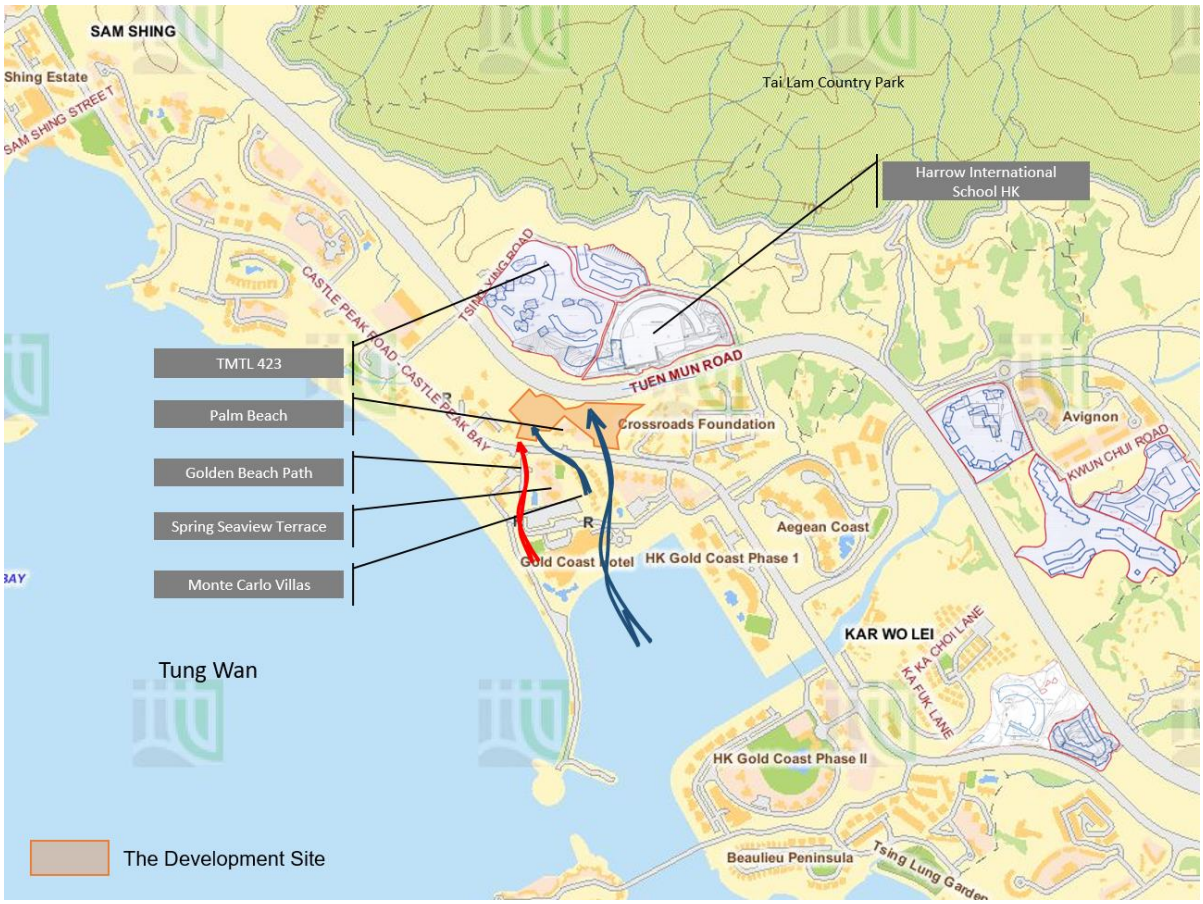


Figure 10 Major air paths under SSE wind

5 RECOMMENDATIONS TO PLANNED DESIGN

5.1 SITE PARAMETERS

The Development Site is irregular in shape with long frontal length of about 225m and 255m facing south and north respectively. The following parameters are planned for the future development at the Development Site:

- Site area: About 1.4ha
- Domestic Plot Ratio: 4
- Maximum Building Height : 90mPD
- Site Constraints: Setback of 20m from Tuen Mun Road and 5m from Castle Peak Road

Based on the analysis in Section 4, the future development at the Development Site may have some potential air ventilation impact on its surrounding under various prevailing winds. Relevant mitigation measures should be provided, particularly related to site permeability under North-South and East-West orientation.



Figure 11 The Development Site and its surrounding

5.2 EAST-WEST PERMEABILITY

Under the prevailing E and ESE winds, wind reaches the site mainly through the current Crossroads Foundation site or along Castle Peak Road. As per the recommendation set out in the AVA report *"Term Consultancy for Expert Evaluation on Air Ventilation Assessment for Tuen Mun New Town (May 2014)"* by Chinese University of Hong Kong, NBA(s) including an air path of at least 15m wide along WSW to ENE direction should be provided across the adjacent Crossroads Foundation site to maintain wind penetration. While it is most desirable that this air path would be connected with one within the future development at the Development Site, the exact alignment of this WSW/ENE orientated air path through the Crossroads Foundation site is not available at this stage. In view of such limitation as well as the need to provide design flexibility for the future development at the Development Site, a minimum 3m-setback from the site boundary facing Castle Peak Road at the eastern part of the Development Site is recommended to widen the air path for E and ESE winds along Castle Peak Road to serve Palm Beach (Figure 12).



Figure 12 Connectivity to planned air path in Crossroads Foundation.

5.3 NORTH-SOUTH PERMEABILITY

Considering the long frontal length of the Development Site facing south (i.e. over 200m-wide), it is recommended to provide certain building separations across the future development at the site. As mentioned in previous sections, wind from the south quarter would likely skim over Monte Carlo Villas and reach the Development Site. It is recommended to provide one NBA each at the eastern and western parts of the future development. These NBAs should align in the NNE – SSW direction at a minimum width of 15m (Figure 13). It is expected that southerly winds would skim over Monte Carlo Villas and Palm Beach's podium (21.6mPD) reach Tuen Mun Road (33mPD) and Harrow International School ground level (~45mPD) through these NBAs. It would minimize the potential impact of the future development at the Development Site on the wind environment of the surrounding area.

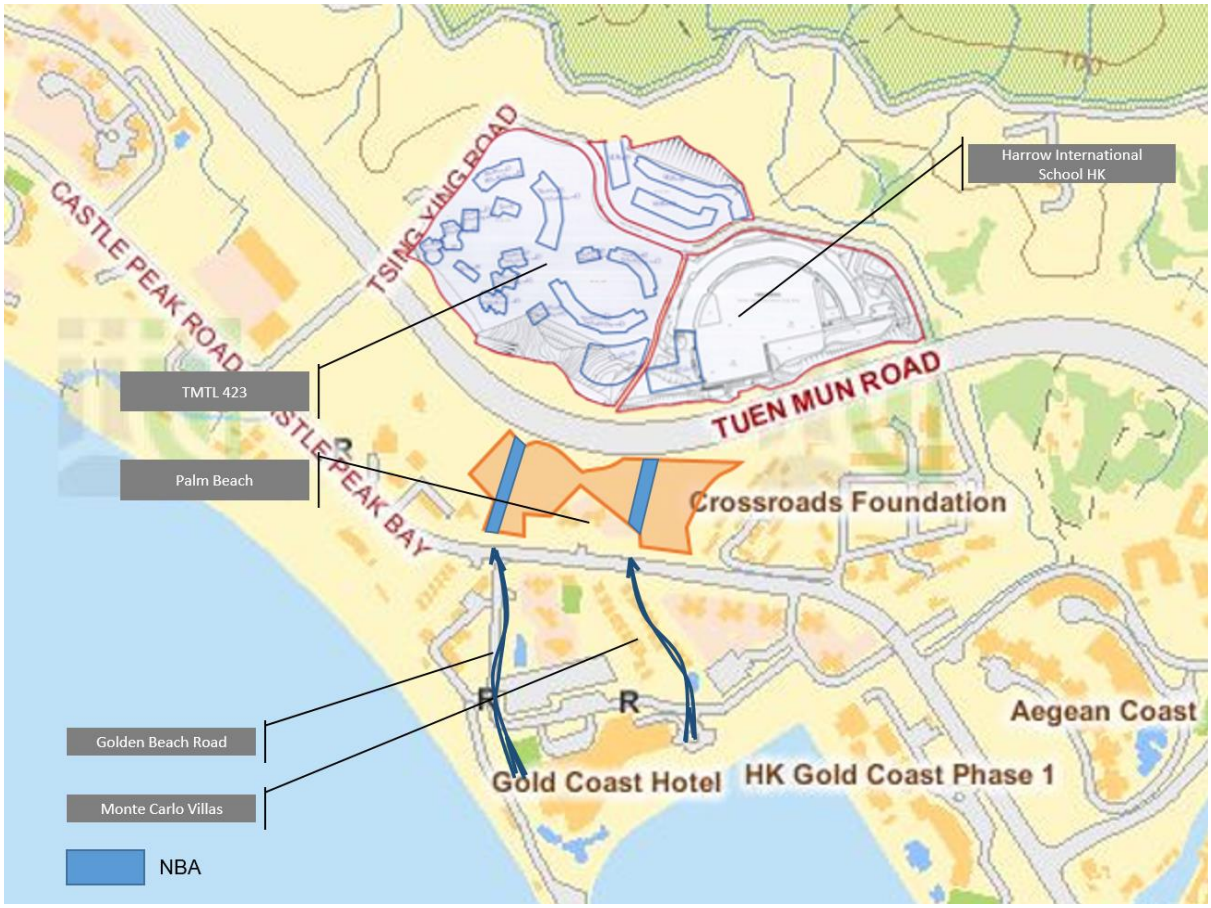


Figure 13 Recommended Non-Building Areas within the Future Development

5.4 FURTHER DESIGN PRINCIPLES

In addition to the above design measures, future development at the Development Site should consider adopting the following design principles at the detailed design stage as the prevailing effort for improvement in urban climate.

- Adopt building permeability equivalent to 20% to 33.3% with reference to PNAP APP-152;
- Minimize podium bulk with ground coverage of no more than 65% where feasible;
- Adopt building setback with reference to PNAP APP-152;
- Incorporate greening measures with a target of not less than 30% for sites larger than 1 ha, and not less than 20% for sites below 1 ha, preferably through tree planting at grade;
- Avoid long continuous façades; and
- Make reference to the recommendations of design measures in the Hong Kong Planning Standards and Guidelines.

6 FURTHER QUANTITATIVE STUDY

Given that the proposed mitigation measures (i.e. NBAs and setback) as set out in Section 5 would be fulfilled as recommended in the building design, the future development at the Development Site would have no major air ventilation issues. If the requirements of NBAs and setback cannot be provided, further quantitative assessments should be conducted to demonstrate that the performance of the proposed development would be no worse off than the scenario with these measures.

7 CONCLUSION

AVA EE on the wind environment of the Development for the Castle Peak Bay, Area 48, Tuen Mun was conducted. According to the analysis, the annual prevailing wind comes from E, ESE and SE directions, while the summer prevailing wind is from ESE, SE and SSE directions. Several good design features are recommended in the future design to mitigate the potential ventilation issues:

- Connectivity to planned air path in Crossroads Foundation site where possible
- A setback of minimum 3m wide from site boundary facing Castle Peak Road at eastern part of the Development Site
- A 15m wide air path (in form of NBA) at the eastern part of the Development in the NNE/SSW alignment
- A 15m wide air path (in form of NBA) at the western part of the Development in the NNE-SSW alignment
- Further good design principles listed in section 5.4 should be considered at the detailed design stage.

VISUAL APPRAISAL IN RELATION TO PROPOSED AMENDEMNTS TO TUEN MUN OUTLINE ZONING PLAN NO. S/TM/33

PLANNING DEPARTMENT
OCTOBER 2017

1. Purpose

1.1 Two amendments to be made to the approved Tuen Mun Outline Zoning Plan (OZP) No. S/TM/33 are (i) to introduce a site in Tuen Mun east for private residential development to meet pressing housing need in the territory (Amendment Item B) ; and (ii) to rezone a site for provision of Government, Institution or Community (GIC) facilities to meet the future demands of the local community or in the territory (Amendment Item C).

1.2 Further development inducing more development scale, form and massing would inevitably incur visual changes to the locality affecting 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 visualize the three-dimensional relationship of the developments in the proposed development sites with the surrounding context.

2. Methodology

The visual impact of the proposed development sites will be assessed by adopting the following methodology:

(a) Identifying the overall visual context and character within the wider contexts of the areas in Tuen Mun East.

(b) Identifying and selecting the vantage points to assess the possible visual impact arising from the development proposals on the development sites. The vantage points should be easily accessible and popular to the public and/or tourists and be able to demonstrate the visual impact of the proposed developments on the development sites onto the overall townscape or adjacent neighbourhood area. Important views to special landmarks, valued landscape features, water body, ridgelines, etc. should be assessed where appropriate.

(c) Identifying the scale of the developments on the proposed development sites using computer-generated photomontages to illustrate the visual impact and their significance from the vantage points. Any known

planned developments would be taken into account where possible.

3. The Proposed Developments

Amendment Item B

3.1 The site currently zoned "Green Belt" ("GB") is proposed to be rezoned to "Residential (Group B)20" ("R(B)20"). The proposed development parameters are as follows:

Site Area:	2.34ha (about)
Maximum Plot Ratio (PR):	4
Maximum Building Height:	90mPD

3.2 The neighbourhood has been developed as low to medium density housing area with Tuen Mun Road and Castle Peak Road – Castle Peak Bay as the two major traffic corridors linking Tuen Mun Town and Sham Tseng/Tsuen Wan. The site is sandwiched by Tuen Mun Road to the north and Castle Peak Road – Castle Peak Bay to the south and it is shaped like a butterfly with an eastern and a western portion. An existing residential development (i.e. Palm Beach) zoned "R(B)" with a building height of 63mPD is located to the immediate south. To the north across Tuen Mun Road is a residential development (i.e. The Bloomsway) with building height ranging from 70mPD to 85mPD. The site also adjoins a "R(B)15" site (maximum building height of 70mPD) on its east. To the further south of the site, there are some existing private residential developments and a hotel development, with building heights ranging from 54mPD (Spring Seaview Terrace) to 76mPD (Hong Kong Gold Coast Phase I).

3.3 The site comprises mainly vegetated slopes on Government land.

Amendment Item C

3.4 The site currently zoned "Green Belt" ("GB") is proposed to be rezoned to "Government, Institution or Community" ("G/IC"). The proposed development parameters are as follows:

Site Area:	0.58ha (about)
Maximum Building Height:	8 storeys (excluding basement floor(s))

3.5 The site is a piece of Government land to the south of Tuen Mun Road and is to the immediate east of an existing "G/IC" development namely Chu Hai College of Higher Education with a maximum height of about 51mPD. To the south is an area zoned "R(B)" where several 2 to 3 storeys residential buildings are found. To the further south is an area zoned "R(B)" for private residential development with building height restriction of 10 storeys. The site is a vegetated slope adjacent to Amendment Item B for private housing development.

Visual Appraisal

3.6 A total of 3 local vantage points have been selected for assessing the visual impact of the proposed developments. Photomontages to illustrate the visual changes and the resultant spatial relationship of the townscape as viewed from the selected vantage points are shown at **Plans 1a** to **1c**.

(a) VP 1 – Maclehose Trail Section 10

Vantage point at the Maclehose Trail Section 10, Tai Lam Country Park is selected as it is popular to the hikers. Photomontage to illustrate the possible visual impact of the proposed developments on the hikers at Maclehose Trail is at **Plan 1a**. When viewed from the vantage point, part of the proposed housing development would be screened by the existing Harrow International School, Hong Kong, but the development adding to existing building mass will have partial blockage of the seaview. For Amendment Item C, the proposed development with estimated building height of 60mPD would be totally screened by the existing Harrow International School, Hong Kong and the existing residential development known as The Bloomsway. When viewed along side the existing Hong Kong Gold Coast Phase 1 development (with building height of 76mPD), the proposed housing development with maximum building height of 90mPD is considered compatible to its surrounding built environment, and the magnitude of visual changes would be minor in nature.

(b) VP 2 - Promenade along Golden Beach, Hong Kong Gold Coast

The promenade along Golden Beach at the Hong Kong Gold Coast is selected as a vantage point. This location is easily accessible and is

popular to both visitors and local residents. Photomontage to illustrate the possible visual impact of the proposed developments to recreational users at the promenade is at **Plan 1b**. When viewed from the promenade, the proposed housing development of 90mPD is largely screened by the Gold Coast Hotel, and the proposed GIC development with estimated building height of 60mPD would be totally screened by the Gold Coast Hotel and the existing trees. The resultant mass appears to be compatible with other buildings. Given the above, significant visual impact from the proposed developments is not anticipated.

(c) VP 3 – Beachfront at Cafeteria Old Beach

This vantage point at the beachfront is selected as it is popular to the public for leisure and frequently visited by the locals and visitors. Photomontage to illustrate the possible visual impact of the proposed developments to recreational users at the beachfront is at **Plan 1c**. A cluster of trees are situated to the north of the beach, and the trees have largely screened the existing residential development (i.e. Spring Seaview Terrace) to the south of the proposed housing site and the existing Chu Hai college of Higher Education to the north-west of Amendment Items B and C. When viewed from the vantage point towards the development sites, major visual changes are anticipated as the proposed developments will protrude above the tree clusters, with the increased building mass reducing some sky views. However, the overall impact with regard to loss of visual openness is tolerable as there are alternative open views in the setting. It should be acknowledged that the development proposals still generally align with the overall urban design principle in the area with building height profile stepping up from about 54mPD to 76mPD along the seafront towards 70mPD to 85mPD in the inland (e.g. the "R(B)15" site and "R(A)14" site to the east of the proposed housing site). In view of the above, significant visual impact is not anticipated.

4. Conclusion

4.1 Given the development scale generally aligns with the overall urban design principle in the area with building profile stepping up from 54mPD near the coast (Spring Seaview Terrace) towards 85mPD in the inland (the "R(B)14"

site), and that parts of the proposed developments will be screened by existing buildings and vegetation, the proposed developments at the development sites are not considered incompatible with the surrounding environment.

4.2 The proposed developments will inevitably lead to a reduction of visual openness to the immediate vicinity of proposed developments. For Amendment Item B, two strips of Non-building Areas (NBA) are proposed from southwest to northeast to serve as air paths which can also serve as visual corridors. The NBAs can help to increase the visual permeability of the proposed housing development. While the overall townscape at the locality has been transformed to a medium density residential area, the proposed housing development and the proposed GIC development would not be visually incompatible in the transformed context, and significant visual impact due to the proposed rezoning is not anticipated.

5. Attachments

Plan 1a to 1c Photomontages

PLANNING DEPARTMENT
OCTOBER 2017

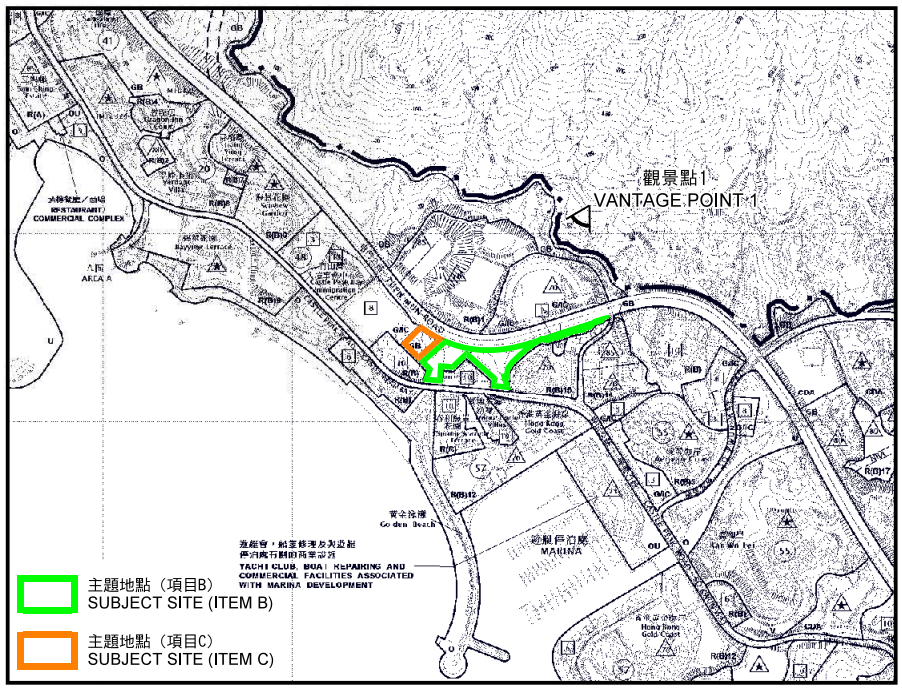


現有景觀 EXISTING VIEW



合成照片 PHOTOMONTAGE

合成照片的觀景點的位置圖
LOCATION PLAN OF VANTAGE POINT OF PHOTOMONTAGE



主題地點界線只作識別用
SUBJECT SITE BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本圖於2017年9月8日擬備，所根據的
資料為攝於2017年1月16日的實地照片
PLAN PREPARED ON 8.9.2017
BASED ON SITE PHOTO
TAKEN ON 16.1.2017

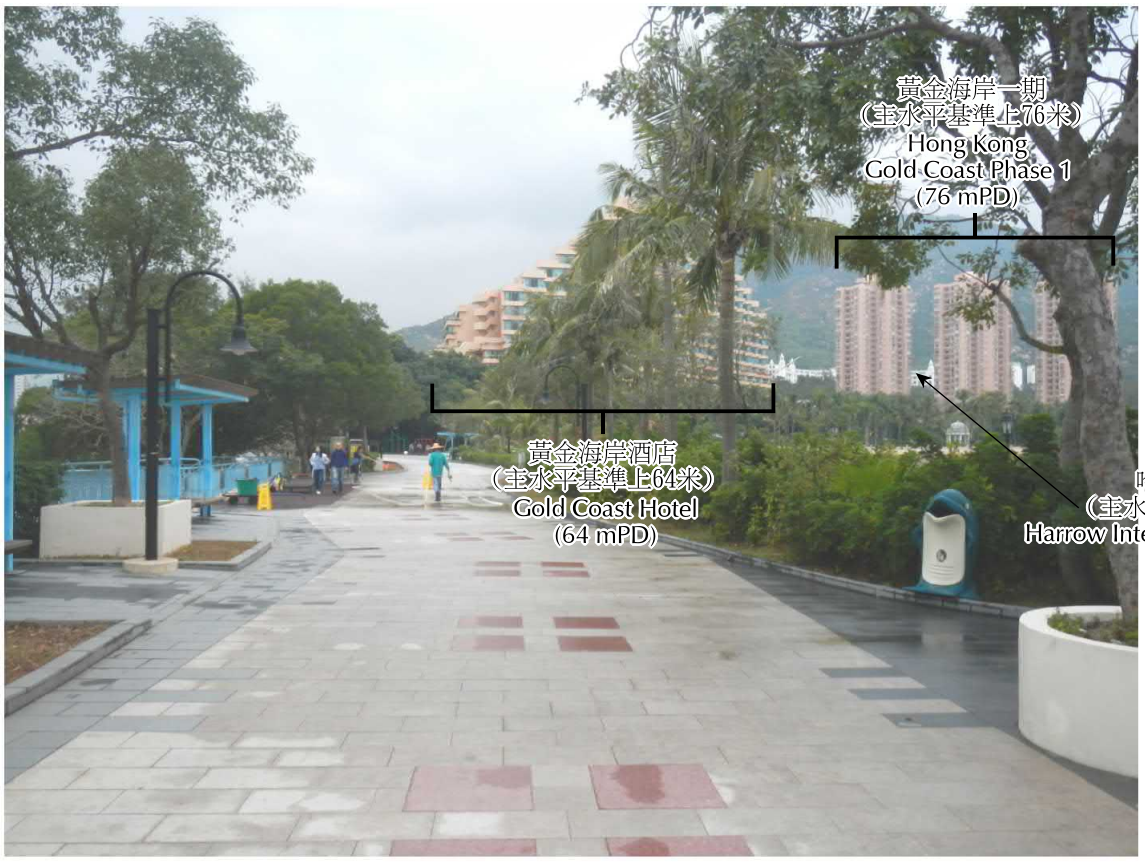
合成照片 PHOTOMONTAGE

在麥理浩徑的觀景點（觀景點1）
擬議修訂屯門分區計劃大綱核准圖編號 S/TM/33
項目 B 及 C
VIEWING POINT AT MACHLEHOSE TRAIL (VANTAGE POINT 1)
PROPOSED AMENDMENTS TO THE APPROVED
TUEN MUN OUTLINE ZONING PLAN No. S/TM/33
ITEMS B & C

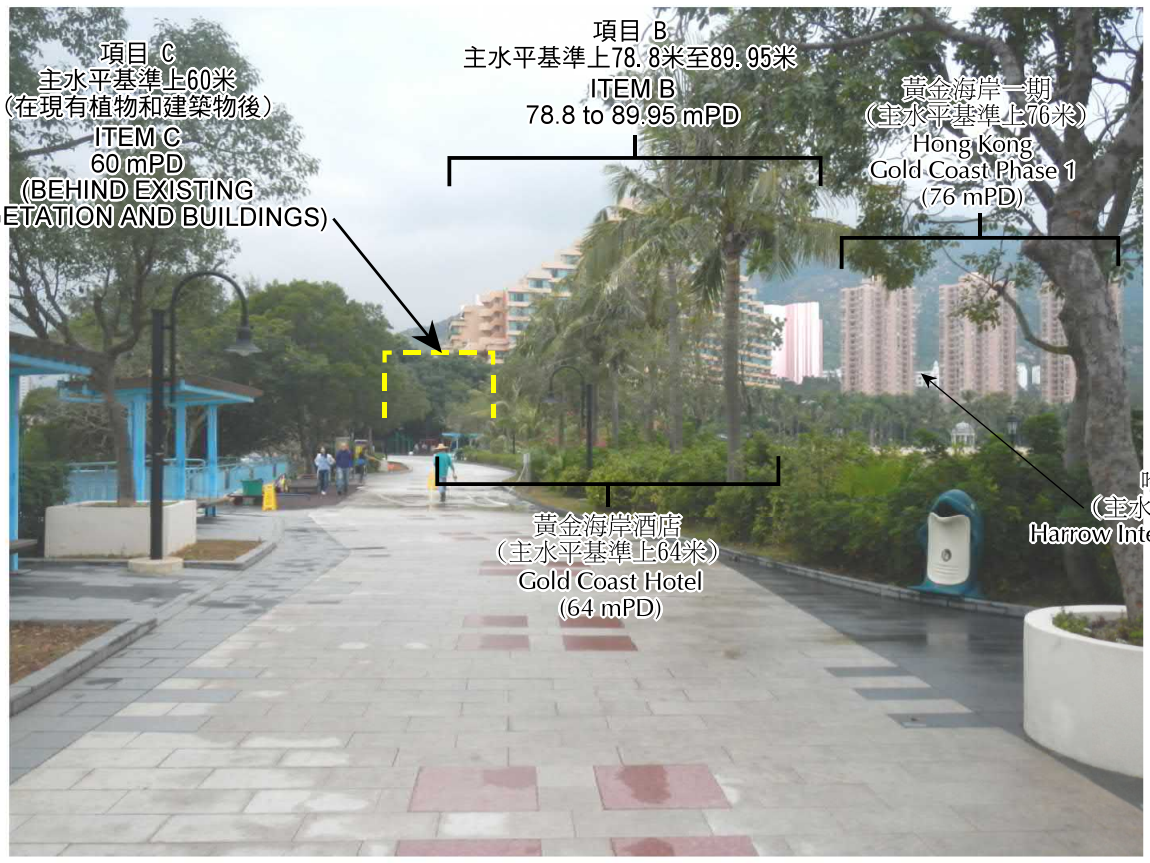
規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/TM/17/117

圖 PLAN
1a

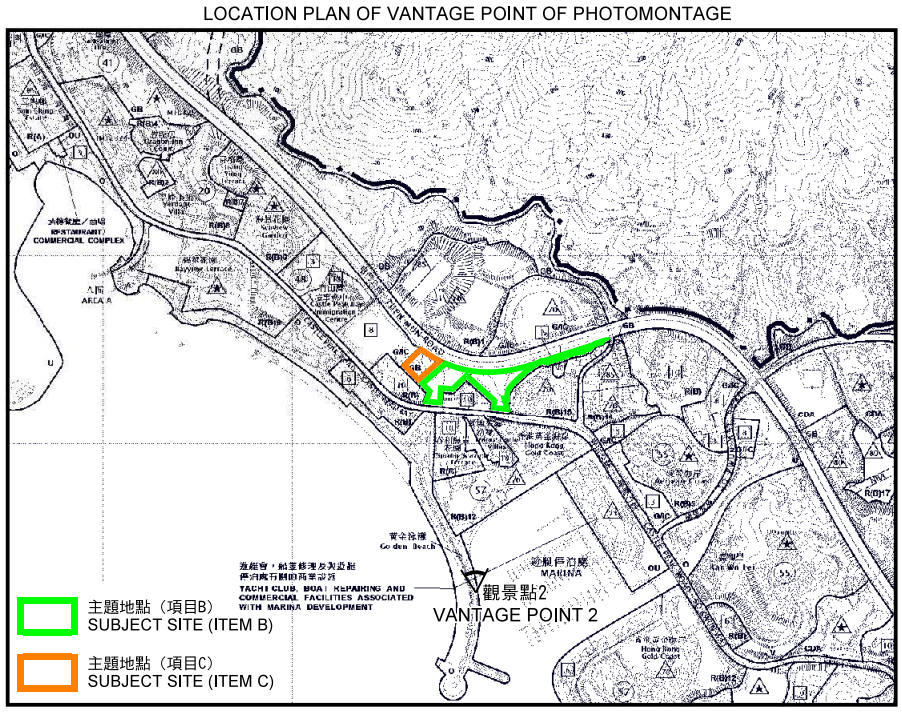


現有景觀 EXISTING VIEW



合成照片 PHOTOMONTAGE

合成照片的觀景點的位置圖
LOCATION PLAN OF VANTAGE POINT OF PHOTOMONTAGE



主題地點界線只作識別用
SUBJECT SITE BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本圖於2017年9月11日擬備，所根據的資料為攝於2017年1月16日的實地照片
PLAN PREPARED ON 11.9.2017
BASED ON SITE PHOTO
TAKEN ON 16.1.2017

合成照片 PHOTOMONTAGE

在黃金泳灘海濱長廊的觀景點（觀景點2）
擬議修訂屯門分區計劃大綱核准圖編號 S/TM/33
項目 B 及 C

VIEWING POINT AT PROMENADE ALONG GOLDEN BEACH (VANTAGE POINT 2)
PROPOSED AMENDMENTS TO THE APPROVED
TUEN MUN OUTLINE ZONING PLAN No. S/TM/33
ITEMS B & C

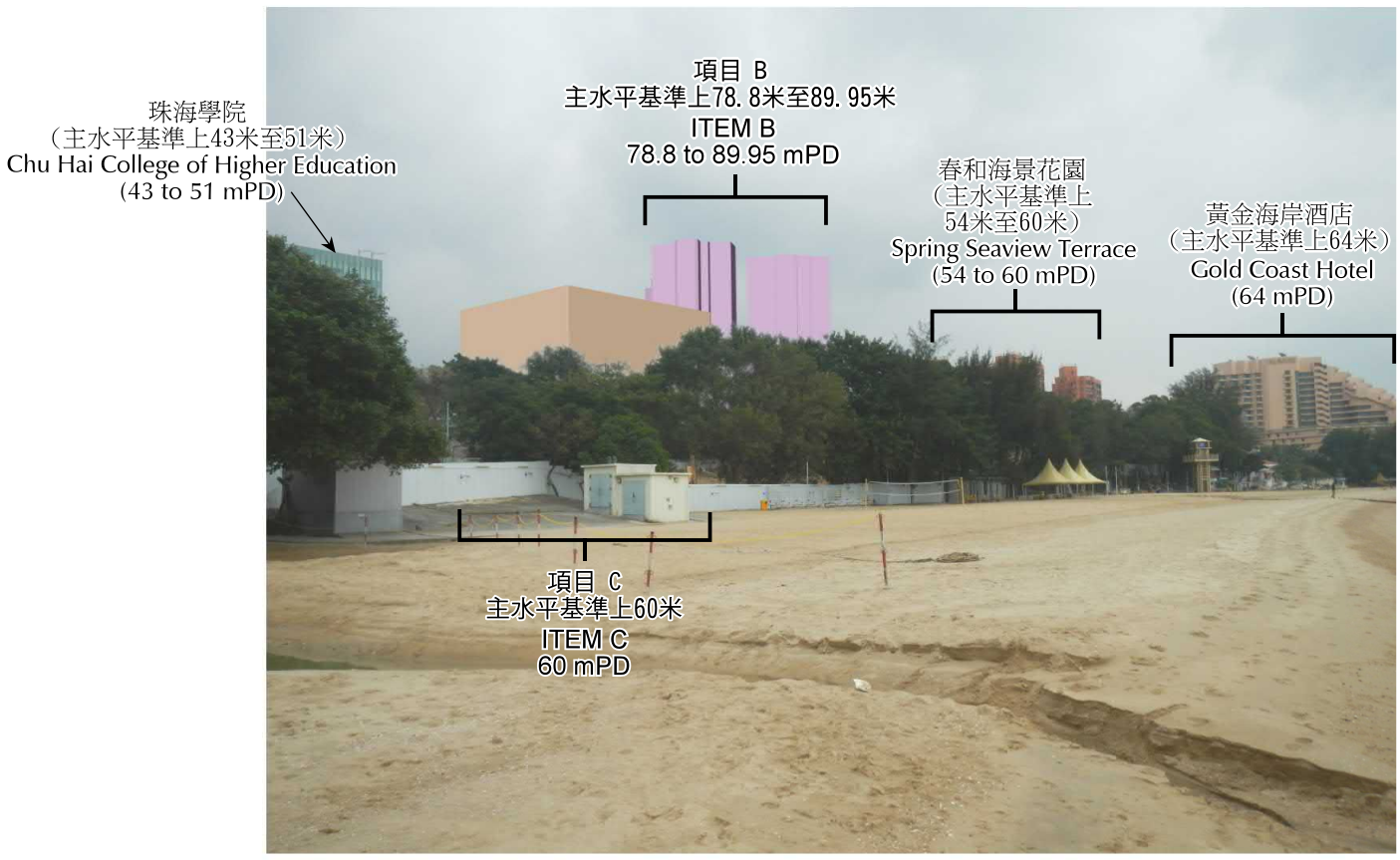
規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/TM/17/117

圖 PLAN
1b

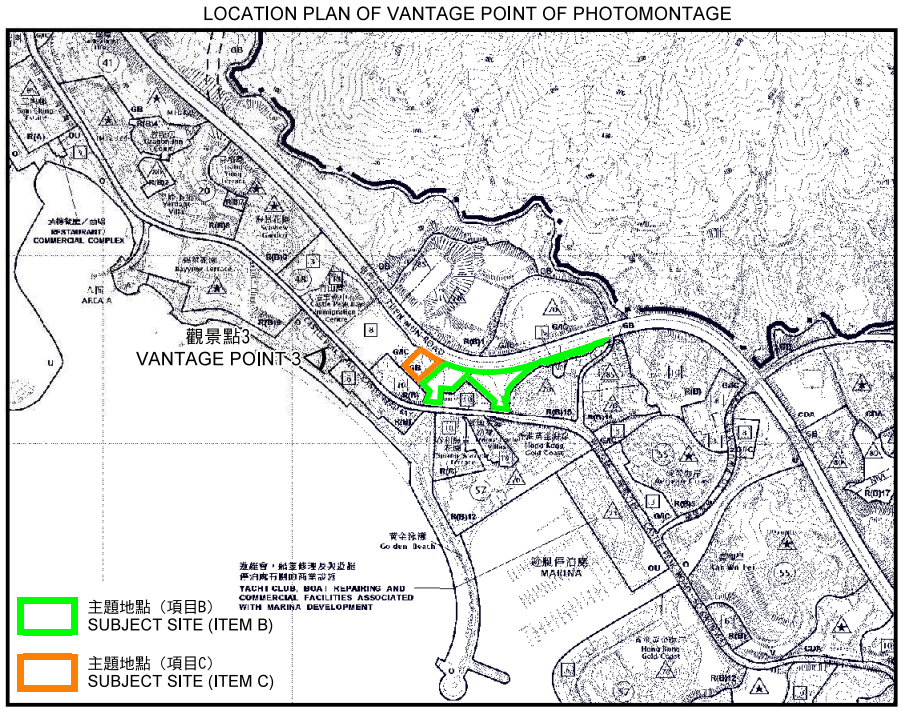


現有景觀 EXISTING VIEW



合成照片 PHOTOMONTAGE

合成照片的觀景點的位置圖
LOCATION PLAN OF VANTAGE POINT OF PHOTOMONTAGE



主題地點界線只作識別用
SUBJECT SITE BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本圖於2017年9月8日擬備，所根據的資料為攝於2017年1月16日的實地照片
PLAN PREPARED ON 8.9.2017
BASED ON SITE PHOTO
TAKEN ON 16.1.2017

合成照片 PHOTOMONTAGE

在舊咖啡灣的觀景點（觀景點３）
擬議修訂屯門分區計劃大綱核准圖編號 S/TM/33
項目 B 及 C

VIEWING POINT AT CAFETERIA OLD BEACH (VANTAGE POINT 3)
PROPOSED AMENDMENTS TO THE APPROVED
TUEN MUN OUTLINE ZONING PLAN No. S/TM/33
ITEMS B & C

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/TM/17/117

圖 PLAN
1c

Landscape Assessment on Amendment Item B for Potential Residential Development at Castle Peak Road – Castle Peak Bay, Area 48 Tuen Mun, New Territories

1. Introduction

The site, bounded by Tuen Mun Road and Castle Peak Road (Castle Peak Bay) to the north and south, falls within an area zoned "Green Belt" ("GB") with minor portion of "Residential (Group B)" ("R(B)") on the approved Tuen Mun Outline Zoning Plan No. S/TM/33. The total land area is approximately 2.46 ha, with a development site area of about 1.41 ha. It is situated at a densely wooded slope with some man-made slope features. The site is situated in a residential neighbourhood where medium rise/density residential developments, open spaces and beaches can be found. The site is proposed from "GB" and "R(B)" to "R(B)20" at plot ratio 4 and maximum building height of 90mPD for medium-density residential use.

2. Landscape Baselines

The site, with elevation between +16mPD to +40mPD, is situated on a slope in Tai Lam. The site is fully vegetated and surrounded by uphill SIMAR slopes with semi-natural woodlands along the northern side, residential developments and local road to the east, west and south. The site is visible from Cafeteria New Beach and Golden Beach. The Residential (Group B) developments to its south are restricted to a maximum height of 70mPD.

2.1. Landscape Resources

Based on desktop research (with aerial photos as at 17 February 2017 taken by ISLS, PlanD and tree survey report* prepared by DLO's consultant), the following landscape resources are broadly identified in the subject site:

2.1.1. Sloped topography

The site is well vegetated and undulating with 24 metres topographical variation ranged from +16mPD to +40mPD. The relatively undisturbed topography is considered of having high and qualified landscape value, and this natural feature forms a green backdrop viewing from the public beaches located in the south.

2.1.2. Woodland

With reference to the tree survey report*, approximately 396 trees of common species were identified within the proposed development site boundary and 68 tree species are recorded. The most dominant species include native tree species

(such as *Pinus massoniana* 馬尾松 86 nos., *Cinnamomum camphora* 樟 53 nos.) and other pioneer exotic species (such as *Lophostemon confertus* 紅膠木 47 nos.). They are mostly in fair condition. Majority of the existing trees are of diameter of breast height (DBH) below 300mm while about 88 nos. are mature trees attained DBH ranging 301 - 671mm and an overall height ranging 5 - 20m. No rare/protected/endangered plant species or Registered Old and Valuable Trees (OVT) or potentially registrable OVT was recorded within the subject site.

2.2. Overall Landscape Character

With reference to the Landscape Value Mapping of Hong Kong, the site, located at the fringe of Tai Lam, falls within the landscape character types: Gold Coast Residential Urban Fringe and So Kwun Wat Rural Fringe of high (qualified) to moderate landscape value. The northern uphill woodland is scattered and separated by Tuen Mun Road and residential developments.

The extant "GB" serves as a green buffer between the adjacent residential developments and Tuen Mun Road as well as a visual linkage with the public open space and beaches across Castle Peak Road (Castle Peak Bay). It forms part of the continuous green buffer and provides a sense of tranquillity for the residential neighbourhood.

3. Preliminary Assessment on Landscape Impact

3.1. Source of landscape impact

Given the existing typography and the scale of development, it is likely that extensive site clearance, construction of roadside retaining structures and site formation works, e.g. slope cutting, land excavation and backfilling etc., are required for the building platforms and associated road works to accommodate the proposed development.

3.2. Potential impact on existing landscape resources

Modification of existing topography will be substantial and irreversible. Site clearance and removal of semi-natural woodland accounting for impact on all existing trees (396 nos.) within the development site area would also be extensive and unavoidable.

3.3. Potential impact on existing landscape characters

The proposed residential development at the subject site is considered not incompatible with the surroundings which comprise mainly residential developments and Government, institution or community (GIC) facilities.

Though the landscape character of the area as a whole would not be altered significantly, it would inevitably impose landscape impacts due to the irreversible change of the site's land use, land form and vegetation cover.

4. Possible Landscape Mitigation Measures

4.1. Potential landscape buffer along site boundary

It is noted that there will be an average of 20m set back between the site and Tuen Mun Road along the northern boundaries of the site. It is recommended that all existing trees together with the existing landform within this set back area should be retained, as far as practicable, to serve as a landscape buffer from the busy road for the proposed development.

4.2. Preservation of existing trees and Compensatory Tree Planting

To minimize the likely tree felling within the site and its periphery, tree preservation clause should be included in the lease. Any proposed tree removal shall be critically assessed at design stage with justifications and be adequately compensated in accordance with the prevailing Practice Note promulgated by LandsD.

4.3. Landscape treatment for the site boundary

Due to the site formation works, it is anticipated that the retaining structures would be constructed along the boundary/periphery of the proposed development. Proper and adequate landscape treatment should be provided along the boundary of the site as per the requirement in paragraph 2.7.1(c) of the Hong Kong Planning Standards and Guidelines (HKPSG). To enhancing man-made slopes (and associated retaining structures) appearance and making them ecologically more acceptable and sustainable, the guidelines and good practices in maximizing landscape planting opportunities within the site shall be fully explored as per GEO Publication No. 1/2011 "Technical Guidelines on Landscape Treatment for Slopes".

4.4. Green Coverage and other quality landscape design

In general, the provision of site coverage of greenery should be in accordance with Building Department's PNAP APP 152 "Sustainable Building Design Guidelines". With reference to PNAP APP 152, for site area larger than 20,000m^2, a minimum 30% greenery area should be provided. Given that the total area of the site is approximately 2.46 ha and its location at the fringe of the wooded green belt, a green coverage of 30% is recommended for the site for inclusion in the lease condition. As such, new

amenity planting of trees, shrubs, annuals, groundcovers, climbers, grasses and other types of living plants shall be provided to improve the overall quantity and quality of surrounding greenery area. For planning, designing and installing greening in buildings, PNAP ADV-35 on "Greening in Building" shall be followed. In addition, due consideration at design stage shall be encouraged to explore and select appropriate native and/or indigenous plant species for plant species diversity as well as local ecological enhancement.

4.5. Open Space Provisions

In terms of quantity, a minimum of 1 m^2 per person local open space should be provided within the site in accordance with the HKPSG. In this regard, the landscaped amenity space, with passive/active recreation use, would serve as new landscape features in the proposed development. With the increase of projected population within the district, the provision of district open space should also meet the requirement as stipulated in paragraph 1.8.2, Chapter 4 of the HKPSG.

5. Conclusion

Given the scale and existing typography of the development site, it is anticipated that the subject site will be substantially modified to accommodate the proposed developments as well as associated site formation, geotechnical works and other infrastructure works (including access roads and noise barriers). Most of the existing trees identified would be affected/lost due to possible site formations, slope/geotechnical works and road works. Significant irreversible adverse impact on existing landscape resources is anticipated. Nevertheless, with the possible landscape mitigation/design measures abovementioned, the resulting landscape impact can be relatively reduced.

Remarks:

1. ** The tree survey report was prepared by DLO's consultant on 4 September 2017 to estimate the quantities and assess the general condition of the existing trees. The development site boundary may slightly deviate from the tree survey boundary.*

Attachment X of RNTPC
Paper No. 9/17

Provision of GIC Facilities and Open Space in Tuen Mun Outline Zoning Plan

Type of Facilities	Hong Kong Planning Standards and Guidelines (HKPSG)	HKPSG Requirement (based on existing population)	HKPSG Requirement (based on planned population) [1]	Provision		Surplus/ Shortfall (against existing provision)	Surplus/ Shortfall (against planned provision)
				Existing Provision	Planned (Existing + Proposed) Provision		
District Open Space	10 ha per 100,000 persons	45.41 ha	54.99 ha	63.32 ha	96.98 ha	+17.91 ha	+41.99 ha
Local Open Space	10 ha per 100,000 persons	45.41 ha	54.99 ha	100.89 ha	118.84 ha	+55.48 ha	+63.85 ha
Secondary School	1 whole-day classroom for 40 persons aged 12-17	752 classrooms	690 classrooms	953 classrooms	983 classrooms	+201 classrooms	+293 classrooms
Primary School	1 whole-day classroom for 25.5 persons aged 6-11	704 classrooms	981 classrooms	938 classrooms	1,004 classrooms	+234 classrooms	+23[2] classrooms
Kindergarten/ Nursery	26 classrooms for 1,000 children aged 3 to 6	226 classrooms	276 classrooms	420 classrooms	457 classrooms	+194 classrooms	+181 classrooms
District Police Station	1 per 200,000 to 500,000 persons	0.90	1.10	1.00	1.00	+0.10	-0.10
Divisional Police Station	1 per 100,000 to 200,000 persons	2.30	2.90	2.00	3.00	-0.30	+0.10
Hospital	5.5 beds per 1,000 persons[3]	2,498 beds	3,149 beds	3,611 beds	3,611 beds	+1,113beds[4,5]	+462beds[4,5]
Clinic/Health Centre	1 per 100,000 persons	4.50	5.70	3.00	5.00	-1.50	-0.70
Magistracy (with 8 courtrooms)	1 per 660,000 persons	0.70	0.90	1.00	1.00	+0.30	+0.10

Type of Facilities	Hong Kong Planning Standards and Guidelines (HKPSG)	HKPSG Requirement (based on existing population)	HKPSG Requirement (based on planned population) [1]	Provision		Surplus/ Shortfall (against existing provision)	Surplus/ Shortfall (against planned provision)
				Existing Provision	Planned (Existing + Proposed) Provision		
Integrated Children and Youth Services Centre	1 for 12,000 persons aged 6-24	7.80	7.30	13.00	14.00	+5.20	+6.70
Integrated Family Services Centre	1 for 100,000 to 150,000 persons	3.00	3.67	4.00	4.00	+1.00	+0.33
Library	1 district library for every 200,000 persons	2.30	2.90	3.00	3.00	+0.70	+0.10
Sports Centre	1 per 50,000 to 65,000 persons	7.00	8.50	5.00	8.00	-2.00	-0.50
Sports Ground/ Sports Complex	1 per 200,000 to 250,000 persons	1.80	2.20	1.00	2.00	-0.80	-0.20
Swimming Pool Complex - standard	1 complex per 287,000 persons	1.60	1.90	2.00	2.00	+0.40	+0.10

Remarks:

[1] The planned population is about 572,500, including the population of the 6 housing sites to be rezoned.

[2] Including the proposed 30-classroom primary school in the site of proposed amendment item A3 (Tseng Tau Sheung Tsuen South Site).

[3] According to HKPSG, the provision includes all types of hospital beds (i.e. general, infirmary, psychiatric and mentally handicapped beds) in both public and private sectors.

[4] The provision includes the three hospitals within Tuen Mun OZP, including Castle Peak Hospital (CPH), Siu Lam Hospital (SLH) and Tuen Mun Hospital (TMH). If the provision in CPH and SLH is excluded (which mainly provide medical services for psychiatric patients and patients with severe intellectual disability), there will be deficit of 563 beds and 1,214 beds for existing provision and planned provision respectively.

[5] The provision is determined on a regional basis.

Attachment XI of RNTPC
Paper No. 9/17

致：屯門區議會秘書處

呈交 2017 年 9 月 5 日召開之屯門區議會會議討論

屯門區議會會議之修訂動議一

修訂動議一

屯門區議會會議第 34 號文件

<u>強烈反對修改屯門土地用途</u>

修訂動議一

政府在未有充分諮詢下，違反當年承諾予屯門居民的社區和休憩 設施，此外對區內交通及醫療配套亦欠缺整體規劃，卻建議改劃多幅土地增加大量人口，必然導致屯門區的居民生活質素下降。在提出整體詳細規劃和興建之前承諾的社區和休憩設施前，屯門區議會強烈反對修改 (i) 第 28 區湖山路以北、(ii) 第 17 區天后路以南、(iii) 第 16 區恆富街以西等的土地用途，要求保留作現有土地用途。

提議人：（張恒燁）

和議人：（甘文鋒）

2017 年 9 月 1 日

致：屯門區議會秘書處

呈交 2017 年 9 月 5 日召開之屯門區議會會議討論

屯門區議會會議之修訂動議二

修訂動議二

屯門區議會會議第 34 號文件

修訂動議二

「在屯門現有的社區配套設施仍未符合《香港規劃標準與準則》所載的按人口規模的最低供給標準之前，在未改善西鐵載客量，以及未改善屯門公路經常塞車等情況前，政府應停止改劃屯門一些土地用途以增加房屋供應。」

提議人：（張恒輝）

和議人：（李洪森）

2017 年 9 月 1 日

Attachment XII of RNTPC Paper No. 9/17

屯門區議會
新界屯門屯喜路一號
屯門政府合署二樓

TUEN MUN DISTRICT COUNCIL
2/F, TUEN MUN GOVERNMENT OFFICES,
1 TUEN HI ROAD,
TUEN MUN, N.T.

本處檔號 *Our Ref.*: HAD TMDC/13/10/DC/17 Pt.3
來函檔號 *Your Ref.*:
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香港北角渣華道 333 號
北角政府合署 15 樓
城市規劃委員會
城市規劃委員會主席
甯漢豪女士，JP，發展局常任秘書長（規劃及地政）
（傳真號碼：2877 0245）

甯主席：

諮詢擬議修訂《屯門分區計劃大綱核准圖》

繼本年 9 月 12 日給閣下的函件，現附上有關屯門區議會第十二次會議記錄（初稿）的摘錄以供參考，希望 貴會認真考慮本區議會的意見。

屯門區議會主席梁健文

副本送：
1. 規劃署屯門及元朗西規劃專員林智文先生
（傳真號碼：2489 9711）
2. 土木工程拓展署總工程師/新界西3張家亮先生
（傳真號碼：2693 2918）

2017 年 10 月 11 日

屯門區議會第十二次會議
會議記錄（初稿）摘錄

日期：2017 年 9 月 5 日（星期二）
時間：上午 9 時 33 分
地點：屯門區議會會議室

V. 討論事項

(A) 諮詢擬議修訂《屯門分區計劃大綱核准圖》 (屯門區議會文件 2017 年第 34 號)

主席歡迎規劃署屯門及元朗西規劃專員林智文先生、高級城市規劃師/屯門 1 何婉貞女士、土木工程拓展署總工程師/新界西 3 張家亮先生、高級工程師/1(新界西)劉子豐先生以及房屋署高級規劃師(4)林德強先生出席是次會議。他請屯門及元朗西規劃專員向議員介紹第 34 號文件的內容。

2. 屯門及元朗西規劃專員表示，是次《屯門分區計劃大綱核准圖》（下稱「大綱圖」）的擬議修訂涉及多幅房屋用地，目的為解決公營房屋的需求，署方稍後會就議員提出的意見及查詢作出回應及解說，並會將屯門區議會的意見向城市規劃委員會（下稱「城規會」）反映。隨後，規劃署何女士和土木工程拓展署張先生分別透過投影片向議員介紹擬議修訂「大綱圖」的內容（見附件二），以及屯門中房屋用地初步發展研究（見附件三）。

3. 有議員表示其所屬政黨強烈反對修訂項目 A4 有關第 16 區恆富街以西的土地改劃建議。他希望當局澄清該幅土地所供應的 520 個房屋單位屬於公屋還是居屋單位。根據模擬圖，該 520 個房屋單位共分為兩棟大廈，他估計屬居屋設計，並認為政府應考慮在私人樓宇建築群內興建居屋是否合適。交通評估方面，他認為只評估海皇路及海珠路的交通情況並沒有實際用途。反之，皇珠路才是屯門對外交通的最主要出口，屯門東南區、西南區和屯門碼頭的居民均要經皇珠路路口才可前往市區，但該路現時已有交通擠塞的情況。他另指出，當局在過去的星期三才正式發出相關文件，沒有給予議員充足的時間作地區諮詢，幸好他早作準備，收集了 1,379 個及 244 個分別來自南浪海灣及海典軒居民的簽名。他認為規劃署上次就修訂項目 A4 旁一幅土地改劃建議進行地區諮詢時已清晰知道居民對興建插針樓或屏風樓的反應，可惜署方是次仍忽視民意。他冀政府懸崖勒馬，擱置有關計劃，勿再次忽視居民的意見。

4. 有議員表示贊成政府覓地興建公營房屋，但前提是不為現有居民帶來負面影響。她指出，屯門區議會自 2008 年起討論並通過於第 17 區內三個地盤發展休憩用地，分別在地盤甲興建足球場，地盤乙

興建太極圈廣場、長者健身閣、洗手間、辦公室及設有上落客貨區的社區苗圃，地盤丙則興建滑板場、籃球場、涼亭及蔭棚休憩處等。由於這些設施仍未落成，有關改劃會影響該區的康樂設施供應。根據文件第 3.3 段所載，研究報告建議建造或改善公共運輸設施及行人過路設施（包括巴士站、行人過路處及於行人天橋加設升降機），但此類小規模的改動或建設難以應付人口增長所帶來的交通壓力，恐怕只會重蹈龍逸邨的覆轍，令居民入住後怨聲載道。文件第 3.4 段所提及的景觀、視覺影響及空氣流通方面，南浪海灣一帶現時發展佈局密集，空氣流通問題未知如何處理，而在該處發展房屋亦會影響現有住宅的景觀，故有關報告實難以說服現有居民接受當局提出的改動。至於第 28 區新屯門市中心附近的土地，她指出龍門居及富健花園位於多條巴士線路的尾站，該兩屋苑的居民現時已難以上車，若再在該處新增約 3,000 戶居民，交通問題將更加嚴重。她認為當局在規劃有關發展時，並未考慮對居民的影響，故她反對上述三幅土地的發展。

5. 有議員對香港是否沒有其他合適土地供應感到疑惑。她指出，「大綱圖」內涉及的擬建單位數目約 10,700 個，而根據過往記錄，若發展橫洲棕地可提供 17,000 個公營房屋單位，但政府最終卻將其數量大幅削減至 4,000 個單位。她認為當局回應橫洲居民的反對意見卻不顧屯門居民的關注，做法欠公平。她另指出，香港並非沒有土地，如粉嶺高爾夫球場佔 200 公頃土地，當局可利用當中的一些土地興建房屋；而是次涉及的五幅土地面積只有 10.47 公頃，相對 200 公頃是小巫見大巫。她質疑政府為何不發展上述粉嶺的土地，但卻動用屯門如此有限的土地興建房屋。另外，她指出政府在興建房屋的同時，卻又未有提供相應的設施配套。屯門近 20 年來社區設施並未增加，如按照《香港規劃標準與準則》計算，屯門區在醫療設施方面欠缺 1,425 張病床及 2.9 間普通科門診，但當局似乎沒有考慮這些因素。

6. 有議員表示曾就修訂項目 A3 與相關村長商議，他感覺當局由 70 年代發展屯門至今，每每打壓鄉民。井頭上村村民由內地遷移至香港，當年獲政府善待，現已在村內居住 50 至 60 年；而他們興建的房屋，亦由當初的茅屋發展至石屋，有些甚至建有花園泳池。如今政府收回土地，使村民不知如何是好；雖然當局現在只是提出初步修訂，但他擔心有關改劃會迅速地進行，令鄉民感到迷茫。交通方面，他認為投影片所顯示的圖片未能反映現實，他表示現時居民早上已經常因公共交通的乘客量太多而難以上車，將來顯發里以南的項目將為該區新增 3,000 多戶人口，有關部門卻完全沒有相應的交通配套，令人感到莫名其妙。他希望政府盡早通知村民有關計劃，並在發展大型屋邨的同時，亦顧及寮屋區居民的需要。

7. 有議員認為在數幅面積細小的土地上作出修訂，是搶用土地的行為。他指出，在未有完整規劃前，這些修訂會為原有社區帶來負面影響，並打亂居民的生活習慣，對他們造成滋擾。此外，修訂項目

A4（即第 16 區恆富街以西的土地）及 A5（即第 39 區顯發里以南的土地）原是私人物業及小學，如政府勉強在上址興建公營房屋，會對原有社區帶來影響。他認為眾多市民反對有關改劃的原因是規劃署未有進行全面規劃，而只在處理個別零碎的問題。至於交通網絡方面，若只興建巴士站而未有規劃巴士路線根本沒有效用，這樣的規劃亦完全不符合地區需要。他表示，在解決這些問題之前，政府不應隨便改變土地用途，並希望規劃署及土木工程拓展署為交通配套做好規劃（如興建荃屯鐵路）。

8. 有議員表示上任行政長官在2014年已搶用了屯門東九幅土地以興建 11,000 個單位，連同是次擬議興建的 12,000 個單位，共涉及23,000 個單位。規劃署在過往兩次的屯門區議會會議亦承認屯門區個別類型的社區設施現仍供應不足，她欲知悉這些社區設施何時才可提供予屯門居民使用，並查詢署方於規劃社區設施的供應時，是否已把上述共 23,000 個單位所涉的人口增長計算在內。此外，如今署方打算動用第 16 區的「政府、機構或社區」用地，她質疑將來有否足夠土地用作供應「政府、機構或社區」設施；署方代表亦表示第 16 區的土地不會對附近環境造成視覺影響，她認為署方可向南浪海灣的居民進行家訪，以了解真實情況。她續表示，由於自己的辦公室亦在上址附近，故了解有關改劃會對南浪海灣居民造成的影響，而上述居民亦曾向她表示，因該處屬巴士線路的尾站而使乘搭巴士變得困難，故希望當局爭取土地時別再輕視相關的配套問題，又或只以數幅圖片交代了事而不提交評估報告。就青山公路一帶的土地改劃，她指規劃署於 2014 年已就九幅土地進行改劃，連同另外兩幅正在動工的用地，當中涉及的人口達 20,000 人，若再在原有的 9,000 多個單位新增 940 個單位，增幅達 10%。雖然上述改劃還未完成，但該區交通已有擠塞的情況，她希望署方多到區內了解民情才提出改劃建議，並重申在屯門的社區設施供應符合《香港規劃標準與準則》的標準前，並不接受當局在區內覓地建屋。

9. 有議員認為城市規劃是一門專業的學問，當中包括不同元素，按屯門當初的城市規劃，學校、公營房屋、私營房屋、工廠區等均井然有序地分佈於屯門區內，屬合適的規劃，但如今再在區內新增房屋則不符合規劃的標準。就此，政府不考慮在郊野公園而在現有規劃內增加房屋是捨易取難的做法。他表示並不反對興建房屋，但必須先做好配套設施，使受影響的居民接納。他續指出，修訂項目 A3 涉及怡峰園及井頭上村共 400 多戶居民，他們只靠屯興路出入該區，若該地將來新增 2,700 戶居民（即約 10,800 人口）並增建一間小學（涉及約數千學童），他建議當局考慮興建輕鐵路線並將之伸延至青山公路一帶，同時考慮興建可接駁至市中心如行人天橋等設施。此外，他請署方直接諮詢相關的居民，並在得到他們的同意後才開展有關計劃。

10. 有議員指去屆政府已表示對屯門居民有所虧欠，故對如今再改

劃屯門的土地用途表示不滿。她表示，涉及的五幅土地原為「休憩用地」、「政府、機構或社區」或「綠化地帶」用地，若將上述土地改劃為「住宅甲類」用地，則表示原來可用作提供社區設施的用地相繼減少。她續指出，第16區恆富街一帶的私營房屋較多，但社區設施缺乏，若在該區進行改劃，設施會變得更為不足。第27區的土地方面，原本該區已有康體設施的發展計劃，若在該區進行改劃，則會令這些設施無法落成。她認為屯門的人口已經很多，而根據《香港規劃標準與準則》很多社區設施已見不足（欠缺1,425張病床及2.9間普通科門診），如今在屯門醫院需輪候逾半天才獲診，若再增加人口而不增加社區設施，屯門居民會更加吃苦。文件提及這些土地將有道路連接現有道路系統，但現有道路系統已經飽和，如不作出整體的改善，只會為居民帶來更多問題。此外，她指出文件表示相關改劃並不會帶來不可接受的負面視覺影響，但她認為這並非事實。總括而言，她認為在未有足夠社區配套之前，政府不應動用屯門的土地。

11. 有議員就修訂項目A3（即屯興路的土地）表示，政府以高壓政策將上址改為「住宅（甲類）」地帶，打壓了井頭村的村民，破壞了他們本來的生活環境。他認為當屯門居民提出如南繞道或其他土地改劃的要求，政府往往表示無能為力，但政府自己卻又隨意改劃土地。是次修訂規劃署說做就做，卻將賠償安置或交通等問題推卸到其他部門，是不負責任的表現。他請主席考慮將有關事宜交由相關工作小組繼續討論，否則他會全力反對此方案。

12. 有議員表示各議員並不反對興建公營房屋，而香港市民亦不反對興建公營房屋，他們反對的是政府以見縫插針的手法動用土地，這情況在最近十多年十分常見，亦由於政府現時未有就屯門區未來發展的全面規劃方案，議員才提出不同的意見。他指出政府應好好考慮該如何規劃屯門整體未來發展，才再推出方案並諮詢屯門區議會。若當局繼續以是次的手法動用土地，屯門區議會定必反對；若政府堅持推行有關計劃，亦只會得失民意。

13. 有議員反對第16區恆富街的土地改劃。他認為興建屏風樓是不道德的，由於社區設施及交通配套不足，故必須清晰知道文件內提及的評估報告結果是如何得出。交通問題方面，雖然報告指有關部門會進行路口改善工程，並在海皇路及海珠路新增行車線，然而居民擔心的卻是繁忙時間等待多班交通工具仍未可成功乘搭，巴士不準時到站，巴士班次不足，以及輕鐵車箱擠迫等問題。視覺影響問題方面，他不理解「視覺透視的通透性」所指為何，如在南浪海灣或海典軒前興建屏風樓，他查詢如何可確保「視覺透視的通透性」。此外，由於以見縫插針形式動用土地在過去數年特別嚴重，他希望可先由政府較早前成立的土地供應專責小組處理土地供應來源的爭議，再由相關部門諮詢屯門區議會。他希望政府不要再與居民對立，並認真考慮收回文件。

14. 有議員表示看過署方提供的模擬圖，認為不可接受有關方案，故查詢有關部門究竟以什麼標準認為有關改劃並不會造成不可接受的影響。他表示，規劃署常以《香港規劃標準與準則》作為規劃的標準，但若以屯門現時的人口計算，很多社區設施已不足夠。例如政府認為區內車位已足夠，但原來有居民需步行十至二十分鐘才可到達車位，故實際而言停車位根本不足。若社區設施現已不足，當局還要在區內增加人口，對現有居民並不公平。交通方面，輕鐵及西鐵車廂擠迫，屯門公路亦常常擠塞，然而報告卻未有提及屯門公路及皇珠路的情況。由於只有規劃署代表前來諮詢屯門區議會，而相關政策局並沒派代表出席會議，他擔心當局未有聆聽屯門區議會的意見而繼續向城規會提出申請，繼而直接開展計劃。他希望政府可因應上述社區設施不足的原因擱置計劃，為屯門區進行真正的規劃之後才興建房屋。

15. 有議員表示土木工程拓展署署長在討論上一個議題時表示，有關「沒有不可接受的影響」的寫法是經過嚴謹研究得出的結論，這顯示有關研究的標準與民意出現差距，使政府將來的研究仍會出現相同的問題。他指出，區內現時醫療資源不足、欠缺綜合運動場以及交通擠塞的情況均是不可接受的。即使在不增加人口情況下擴闊道路亦未必可解決現有的交通問題，而且擴闊道路是否等於增加巴士服務亦成疑。屯門區議會爭取增加巴士班次多年不果，實難以相信在區內增加人口後，政府可成功爭取增加巴士班次。他認為分工合作和各自為政只差一線，可惜現時部門之間似乎欠缺合作，有各自為政之嫌。由於土木工程拓展署在完成技術研究報告後已定下「沒有不可接受的影響」的結論，當有關申請遞交城規會考慮時，城規會會員自然會根據此結論而批准有關申請；然而日後興建公屋還是居屋的決定會交由香港房屋委員會決定，而巴士線的問題則交由運輸署解決，故負責任的議員當然不會贊成是次的方案。他表示自己立場鮮明，並反對第 16、17 及 28 區的土地改劃。

16. 有議員表示屯門整體的規劃並不完善，故不會接受是次的方案。她指自己爭取 62X 巴士線全日行駛逾 30 年不果，若連爭取一條巴士線都不成功，在屯門增加更多人口後，又如何可解決交通及醫療等問題。她認為如沒有衣食住行等方面的相關配套，不應接受有關的土地改劃建議，故建議擱置有關計劃，並希望主席帶領跟進。

17. 有議員理解政府有興建房屋的需要，但前提是須覓得合適土地。由於是次修訂並沒有交通配套設施的配合，故他與其所屬政黨皆反對有關計劃。他指出，兆康欣田邨興建 4,688 個單位，但該區只增加兩條巴士線，使豐景苑居民乘搭公共交通工具出現困難；如今政府建議在第 16 區興建 520 個單位，只會令日後更多市民無法乘搭公共交通工具，甚至會影響友愛邨的居民。因此，在未做好有關規劃前，當局不應進行土地改劃。

18. 有議員不反對政府因應興建房屋的需要覓地，但認為必需審慎考慮合適的地點，並照顧現有居民的需要。他表示，有些屯門居民在巴士線中途站已無法上車，如將來增加人口，實在需要更具體的交通規劃方案。

19. 有議員表示既然大部分議員不同意方案，便不應浪費時間討論，而應要求政府撤回方案。

20. 有議員表示對五項土地改劃並無強烈反對，但當局需有完備的設計佈局；如在現有居民的地區興建房屋，則需考慮如何補救社區現有的不足。對屯門而言，交通是最重要的問題，政府不考慮興建屯荃鐵路，單以人口不足以支持興建鐵路為理由，令人難以接受。他指出，修訂項目 A1 至 A5 及 B 共提供 11,600 多個單位，估算價值 60 多億，就這些樓宇項目而興建鐵路並不會帶來難度；而即使不考慮興建重鐵，亦可考慮興建輕鐵，目前黃金海岸一帶沒有輕鐵設施，故可考慮興建輕鐵接駁該處至荃灣。他期望可藉著是次計劃，為屯門爭取更完善的社區設施。

21. 有議員指出是次討論涉及的不是五幅土地，而是六幅土地。她希望規劃署留意是次會議將處理數項動議，而相信動議會得到議員大比數支持。根據 2014 年的經驗，她擔心是次諮詢只是門面功夫。她希望署方暫停有關計劃，再詳細諮詢區議會及居民，而不要直接向城規會提交申請。此外，她認為屯門區議會應盡力攔截規劃署向城規會提交申請，並希望主席以書面通知規劃署及城規會有關區議會的決定。

22. 有議員指出，屯門河以東有五個屋苑（即兆麟苑、翠寧花園、豐景園、友愛邨及安定邨），碼頭區亦有 15 個屋苑，這些屋苑居民皆會使用皇珠路，若再在龍門居一帶新增 6,490 個單位，擔心居民上班時的交通情況；而龍門居、富健花園、豐景園及南浪海灣一帶位於巴士線的尾站，亦擔心將來的交通安排能否應付該些住宅的交通需求。她續指當局在興建龍逸邨前亦承諾會改善交通情況，但如今卻未見有任何措施安排，而要求運輸署增加巴士班次更是緣木求魚。

23. 有議員同意上述議員的意見，表示有越來越多貨車使用皇珠路。他另指當局在開會前一星期只約見部分議員簡介有關計劃，做法有欠妥當，希望相同情況不要再發生。

24. 土木工程拓展署張先生就議員的意見及查詢作出以下的綜合回應：

（i） 表示政府現時在屯門區正規劃多項大型交通基礎建設

項目，包括屯門西繞道。當局在去年已就屯門西繞道諮詢屯門區議會，並已展開有關研究以落實計劃。關於11號幹線的研究項目，當局亦已開始向立法會申請撥款。至於西鐵發展方面，預期當東西走廊開通後，西鐵的班次可調高至每小時28班（即約兩分鐘一班車），從而大大提升西鐵的載客量；

（ii） 指出市民乘搭巴士有困難的問題可從增加巴士線及班次解決，而運輸署亦會在日後適當時間提供新增的巴士路線，以滿足乘客的交通需求；以及

（iii） 指出交通評估的研究範圍包括皇珠路；該道路現時雖然繁忙，但評估結果顯示假使屯門西繞道於2026年仍未啓用，皇珠路屆時的交通情況仍屬可接受。

25. 有議員對上述回應表示不滿。他指出屯門西繞道及11號幹線的方案仍未落實，前者即使落實後也需待2026至2030年才可落成。他認為應待上述項目落成後，當局才動用土地興建房屋。他指出，在居民住宅前方興建樓宇會影響他們的景觀，而社區設施供應亦不合格，故認為相關部門並沒有同理心，沒有照顧居民的感受。

26. 有身兼交通及運輸委員會副主席的議員表示，屯門交通情況近年確有改善，但並不是土木工程拓展署代表所形容般樂觀，市民如居住在巴士線尾站附近實在無法上車。他認為當局從未正面回應如何改善皇珠路的交通情況，故希望當局面對現實，不要在交通情況獲改善前提供虛假的承諾，而屯門區議會亦不會受騙。

27. 有議員認為即使土木工程拓展署代表提及的交通配套項目落實後，仍未可解決現時的交通問題，遑論日後人口增加的情況。議員並非毫無理據反對所有項目，市民的感受亦十分清晰，如現時的問題仍未解決，市民實難以相信政府的承諾。他希望當局可收回是次修訂的文件。

28. 屯門及元朗西規劃專員就議員的意見及查詢作出以下的綜合回應：

（i） 認同在現有社區興建新的樓宇或會對居民帶來影響，研究報告所指的亦只是沒有不可接受的影響，而非沒有影響。面對香港市民迫切的住屋需要，政府需在社區覓地興建房屋的同時亦希望可獲屯門區議會及居民的包容和體諒；

（ii） 就擬議興建公營房屋的地點，表示在新市鎮內的土地毗鄰交通基建和供水排污等配套，較具潛質改作房屋用途以滿足短中期的公營房屋需求。署方擬議興建公營房屋的地點在屯門市中心區附近，在規劃上並無不協調的情況。經技術評估後，署方認為擬議發展在技術上是可行

的。署方知悉屯門區議會的關注，待稍候署方提交改劃大綱圖申請予城規會考慮時，署方會向城規會提交研究報告結果，相關部門的意見，以及如實反映屯門區議會的關注；

（iii） 指出當局在發展公營房屋時會提供社區設施，如在修訂項目 A3 內預留小學用地。在日後詳細設計公營房屋項目時，房屋署亦會諮詢其他相關部門以提供合適的社區設施。醫療設施方面，由於將來可能有不足的情況，署方已與相關部門商討，而當局亦已在洪水橋預留醫院用地，以滿足將來新界西的醫療需求。署方亦會按需要與相關部門協調，以預留土地興建診所；

（iv） 表示房屋署稍後會詳細研究所提供的房屋類別，及諮詢區議會的意見；

（v） 指出第 16 區的樓宇模擬圖在現階段只顯示樓宇的外型而未有設計細節，或令其在影響視覺方面的效果較為顯注。模擬圖旨在顯示興建樓宇會否對該區的景觀輪廓帶來影響，署方認為上述模擬效果並非不可接受；以及

（vi） 就第 17 區的設施，除施政報告所載將於五年內發展的 11 人足球場，康樂及文化事務署會繼續探討於區內物色合適地方提供有關設施，希望可滿足康樂設施及公營房屋兩方面的需要。

29. 主席表示，多位議員已清楚表示希望當局進一步向城規會提交申請前諮詢當區議員及持份者的意見。

30. 有議員就土木工程拓展署有關交通方面的回應，表示屯門區議會即使只是要求增加一條巴士線亦不成功。他指出，規劃署及運輸署在處理有關規劃時並沒有與運輸及房屋局協商，故兩個部門分別只能處理自己範疇的事宜，而餘下的問題便無從跟進，使居民受影響。他表示在整體規劃完備前，當局不應考慮土地發展。

31. 有議員表示土木工程拓展署署長在討論上一議題時並沒有就 11 號幹線及屯門西繞道的發展作出回應。他指出，署方代表表示皇珠路在 2026 年的交通情況仍不會出現問題，他希望署方代表可搬遷至屯門居住，以了解真相，並希望運輸署代表回應需時多久才可成功增加巴士的班次。

32. 有議員認為如交通問題未獲解決，區內根本不可容納如此大量的新增人口，故並希望當局收回文件。

33. 有議員認為署方只在議員追問下才進一步提供社區設施方面的資料，做法有欠理想。他重申屯門區議會並不反對興建房屋，只是反對沒有整體規劃的覓地方式。他指出，在政府主動提出方案時，當局

會提出所有理由支持其說法；但當屯門區議會提出建議時，當局卻以不同理由推卻屯門區議會。由於屯門區議會並不相信單靠道路的微細調整可解決所有交通問題，故他建議當局收回文件，待再研究後才諮詢屯門區議會。

34. 有議員認為土木工程拓展署代表回應指興建房屋後交通並不會出現問題，是因為交通運輸並非其部門負責的範疇。她指出，爭取新增巴士線甚為困難，西鐵亦已經飽和，加上洪水橋亦將會增加十數萬人口，西鐵列車將來即使增至八卡亦未必能應付區內需求，她對將來的交通問題十分擔心。

35. 有議員認為署方的回應與現實脫節，即使研究指有關方案可行，但實際上卻是不可行。她表示，屯門區議會即使只是要求伸延巴士線亦不成功。她認為研究評估應建議新增巴士線路或輕鐵路線，但有關當局早前偏偏向屯門區議會建議取消輕鐵路線 614 及 615，她懷疑規劃署及土木工程拓展署並不知情。她指出，屯門欠缺醫療設施，當局應先提供有關設施，才可作出土地規劃。

36. 運輸署許家耀先生表示理解議員對區內現時及將來的交通安排皆十分關注。短期方面，署方會因應地區人口的轉變，在每年度的巴士路線計劃下，按既定的準則在調整巴士服務上作出建議方案，並諮詢屯門區議會。除年度的討論，署方亦會恆常地因應需求調整巴士服務。而署方職員樂意與議員到不同的地點視察實際情況。長遠方面，署方會因應區內新發展項目，在運輸設施及交通安排上進行評估，以滿足其交通需求。我們亦得悉屯門區議會在過往的會議就交通事宜提出不同的意見，署方會參考議員的關注及地區的需要，研究方案以處理交通問題。

37. 主席表示，各議員已就是項議題表達意見，由於相關部門就交通及社區設施方面提出的建議並沒有突破，實在很難令議員無條件地接納當局的計劃。他請相關部門在進入下一改劃程序前，先諮詢當區議員及居民，讓他們清晰了解當局未來的安排。

38. 有議員認為多位議員均要求當局收回文件，若規劃署仍然繼續向城規會提出申請，則代表署方完全不尊重屯門區議會。她建議去信城規會及發展局，讓他們知悉屯門區議會的意見。

39. 主席表示會去信城規會反映屯門區議會的決議及意見。

40. 有議員認為差不多所有議員均反對是份文件，由於時間不足，署方未能解釋有關配套設施，故他建議署方收回文件，重新諮詢相關土地附近的居民及持份者，並在日後再作商討；若署方勉強繼續，則

完全違背議員及當區居民的意願。

41. 屯門及元朗西規劃專員表示，當局現時的改劃工作計劃是物色有潛質的土地，並進行技術評估，再按既定程序向城規會提出改劃申請前諮詢屯門區議會。他表示，他會在提交予城規會的擬議改劃大綱圖文件中如實反映屯門區議會的意見。當接獲屯門區議會致城規會反映意見的信件，亦會連同研究報告結果及相關部門的意見等一併提交城規會考慮。由於諮詢地區人士是持續的工作，若議員欲在會後了解有關計劃，署方樂意與議員商討。

42. 主席表示現在會處理動議的事宜。

[此時，主席收到一項即場提出的動議。由於議員須於舉行會議的三個淨工作日前提交動議，主席決定只會處理會議前收到的兩項動議。]

43. 主席接着表示，秘書處於 8 月 28 日發出第十二次會議的會議議程，並請欲就是次會議討論之議題提出動議的議員，於會議舉行的三個淨工作日前（即 8 月 30 日或之前），把動議交回秘書處。秘書處在限期前共收到兩項動議。第一項由葉文斌議員提出，並由龍瑞卿議員及巫成鋒議員和議；第二項則由朱順雅議員提出，並由譚駿賢議員和議。

44. 主席續表示，秘書處已於 8 月 31 日把上述兩項動議經電郵分發予議員參考，並請欲提出任何修訂動議的議員，於會議舉行的一個淨工作日前（即 9 月 1 日或之前），把修訂動議交回秘書處。秘書處在限期前收到就上述兩項動議提出共三項的修訂動議。就第一項動議共收到兩項修訂動議。第一項修訂動議由張恒輝議員提出，並由甘文鋒議員和議；第二項修訂動議由何杏梅議員提出，並由黃麗嫦議員和議。就第二項動議則收到一項修訂動議，由張恒輝議員提出，並由李洪森議員和議。有關修訂動議已於 9 月 4 日經電郵分發予議員參考。

45. 主席續表示會按收到動議的時序先處理動議一及相關的兩項修訂動議，然後再處理動議二及相關的一項修訂動議。

46. 秘書讀出動議一的內容如下：

「屯門區議會強烈反對修改屯門第 16 區恆富街土地用途。」

動議人：葉文斌

和議人：龍瑞卿、巫成鋒

47. 秘書續表示，就上述動議共收到兩項修訂動議，內容如下：

修訂動議一（A）：

「政府在未有充分諮詢下，違反當年承諾予屯門居民的社區和休憩設施，此外對區內交通及醫療配套亦欠缺整體規劃，卻建議改劃多幅土地增加大量人口，必然導致屯門區的居民生活質素下降。在提出整體詳細規劃和興建之前承諾的社區和休憩設施前，屯門區議會強烈反對修改（i）第 28 區湖山路以北、（ii）第 17 區天后路以南、（iii）第 16 區恆富街以西等的土地用途，要求保留作現有土地用途。」

動議人：張恒輝

和議人：甘文鋒

修訂動議一（B）：

「屯門區議會強烈反對修改屯門第 16 區恆富街土地（作建屋）用途。我們促請政府維持其「政府、機構或社區用途」的規劃原意，盡快善用以提供合適社區設施予屯門居民使用。」

動議人：何杏梅

和議人：黃麗嫦

48. 主席表示，根據《屯門區議會會議常規》（下稱《會議常規》）的規定，對動議提出的修訂必須先獲得區議會通過。之後，動議才可提交區議會投票表決。如有超過一項修訂，則應按其提出的先後次序，逐一處理。就是項動議，秘書處先收到張恒輝議員提出的修訂，然後再收到何杏梅議員提出的修訂。因此，屯門區議會會先決定是否通過接納張恒輝議員提出的修訂動議。主席並請議員注意，如議員希望選擇張恒輝議員提出的修訂動議，須投下贊成；相反，如議員希望選擇何杏梅議員提出的修訂動議，須投下反對，否則一旦通過接納張恒輝議員提出的修訂動議，屯門區議會就不會再就是否接納何杏梅議員提出的修訂動議作表決。如任何一項修訂動議獲接納，屯門區議會會就經修訂的動議進行表決，而無須再就原動議進行表決。如兩項修訂皆不獲接納，屯門區議會則須就原動議進行表決。

49. 修訂動議一（B）的和議人表示，根據《會議常規》的規定，若收到多於一項的修訂動議，須先處理較後收到的修訂動議。

50. 秘書澄清表示，根據《會議常規》第 20 條，如有超過一項修訂，應按其提出的先後次序，逐一處理。因此，屯門區議會應先處理首先提出的修訂動議。

51. 有議員表示由於不清楚秘書處收到文件的先後次序，故他不清楚該就哪一份動議作出修訂。他希望日後可知悉秘書處收到所有動議

的先後次序。此外，由於議員反對是次會議討論的所有土地，然而動議的內容並未包括上述所有土地，使他不清楚該如何作出表決。另有議員亦表示動議的內容並未包括是次文件中所有土地，不清楚該如何作出表決。

52. 主席表示，若需就處理動議的方式進行討論，日後可透過財務、行政及宣傳委員會作出跟進。他隨後表示開始處理由張恒輝議員提出的修訂動議一（A）。

53. 秘書表示，林頌鎧議員授權黃麗嫦議員代其處理投票事宜。

54. 經表決後，屯門區議會同意接納修訂動議一（A）。

55. 接着，屯門區議會就修訂動議一（A）進行表決，並以 23 票贊成，0 票反對，2 票棄權，通過修訂動議一（A）。

56. 主席表示，現在會開始處理動議二及相關的一項修訂動議。

57. 秘書讀出動議二的內容如下：

「在屯門現有的社區配套設施仍未符合《香港規劃標準與準則》所載的按人口規模的最低供給標準之前，政府應停止改劃屯門土地用途以增加房屋供應。」

動議人：朱順雅

和議人：譚駿賢

58. 秘書續表示，就上述動議共收到一項修訂動議，內容如下：

修訂動議二：

「在屯門現有的社區配套設施仍未符合《香港規劃標準與準則》所載的按人口規模的最低供給標準之前，在未改善西鐵載客量，以及未改善屯門公路經常塞車等情況前，政府應停止改劃屯門一些土地用途以增加房屋供應。」

動議人：張恒輝

和議人：李洪森

59. 主席表示，根據《會議常規》的規定，對動議提出的修訂必須先獲得區議會通過。之後，動議才可提交區議會投票表決。故此，屯門區議會會先就是否通過接納張恒輝議員提出的修訂動議進行表決。若屯門區議會通過接納有關的修訂動議，屯門區議會會就經修訂

的動議進行表決，而屯門區議會無須再就原動議進行表決。否則，屯門區議會須就原動議進行表決。

60. 動議二的動議人表示並不清楚修訂動議二內的「一些土地」包括哪些土地，故希望提出此修訂的議員作出解釋。

61. 有議員表示自己有參與擬備上述修訂動議，並指出議員並非完全反對政府興建公營房屋，而只是希望政府在合適的地方興建，故加上「一些」二字，以代表並非反對改劃屯門所有土地用途。

62. 修訂動議二的動議人表示希望邀請旁聽的市民投票表決支持或反對政府插針起樓並沒有不可接受的影響的說法，但不獲主席接納有關安排。

63. 有議員欲知悉「一些土地」是否包括文件涉及的六幅土地。

64. 動議二的動議人希望議員投票前清晰了解動議的內容。由於動議一已包括了三幅土地，該三幅土地的當區議員或為該三幅土地發言的議員的目的已達到，故此未必需接納修訂動議二。若不接納修訂動議二，則只須就原動議二作出表決。她表示，原動議二關注整個屯門區的社區配套設施仍未符合人口標準的情況，並涉及屯門整體的土地，故希望議員為原動議二作投票。

65. 修訂動議二的動議人表示由於擬備修訂動議時，並不知悉大多數議員會就修訂六幅土地要求政府收回文件；雖然要求政府直接收回文件比動議表決更有效，但當局並沒有表示會收回文件，故仍需就「一些土地」作出討論。

66. 有議員表示自己有參與擬備上述修訂動議。她表示，雖然她很清晰地反對第 16、17 及 28 區的土地改劃，但卻不肯定其他三幅土地的當區議員的意見，故在提交修訂動議時只列出「一些土地」。然而經過是次討論，她知悉各議員皆反對六幅土地的改劃，故「一些土地」包括了六幅土地。

67. 修訂動議二的和議人表示，由於議員其實也支持政府興建房屋，如動議二般包括了所有土地的寫法則不太理想。就是次討論而言，「一些土地」包括了六幅土地，而政府應物色不會影響原有社區設施的土地作建屋用途。

68. 有議員查詢修訂動議的寫法是否表示可以接受「一些土地」的改劃。她表示，在交通配套問題獲解決前，任何一幅土地的改劃亦不

可接受。她認為動議二較清晰地表達了居民的意見，故應支持動議二。

69. 主席表示開始處理是否接納修訂動議二。經表決後，屯門區議會同意接納修訂動議二。

70. 接着，屯門區議會就修訂動議二進行表決，並以 18 票贊成，5 票反對，1 票棄權，通過修訂動議二。

71. 有議員認為動議或修訂動議的字眼必須要清晰，亦希望會議記錄可清楚顯示「一些土地」包括了六幅土地，否則不知道城規會如何詮釋。

72. 主席指出，修訂動議二的和議人已表示「一些土地」包括了六幅土地。他並總結表示，會去信城規會反映屯門區會議的決定。

73. 有議員認為規劃署或很快便會向城規會提出申請，故希望屯門區議會可盡快以書面向城規會反映動議的表決結果。

74. 主席請秘書處盡快處理上述事宜，並喻規劃署無需急於向城規會提交申請，以及與相關持份者多作溝通。

屯門區議會秘書處
日期：2017 年 9 月 26 日
檔號：HAD TMDC/13/25/DC/17

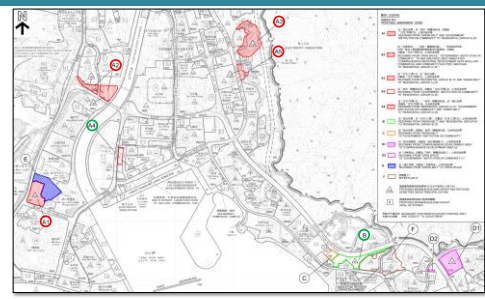
諮詢擬議修訂
《屯門分區計劃大綱核准圖
編號 S/TM/33》

屯門區議會

5.9.2017

規劃署
Planning Department

前言



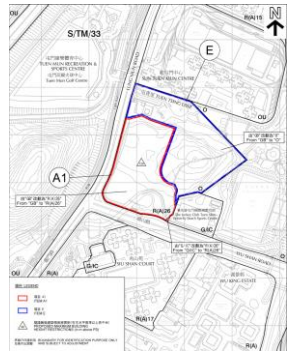
- 是次改劃的修訂項目主要涉及六幅擬議作房屋發展的土地
- 當中有四幅土地已於發展局聯同規劃署在2015年1月6日向屯門區議會介紹「短中期土地用途檢討」中簡介，餘下的兩幅土地則在發展局於2017年1月24日向立法會發展事務委員會匯報土地供應概況內簡介
- 是次大綱圖擬議的修訂，亦包括反映城市規劃委員會(下稱「城規會」)根據《城市規劃條例》第12A條已批准的改劃申請及其他技術修訂。

公營房屋

修訂項目	位置	面積*	擬議用途地帶	擬議總地積比率	擬議高度限制	備註
A1	第28區湖山路以北	約2.33公頃	「住宅(甲類)26」	6.5倍	主水平基準上125米(約36至41層#)	• 提供約2,940個單位 • 初步預計於2023/24年落成^
A2	第17區天后路以以南	約2.56公頃	「住宅(甲類)26」	6.5倍	主水平基準上150米(西面地盤)及主水平基準上140米(東面地盤)(約39至50層#)	• 提供約3,550個單位 • 初步預計於2023/24年落成^
A3	第23區屯興路以東井頭上村南	約4.24公頃	「住宅(甲類) 26」	6.5倍	主水平基準上145米(約36至41層#)	• 提供約2,700個單位 • 初步預計於2026/27年落成^ • 初步建議設置一所小學(30個課室)
A4	第16區恆富街以西	約0.67公頃	「住宅(甲類) 26」	6.5倍	主水平基準上100米(約27層#)	• 提供約520個單位 • 初步預計於2023/24年落成^
A5	第39區順發里以南空置的培愛學校校舍用地及亂連政府土地	約0.67公頃	「住宅(甲類) 26」	6.5倍	主水平基準上125米(約41層#)	• 提供約1,020個單位 • 初步預計於2023/24年落成^

* 發展地盤面積將不包括不能用作發展的土地，如輕鐵路軌及道路等。
# 資料只供參考，相關樓宇層數有待檢討。
^ 資料只供參考，相關房屋發展的落成時間有待檢討。

修訂項目 A1 - 公營房屋發展修訂項目



修訂項目A1

- 將一幅在屯門第28區湖山路以北的土地，由「綠化地帶」及小部分「政府、機構或社區」地帶改劃為「住宅(甲類)26」地帶。

初步擬議的公營房屋發展	
高度限制	主水平基準上125米
總地積比率	6.5倍
單位數目	2,940
容納人口	約8,232

(註: 資料只供參考，建屋計劃的細節尚待詳細設計)

修訂項目 A1 – 公營房屋發展修訂項目

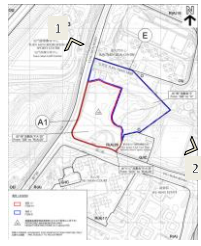


現時土地狀況

- 處於湖山公園西面，有植被覆蓋的政府土地
- 地盤南端的單車徑將會重置



修訂項目 A1 - 公營房屋發展修訂項目





修訂項目 A2 – 公營房屋發展修訂項目



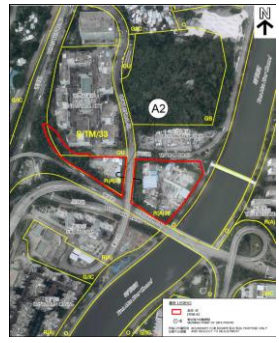
修訂項目A2

- 將一幅在屯門第17區天后路以南的土地，由「休憩用地」地帶、「政府、機構或社區」地帶、部分「其他指定用途」註明「綜合工業發展連附屬商業及社區設施」地帶及小部分顯示為道路的地方改劃為「住宅(甲類)26」地帶。

初步擬議的公營房屋發展	
高度限制	主水平基準上140米(西面地盤)及主水平基準上150米(東面地盤)
總地積比率	6.5倍
單位數目	3,550
容納人口	約9,940

(註: 資料只供參考，建屋計劃的細節尚待詳細設計)

修訂項目 A2 – 公營房屋發展修訂項目



現時土地狀況

- 現時用作地盤辦公室等臨時用途的政府土地







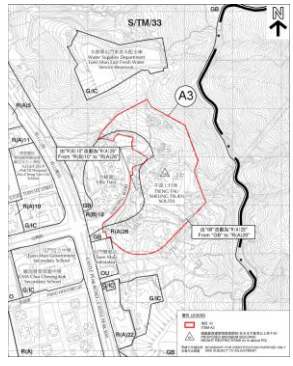
修訂項目 A2 - 公營房屋發展修訂項目







修訂項目 A3 – 公營房屋發展修訂項目



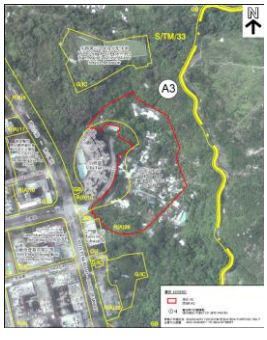
修訂項目A3

- 將一幅在屯門第23區屯興路以東的土地，由「綠化地帶」及部分「住宅(乙類)10」地帶改劃為「住宅(甲類)26」地帶

初步擬議的公營房屋發展	
高度限制	主水平基準上145米
總地積比率	6.5倍
單位數目	2,700
容納人口	約7,560

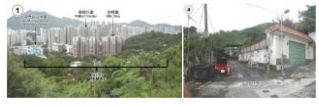
(註: 資料只供參考，建屋計劃的細節尚待詳細設計)

修訂項目 A3 – 公營房屋發展修訂項目



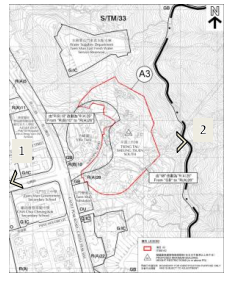
現時土地狀況

- 該處是政府土地，現時有多所井頭上村南的住用構築物及零散植被覆蓋，根據初步研究，將有約90所構築物有機會受影響

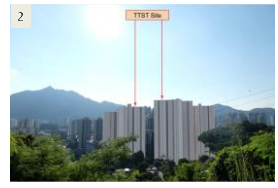




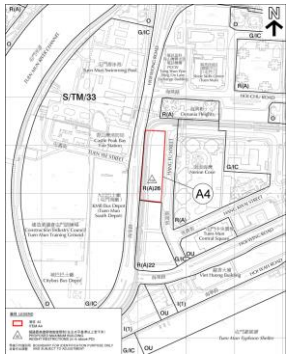
修訂項目 A3 - 公營房屋發展修訂項目







修訂項目 A4 – 公營房屋發展修訂項目



修訂項目A4

- 將一幅在屯門第16區恆富街以西的土地，由「政府、機構或社區」地帶改劃為「住宅(甲類)26」地帶

初步擬議的公營房屋發展	
高度限制	主水平基準上100米
總地積比率	6.5倍
單位數目	520
容納人口	約1,456

(註: 資料只供參考，建屋計劃的細節尚待詳細設計)

修訂項目 A4 – 公營房屋發展修訂項目



現時土地狀況

- 該處為一片已平整的空置政府土地





修訂項目 A4 - 公營房屋發展修訂項目



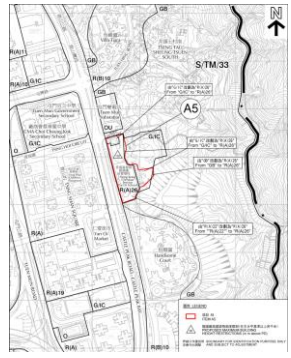
1



2



修訂項目 A5 – 公營房屋發展修訂項目



修訂項目A5

- 將一幅在屯門第39區顯發里以南的土地，由「住宅(甲類)22」地帶、部分「政府、機構或社區」地帶及小部分「綠化地帶」改劃為「住宅(甲類)26」地帶

初步擬議的公營房屋發展	
高度限制	主水平基準上125米
總地積比率	6.5倍
單位數目	1,020
容納人口	約2,856

(註: 資料只供參考，建屋計劃的細節尚待詳細設計)

修訂項目 A5 – 公營房屋發展修訂項目



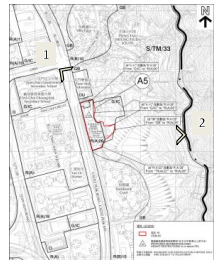
現時土地狀況

- 現時小部分為扶康會「柔莊之家」，其餘部分則為前基督教服務處培愛學校的空置校舍及毗連的空置政府土地，部份有植被覆蓋





修訂項目 A5 - 公營房屋發展修訂項目



1



2



技術可行

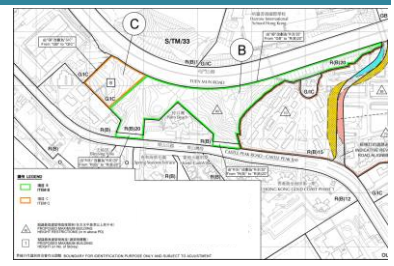
- 房屋發展的可行性已在土木工程拓展署於2015年7月開展的「屯門中房屋用地初步發展研究」(下稱「該研究」)內進行研究。
- 研究範圍包括交通、基建、景觀、視覺和空氣流通等方面的潛在影響。初步研究結果顯示，該5幅土地作公營房屋發展預期沒有無法克服的技術問題，亦不會造成不可接受的影響。
- 在採取該研究建議的道路改善措施後，該5幅土地作公營房屋用途所帶來的額外交通流量，不會對區內交通帶來不可接受的影響。
- 在景觀、視覺影響及空氣流通方面，擬議建築物的高度仍能大致保持區內的視覺通透性，而建築物的位置及座向亦將會按周邊發展佈局適當分隔，並且將會提供相關的建築物線後移地帶及非建築用地，從而保持建築物之間的空氣流通及減少視覺影響。
- 該5幅土地作房屋發展在排污、排水、供水等技術層面亦是可行的。
- 在進行建屋計劃的詳細設計時，當局會因應社會福利署的建議及地盤布局，盡量在地盤內提供合適的社福/社區設施，以滿足居民的需要。

修訂項目B及C

修訂項目B

- 將一幅位於屯門第48區青山公路–青山灣段的土地由「綠化地帶」及「住宅(乙類)」地帶改劃為「住宅(乙類)20」地帶
- 因應修訂項目B進行了視覺評估、景觀評估及空氣流通專家評估。結果顯示擬議發展並不會帶來不可接受的視覺、景觀及空氣流通方面的影響
- 相關政府部門均認為擬議發展在交通、環境及基礎設施等方面沒有不可克服的問題

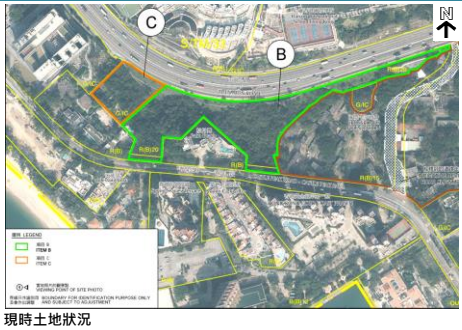
初步擬議的私營房屋發展	
高度限制	主水平基準上90米
地積比率限制	4倍
估計單位數目	940
容納人口	約2,070



修訂項目C

- 將一幅位於屯門第48區珠海學院以東的土地由「綠化地帶」改劃為「政府、機構或社區」地帶
- 高度限制為8層 (不包括地庫層)
- 可作教育用途

修訂項目B及C

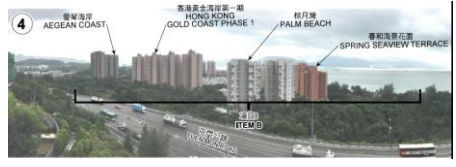


現時土地狀況

- 該處為政府土地，是一片有植被覆蓋的山丘
- 沒有古樹名木

修訂項目B





修訂項目C





修訂項目 B及C





修訂項目 B及C



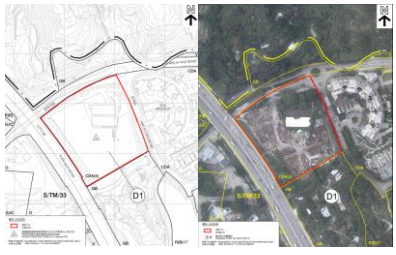


修訂項目 B及C





修訂項目D1
（反映第12A條已批准的改劃申請 – 屯門第56區）



城規會於2015年9月4日批准位於屯門第56區星堤以西一幅土地的改劃申請

修訂項目D1

將該用地由「綜合發展區」地帶改劃為「綜合發展區(3)」地帶

地積比率將由1.3增加至2.6，建築物高度由停車場加10層增加至主水平基準上79米

修訂項目D2
（反映第12A條已批准的改劃申請 – 屯門第55區）



城規會於2014年5月23日批准位於屯門第55區掃管笏路以東一幅土地的改劃申請

修訂項目D2

將該用地由「休憩用地」地帶改劃為「政府、機構或社區(1)」地帶

只限作教堂發展用途及納入相關發展限制

修訂項目E（技術修訂）



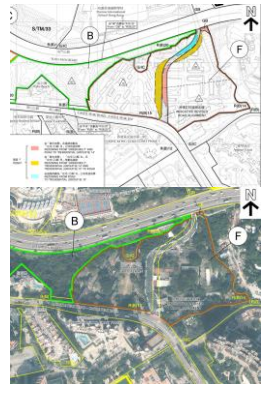
修訂項目 E

- 為理順用地界線，建議將該幅土地由「綠化地帶」改劃為「休憩用地」，以反映現時用途

現時土地狀況

- 該處為政府土地，主要包括一些設有由康樂及文化事務署管理的康樂設施的土地。

修訂項目F（技術修訂）



修訂項目 F

- 根據運輸署及路政署的建議，有需要修訂在大綱圖上顯示作「道路」的走線
- 此修訂項目包括反映最新建議的「道路」走線，以及因應對「住宅(乙類)14」及「住宅(乙類)15」地帶的地盤界線及最高住用樓面面積的修訂
- 修訂後該兩用途地帶的總住用樓面面積將維持不變

	「住宅(乙類)14」(東面地盤)	「住宅(乙類)15」(西面地盤)
現時住用樓面面積上限	87 000平方米	69 780平方米
擬議住用樓面面積上限	95 180平方米	61 600平方米

未來路向/徵詢意見

- 請各區議員就上述土地用途修訂建議提出意見
- 我們會把收集到的意見與擬議修訂一併交由城規會轄下的鄉郊及新市鎮規劃小組委員會考慮
- 如城規會同意有關修訂項目，城規會將根據《城市規劃條例》第5條展示該修訂分區計劃大綱草圖作公眾諮詢，為期兩個月。屆時，公眾人士可對修訂項目提出申述

謝謝

屯門中房屋用地初步發展研究

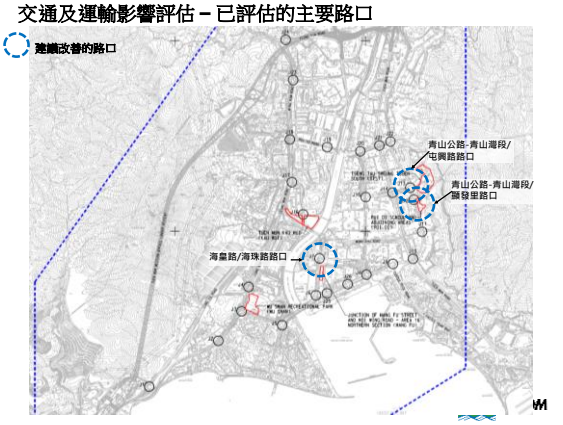


2017年9月5日

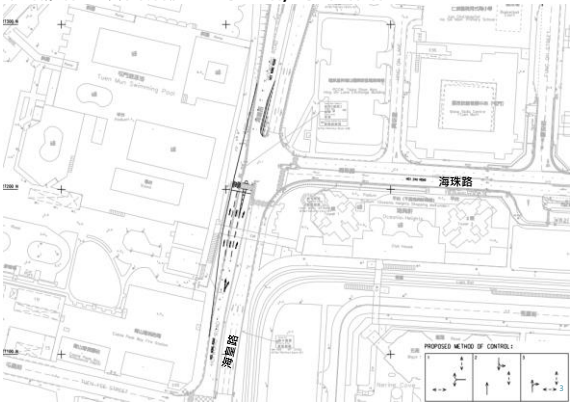
CEDD

AECOM Imagine it. Delivered.

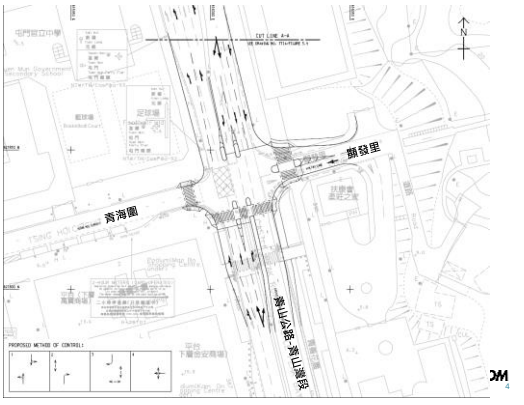
交通及運輸影響評估 – 已評估的主要路口



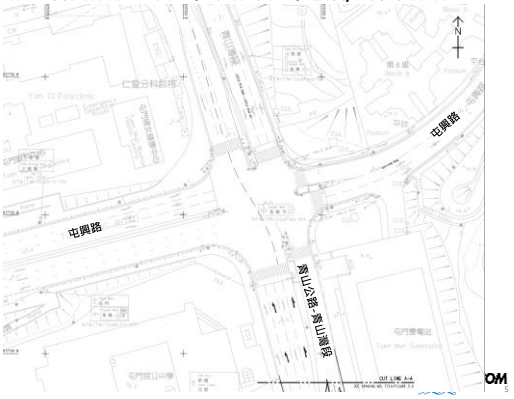
擬議路口改善措施 – 海皇路/海珠路路口



擬議路口改善措施 – 青山公路-青山灣段/顯發里路口



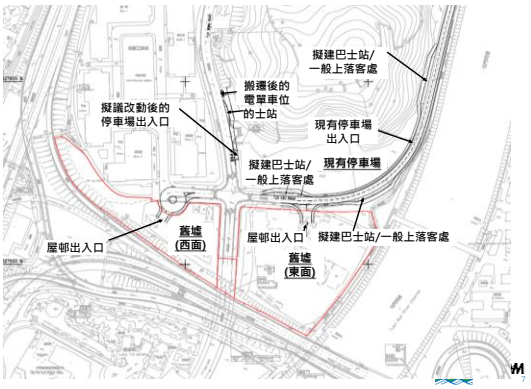
擬議路口改善措施 –青山公路-青山灣段/屯興路路口



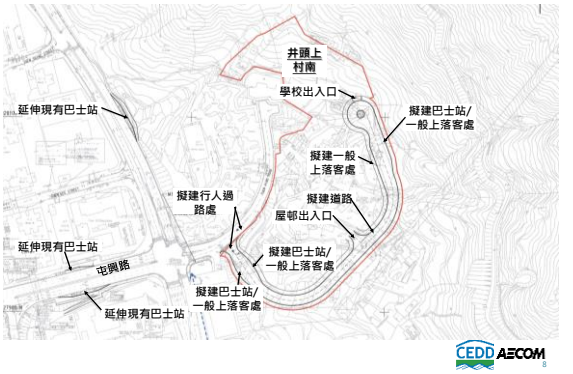
擬議道路及交通設施改善措施 -修訂項目 A1



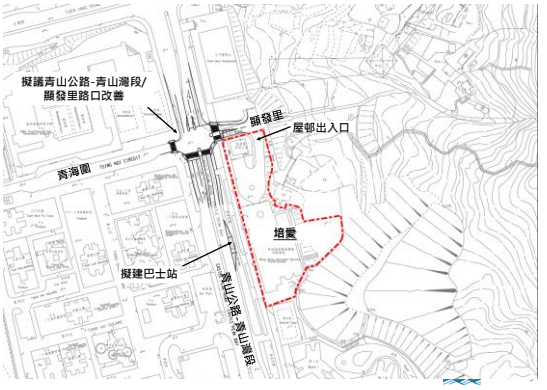
擬議道路及交通設施改善措施 -修訂項目 A2



擬議道路及交通設施改善措施 -修訂項目 A3



擬議道路及交通設施改善措施 -修訂項目 A5



擬議道路及交通設施改善措施 -修訂項目 A4



謝謝

屯門區議會
新界屯門屯喜路一號
屯門政府合署二樓

TUEN MUN DISTRICT COUNCIL
2/F, TUEN MUN GOVERNMENT OFFICES,
1 TUEN HI ROAD,
TUEN MUN, N.T.

Attachment XIII of RNTPC Paper No. 9/17

本處檔號 *Our Ref.*: HAD TMDC/13/10/DC/17 Pt.3
來函檔號 *Your Ref.*:
電話 *Tel.*: 2451 3036
傳真 *Fax.*: 2451 1598

香港北角渣華道 333 號
北角政府合署 15 樓
城市規劃委員會
城市規劃委員會主席
甯漢豪女士，JP，發展局常任秘書長（規劃及地政）
（傳真號碼：2877 0245）

甯主席：

諮詢擬議修訂《屯門分區計劃大綱核准圖》

屯門區議會在本年 9 月 5 日舉行的第十二次會議上，曾就題述議題進行討論，多位議員就擬議修訂《屯門分區計劃大綱核准圖》提出反對意見。經討論後，屯門區議會表決通過以下兩項動議。

動議一

「政府在未有充分諮詢下，違反當年承諾予屯門居民的社區和休憩設施，此外對區內交通及醫療配套亦欠缺整體規劃，卻建議改劃多幅土地增加大量人口，必然導致屯門區的居民生活質素下降。在提出整體詳細規劃和興建之前承諾的社區和休憩設施前，屯門區議會強烈反對修改(i)第 28 區湖山路以北、(ii)第 17 區天后路以南、(iii)第 16 區恆富街以西等的土地用途，要求保留作現有土地用途。」

動議二

「在屯門現有的社區配套設施仍未符合《香港規劃標準與準則》所載的按人口規模的最低供給標準之前，在未改善西鐵載客量，以及未改善屯門公路經常塞車等情況前，政府應停止改劃屯門一些土地用途以增加房屋供應。」

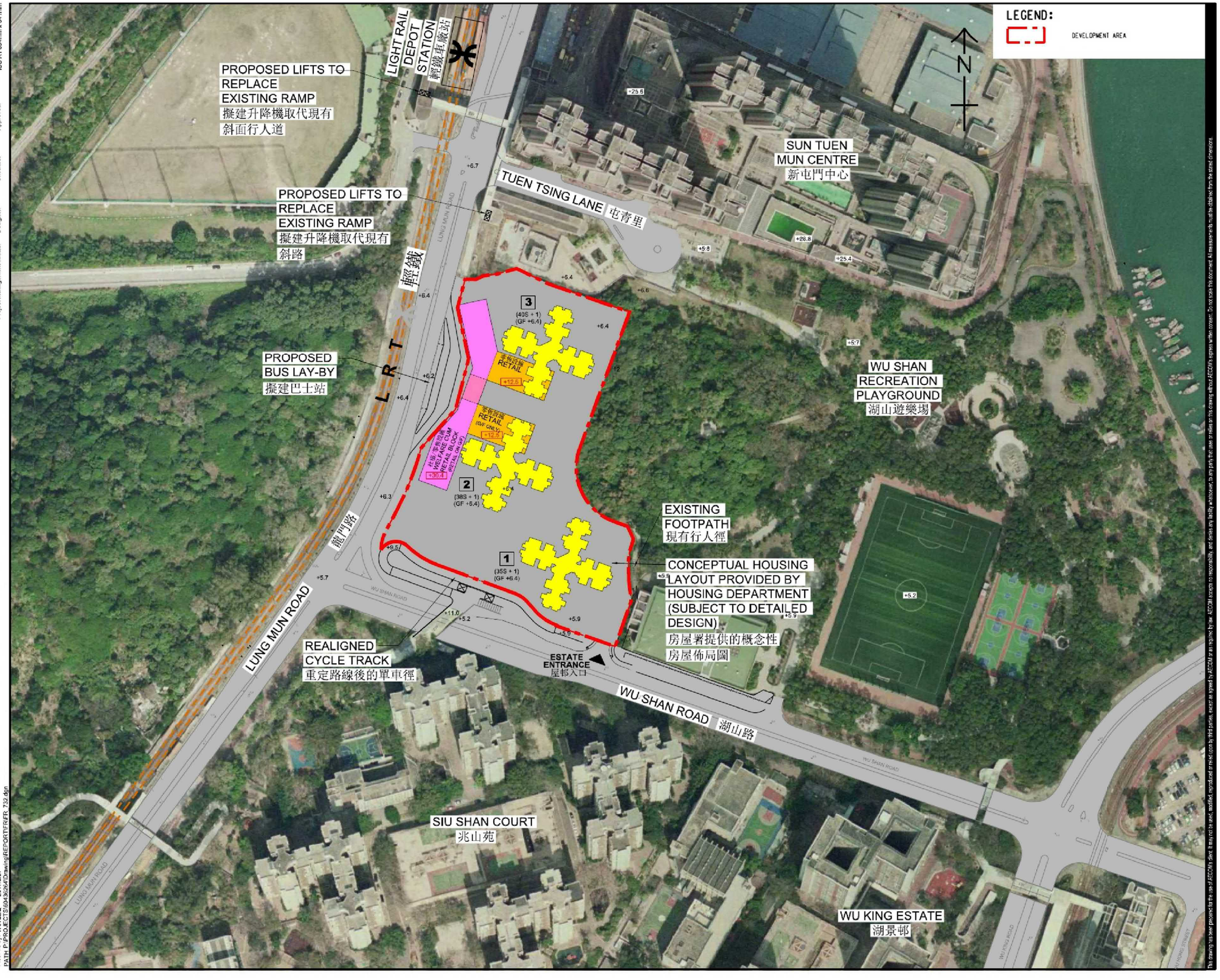
有關屯門區議會第十二次會議記錄（初稿）的摘錄將於稍後補上以供參考，希望貴會認真考慮本區議會的意見。

屯門區議會主席梁健文

副本送：

1. 規劃署屯門及元朗西規劃專員林智文先生
   （傳真號碼：2489 9711）
2. 土木工程拓展署總工程師/新界西3張家亮先生
   （傳真號碼：2693 2918）

2017 年 9 月 12 日



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PRELIMINARY DEVELOPMENT REVIEW FOR HOUSING SITES AT TUEN MUN CENTRAL – FEASIBILITY STUDY

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PROJECT NO.

60436264

AGREEMENT NO.

CE15/2015(CE)

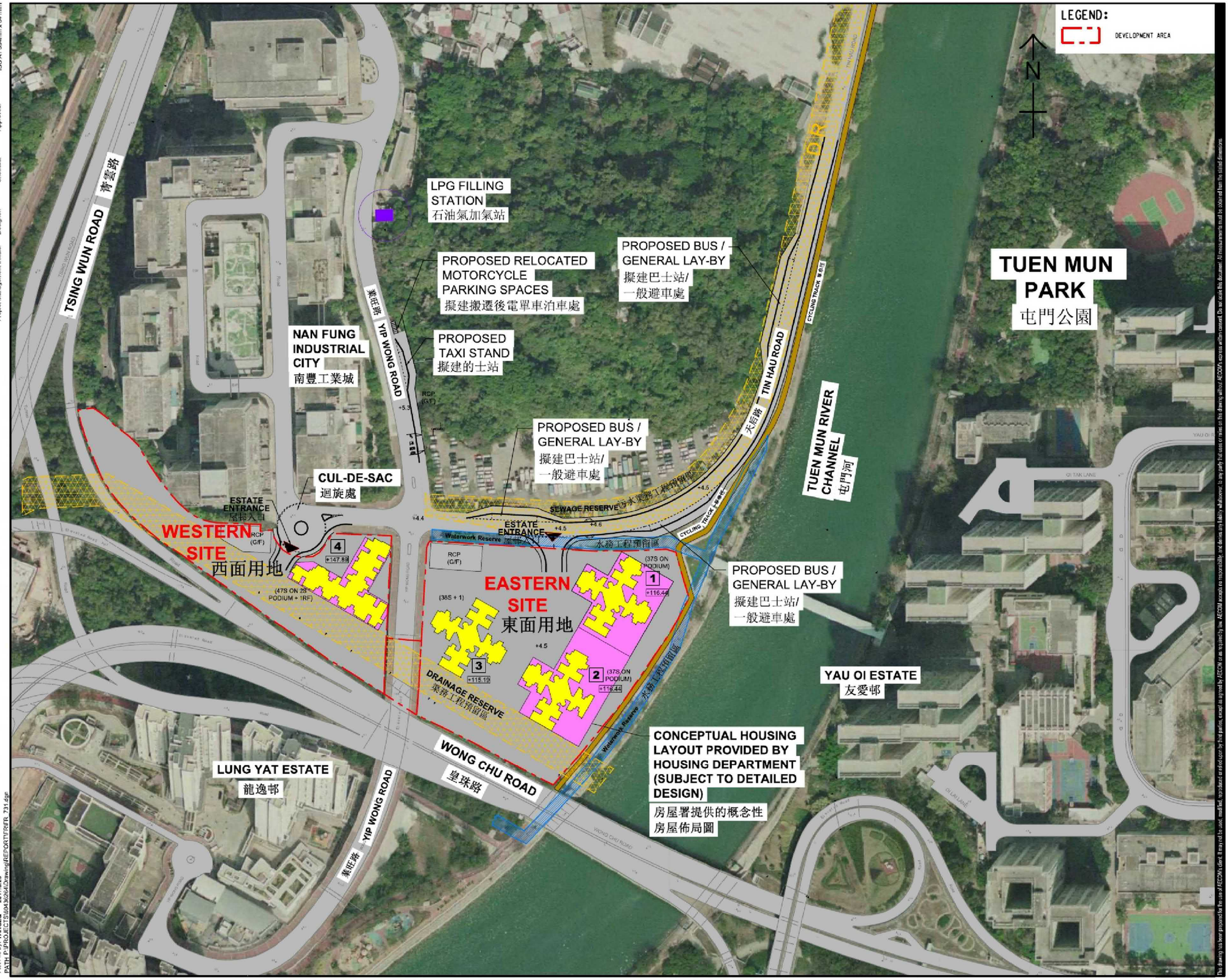
SHEET TITLE

LOCATIONS AND DEVELOPMENT AREAS (WU SHAN SITE)

SHEET NUMBER

60436264/FR/FIGURE 3.2

參考編號 REFERENCE No.	繪圖 DRAWING
M/TM/17/129	1a



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KEY PLAN

PROJECT NO. 60436264
AGREEMENT NO. CE15/2015(CE)

SHEET TITLE
LOCATIONS AND DEVELOPMENT AREAS (KAU HUI SITE)
位置及發展範圍(舊墟)

SHEET NUMBER
60436264/FR/FIGURE 3.1

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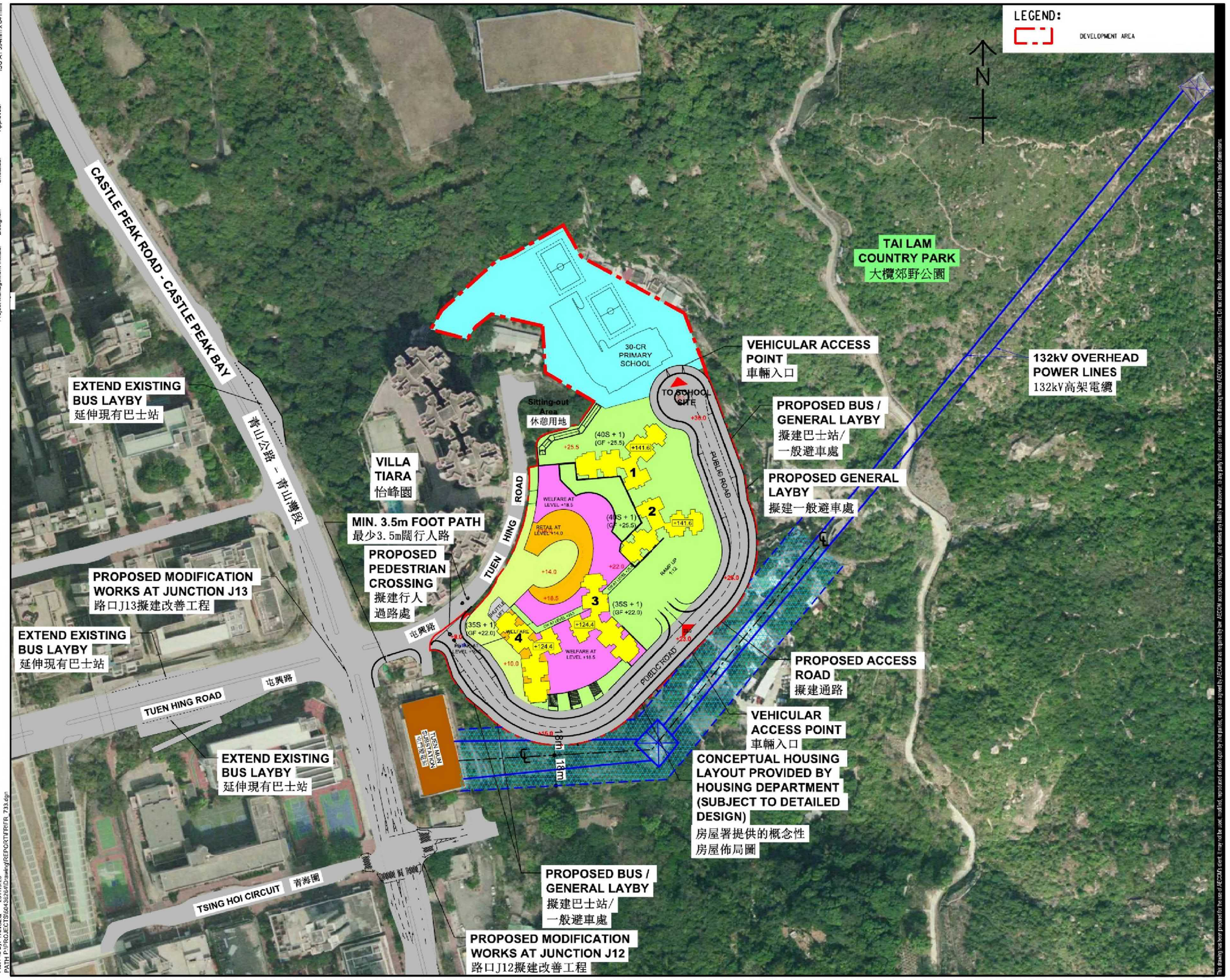
M/TM/17/129	1b



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PROJECT NO.: 60436264

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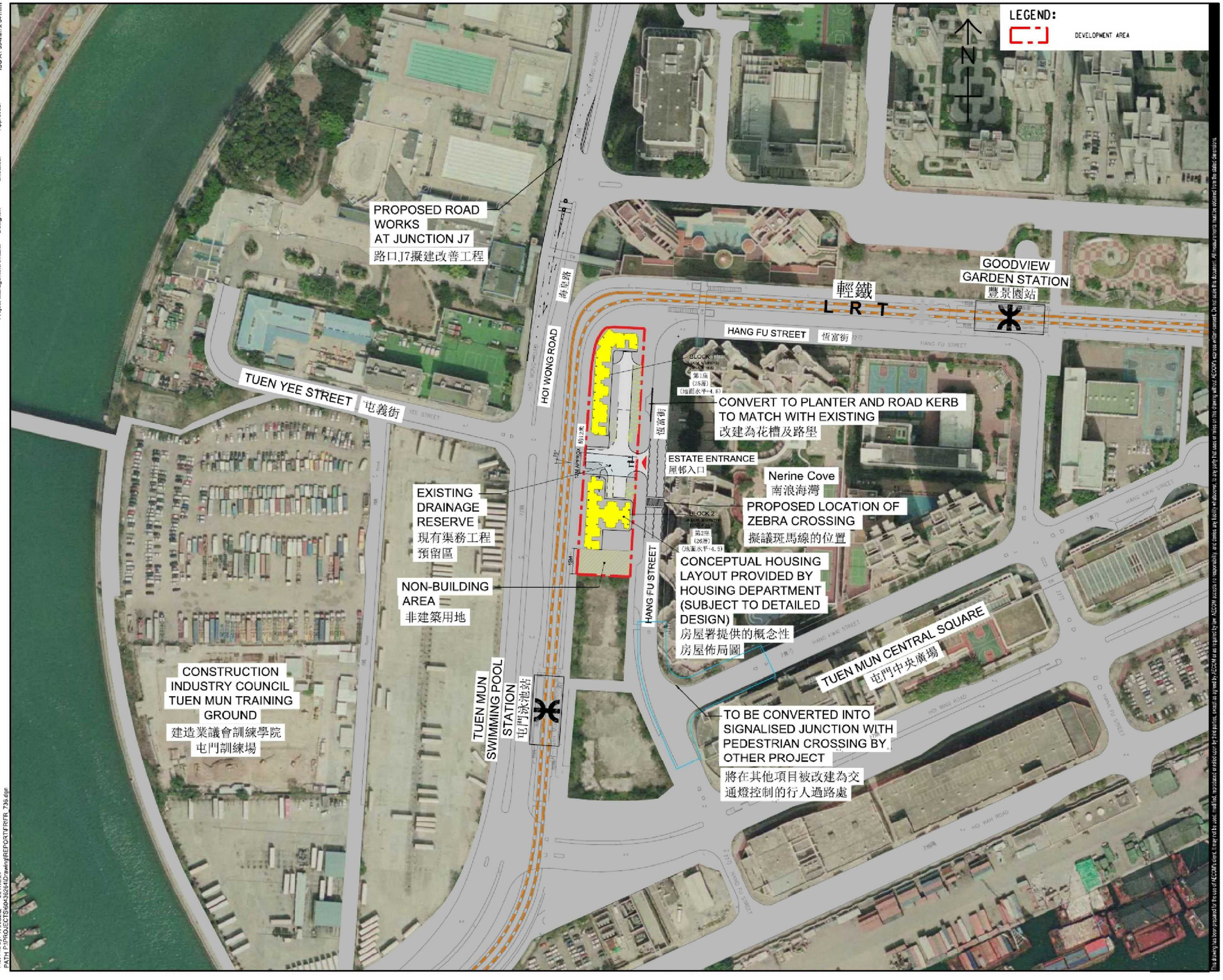
SHEET TITLE

LOCATIONS AND DEVELOPMENT AREAS (TTST SITE)

SHEET NUMBER

60436264/FR/FIGURE 3.3

參考編號 REFERENCE No.	繪圖 DRAWING
M/TM/17/129	1c



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KEY PLAN

PROJECT NO.

60436264

AGREEMENT NO.

CE15/2015(CE)

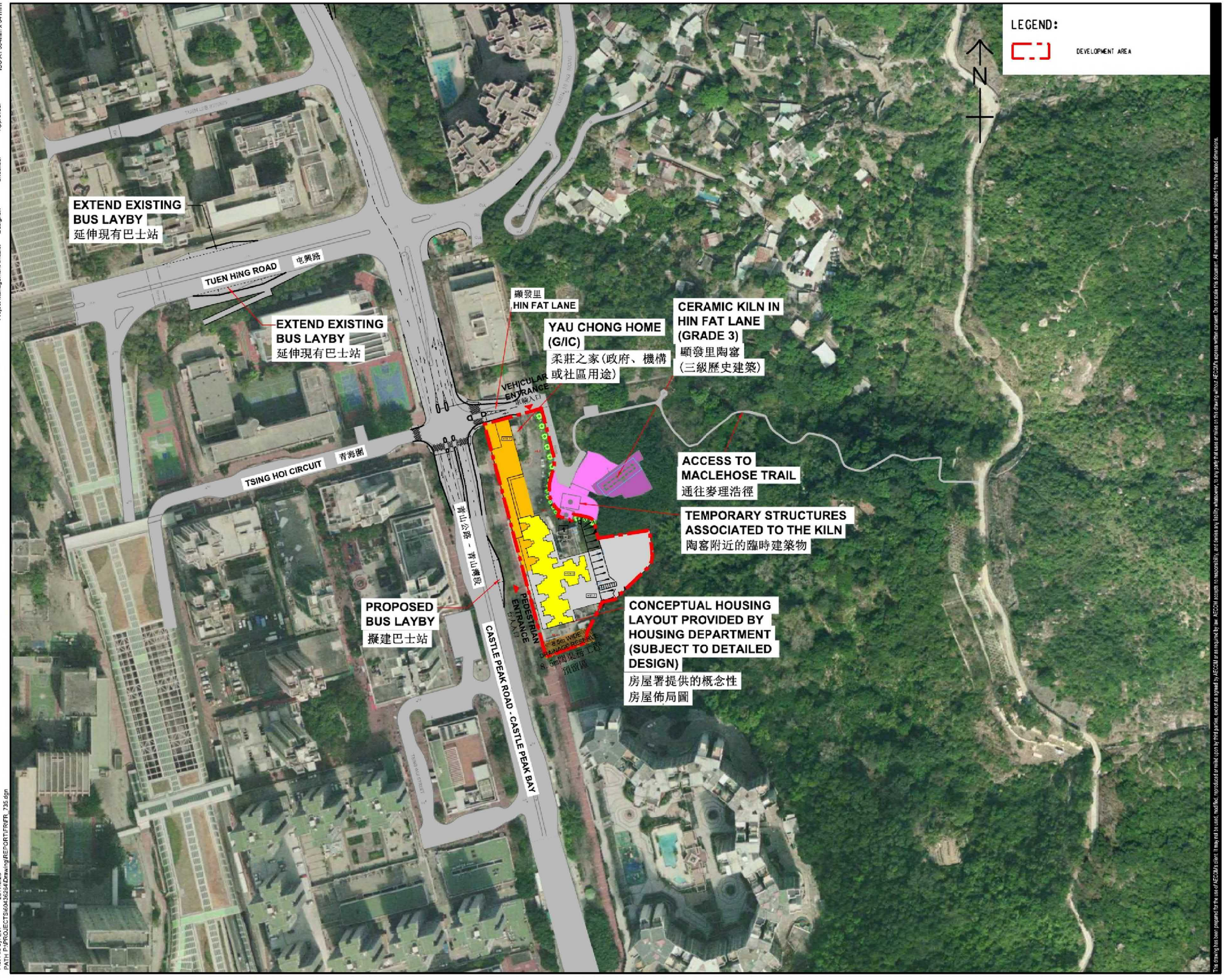
SHEET TITLE

LOCATIONS AND DEVELOPMENT AREAS (HANG FU SITE)
位置及發展範圍(恆富)

SHEET NUMBER

60436264/FR/FIGURE 3.5

參考編號 REFERENCE No.	繪圖 DRAWING
M/TM/17/129	1d



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Designer:
Project Management Initials:

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PROJECT NO. 60436264
AGREEMENT NO. CE15/2015(CE)

SHEET TITLE
LOCATIONS AND DEVELOPMENT AREAS (PUI OI SITE)

SHEET NUMBER
60436264/FR/FIGURE 3.4

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參考編號 REFERENCE No.	繪圖 DRAWING
M/TM/17/129	1e

Legend

Site Boundary

Non-building Area (NBA) (Indicative)

* incl. 1 Storey Lobby

** incl. 1 Storey Lobby with Club House

15 0 15 45

Scale: ~~1:1500~~

1s Club House
17.5mPD

1s Club House
15.8mPD

24s*
89.95mPD

NBA

24s**
89.95mPD

24s**
89.95mPD

EVA

+12.5mPD

24s*
89.95mPD

15m

23s*
85.1mPD

NBA

22s**
81.95mPD

EVA

15m

21s*
78.8mPD

+10.8mPD

TUEN MUN ROAD

CASTLE PEAK ROAD – CASTLE PEAK BAY

Conceptual Layout
Castle Peak Road, Tuen Mun

PLANNING DEPARTMENT

File Ref.

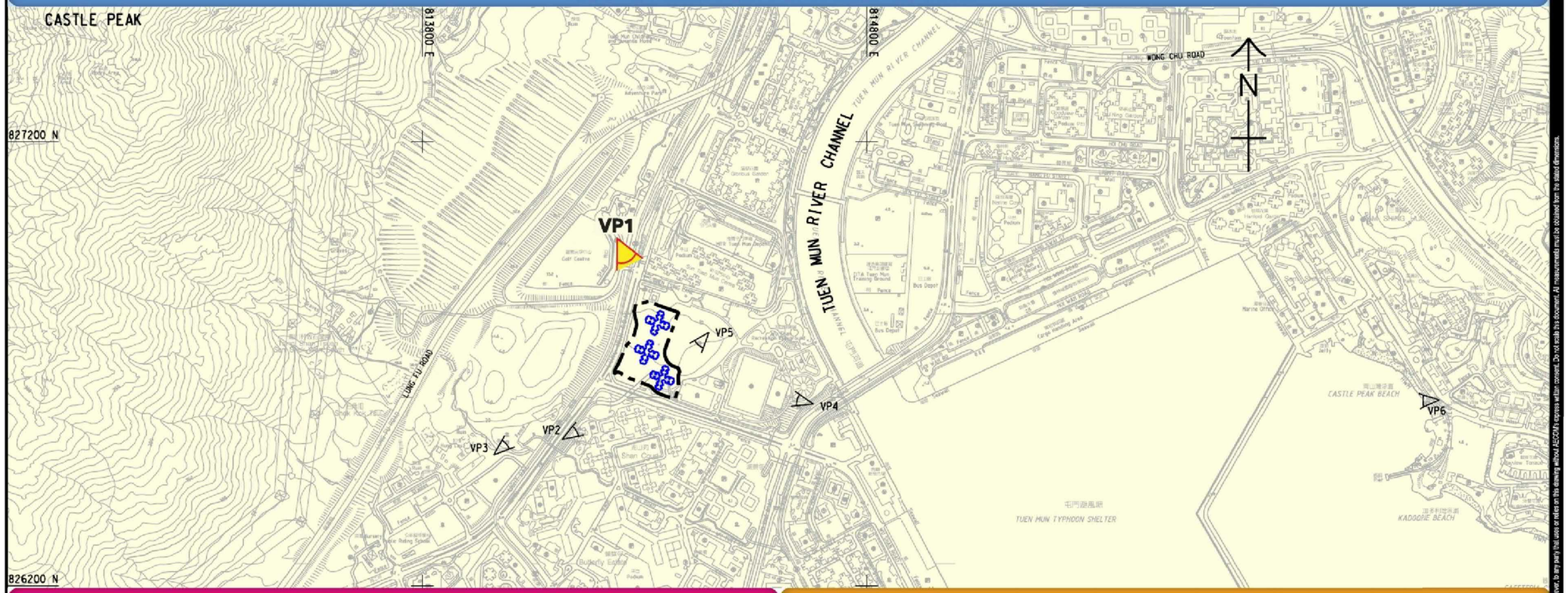
Plan No. M/UD/16/62/10

12/09/2017

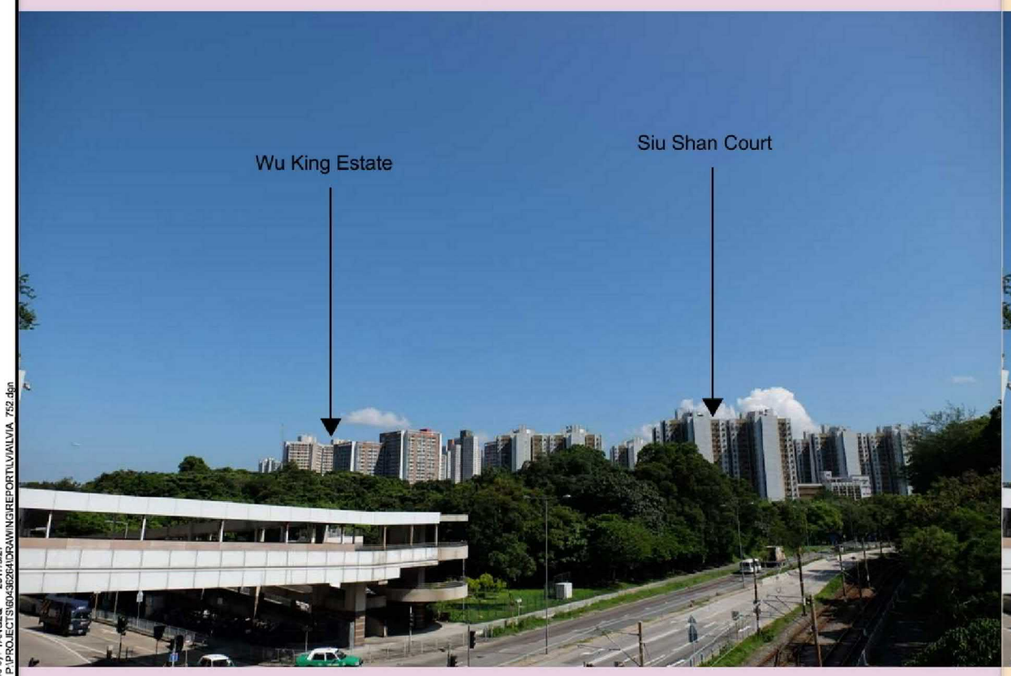
參考編號 REFERENCE No. M/TM/17/129

繪圖 DRAWING 1f

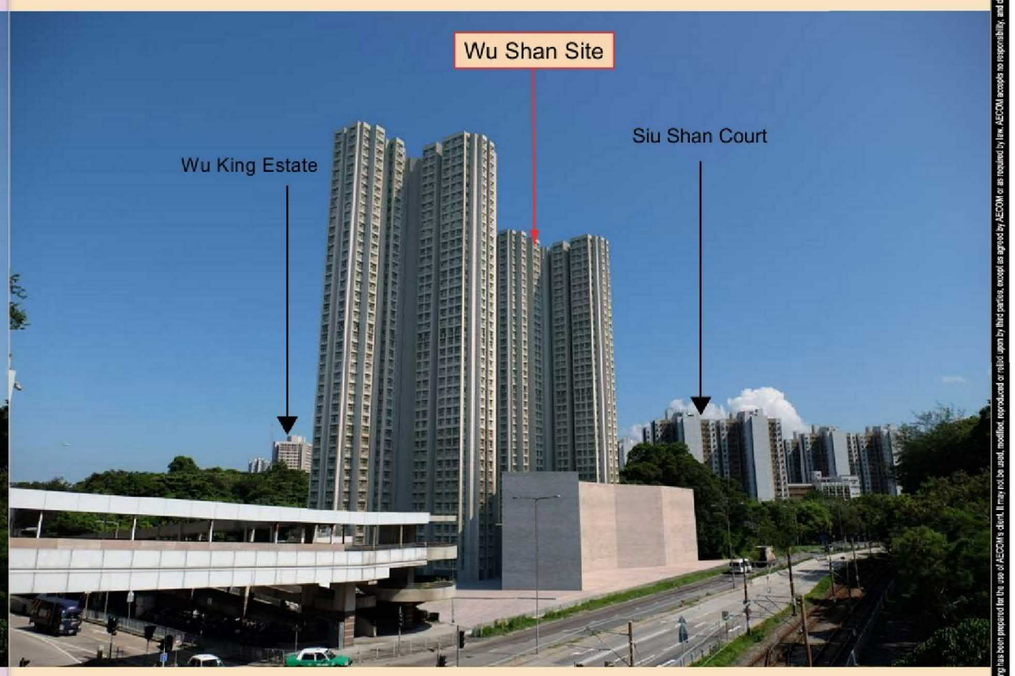
Location Plan of Photomontage Viewpoint



Existing View



Photomontage showing Development in Completion



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PRELIMINARY DEVELOPMENT REVIEW FOR HOUSING SITES AT TUEN MUN CENTRAL – FEASIBILITY STUDY

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PROJECT NO. 60436264

AGREEMENT NO. CE15/2015(CE)

SHEET TITLE

Wu Shan Site
Photomontage
VP1

Project Management Initials: Designer: Checked: Approved: ISO A1 594mm x 841mm

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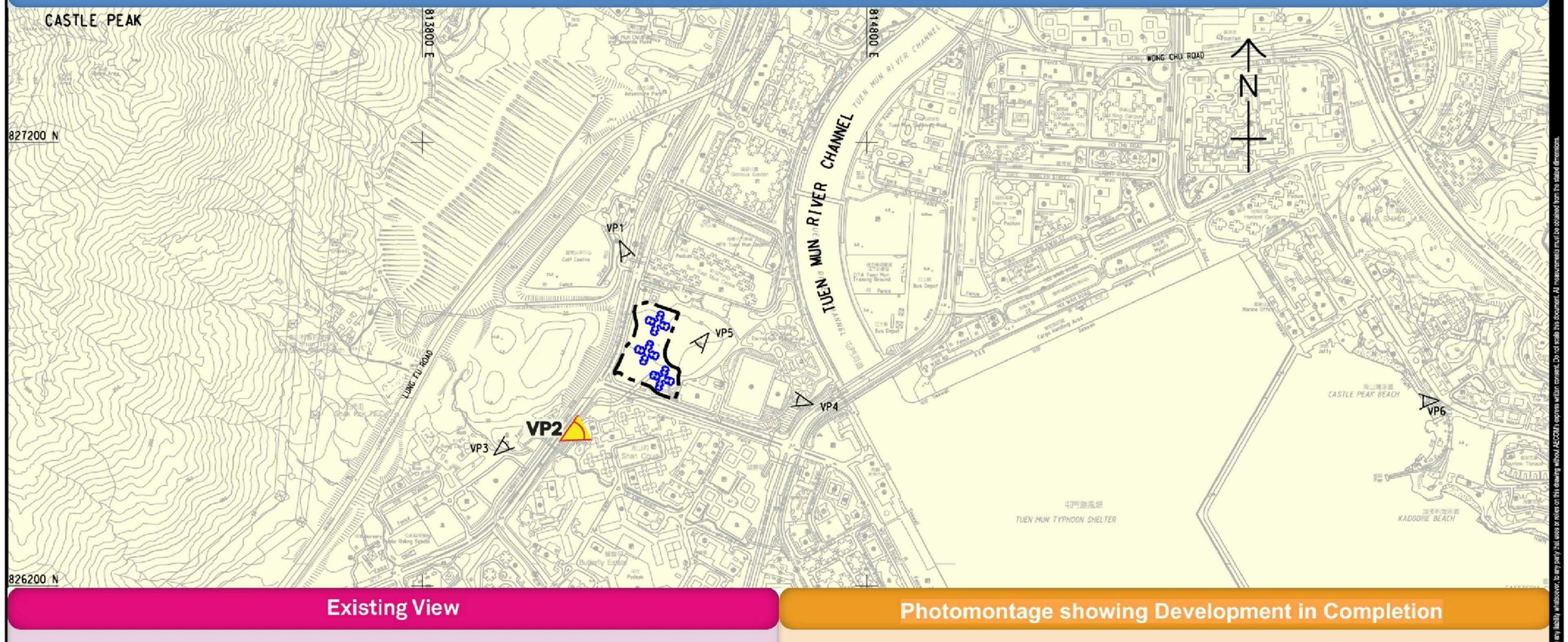
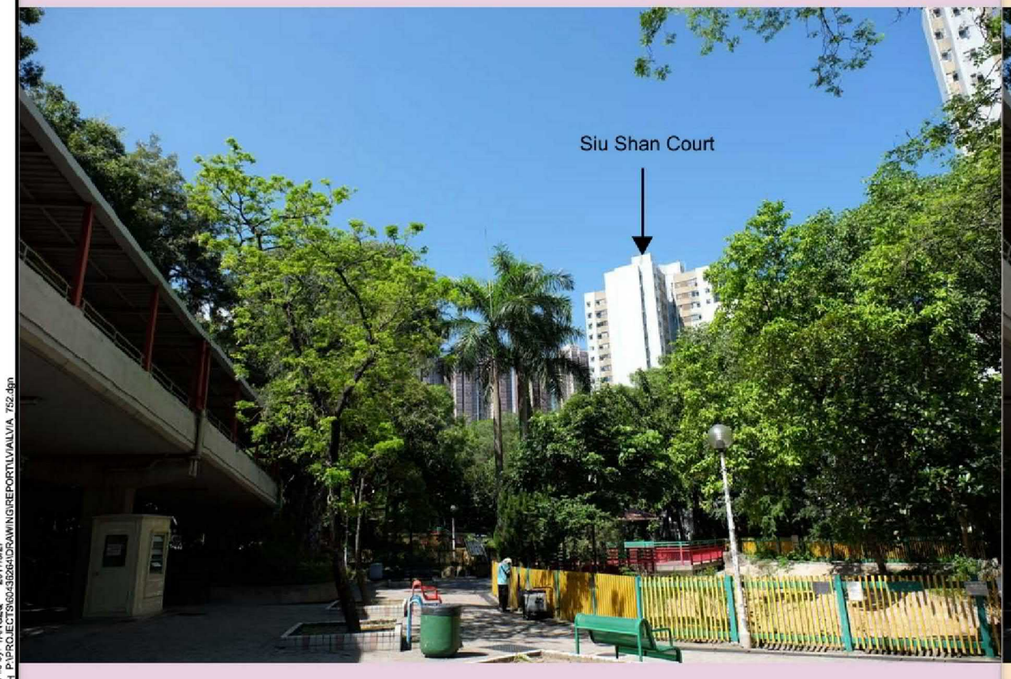
M/TM/17/129	2a1

Location Plan of Photomontage Viewpoint



Existing View



Photomontage showing Development in Completion



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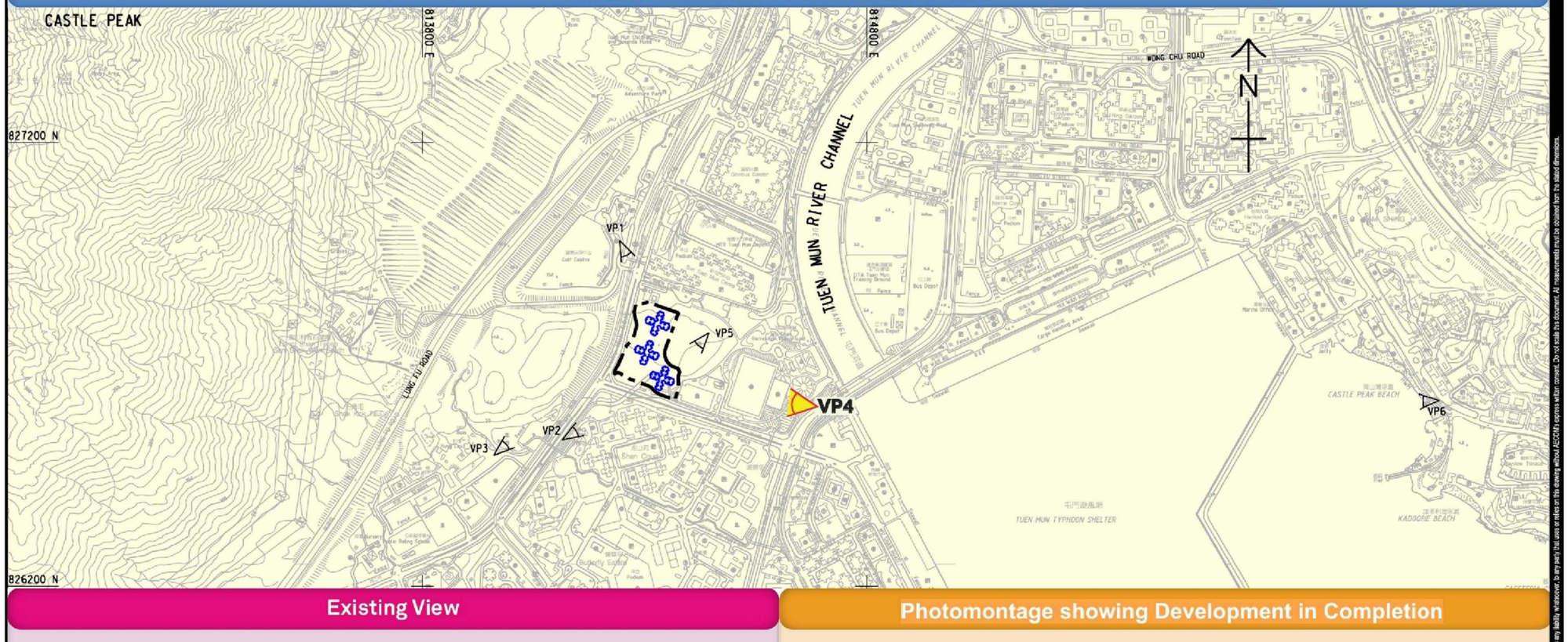
SHEET TITLE

Wu Shan Site Photomontage VP2

參考編號 REFERENCE No.	繪圖 DRAWING
M/TM/17/129	2a2

Location Plan of Photomontage Viewpoint



Existing View



Photomontage showing Development in Completion



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PRELIMINARY DEVELOPMENT REVIEW FOR HOUSING SITES AT TUEN MUN CENTRAL – FEASIBILITY STUDY

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SCALE | **DIMENSION UNIT**

[redacted] METRES

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PROJECT NO. 60436264

AGREEMENT NO. CE15/2015(CE)

SHEET TITLE

Wu Shan Site
Photomontage
VP4

參考編號 REFERENCE No.	繪圖 DRAWING
M/TM/17/129	2a3

Location Plan of Photomontage Viewpoint



Existing View



Photomontage showing Development in Completion



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AGREEMENT NO. CE15/2015(CE)

SHEET TITLE
Wu Shan Site
Photomontage
VP6

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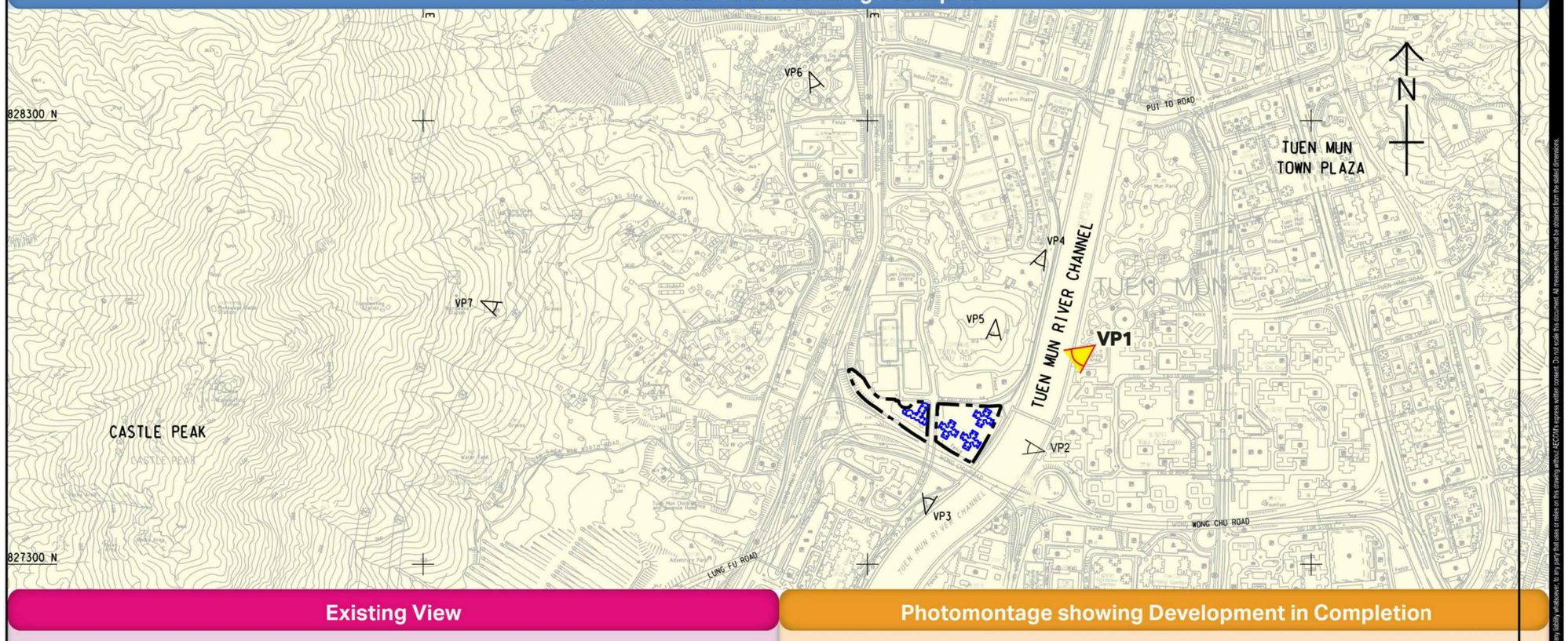
參考編號 REFERENCE No.	繪圖 DRAWING
M/TM/17/129	2a4

Location Plan of Photomontage Viewpoint



Existing View



Photomontage showing Development in Completion



ISO A1 594mm x 841mm
Approved:
Checked:
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Project Management Initials:
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SCALE 比例 — **DIMENSION UNIT** 尺寸單位: METRES

KEY PLAN
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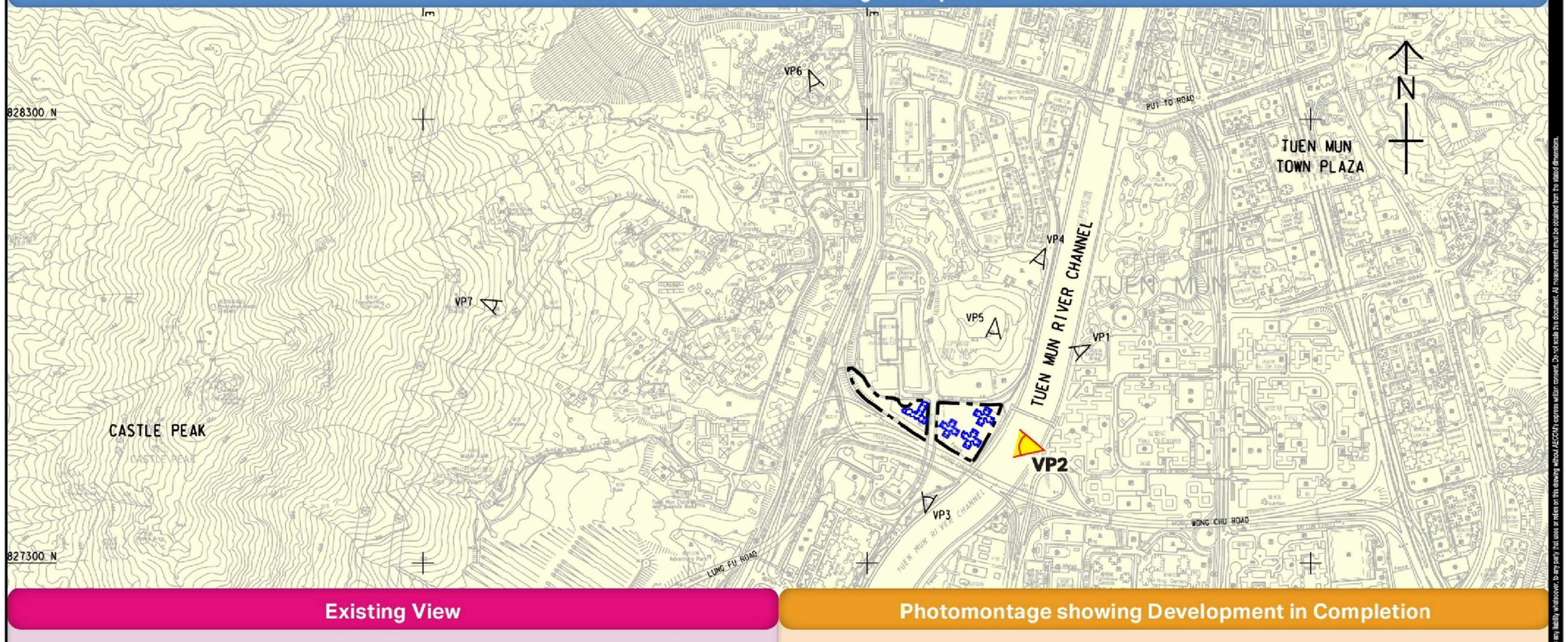
PROJECT NO. 項目編號: 60436264
AGREEMENT NO. 協議編號: CE15/2015(CE)

SHEET TITLE
圖紙名稱

Kau Hui Site
Photomontage
VP1

參考編號 REFERENCE No.	繪圖 DRAWING
M/TM/17/129	2b1

Location Plan of Photomontage Viewpoint



Existing View



Photomontage showing Development in Completion



AECOM

PROJECT
PRELIMINARY DEVELOPMENT REVIEW FOR HOUSING SITES AT TUEN MUN CENTRAL – FEASIBILITY STUDY

CLIENT
CEDD 土木工程拓展署 Civil Engineering and Development Department

CONSULTANT
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ISSUE/REVISION

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STATUS

SCALE 比例

DIMENSION UNIT 尺寸單位
METRES

KEY PLAN 索引圖

PROJECT NO. 60436264

AGREEMENT NO. CE15/2015(CE)

SHEET TITLE
Kau Hui Site
Photomontage
VP2

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ISO A1 594mm x 841mm
Approved:
Checked:
Designer:
Project Management Initials:
Plot File by: LYP
Path: P:\PROJECTS\60436264\DRAWINGS\REPORT\LVIA\LVIA_Z51.dgn
2017/7/15

參考編號 REFERENCE No.	繪圖 DRAWING
M/TM/17/129	2b2

ISO A1 594mm x 841mm

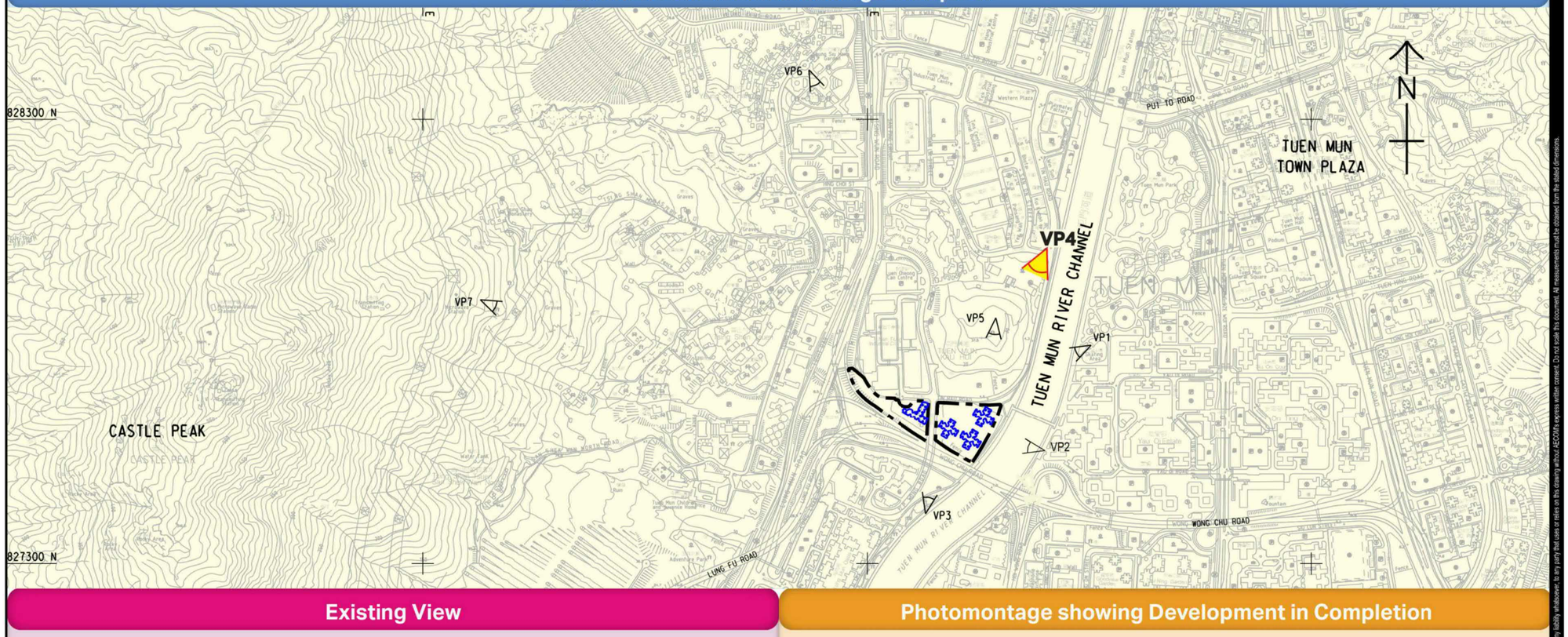
Approved:

Checked:

Designer:

Project Management Initials:

Location Plan of Photomontage Viewpoint



Existing View



Photomontage showing Development in Completion



Plot File by: LVP
2017/7/15
PATH: P:\PROJECTS\60436264\DRAWING\REPORT\LVA\LVIA_751.dgn

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DIMENSION UNIT
尺寸單位

METRES

KEY PLAN
索引圖

PROJECT NO.
項目編號

60436264

AGREEMENT NO.

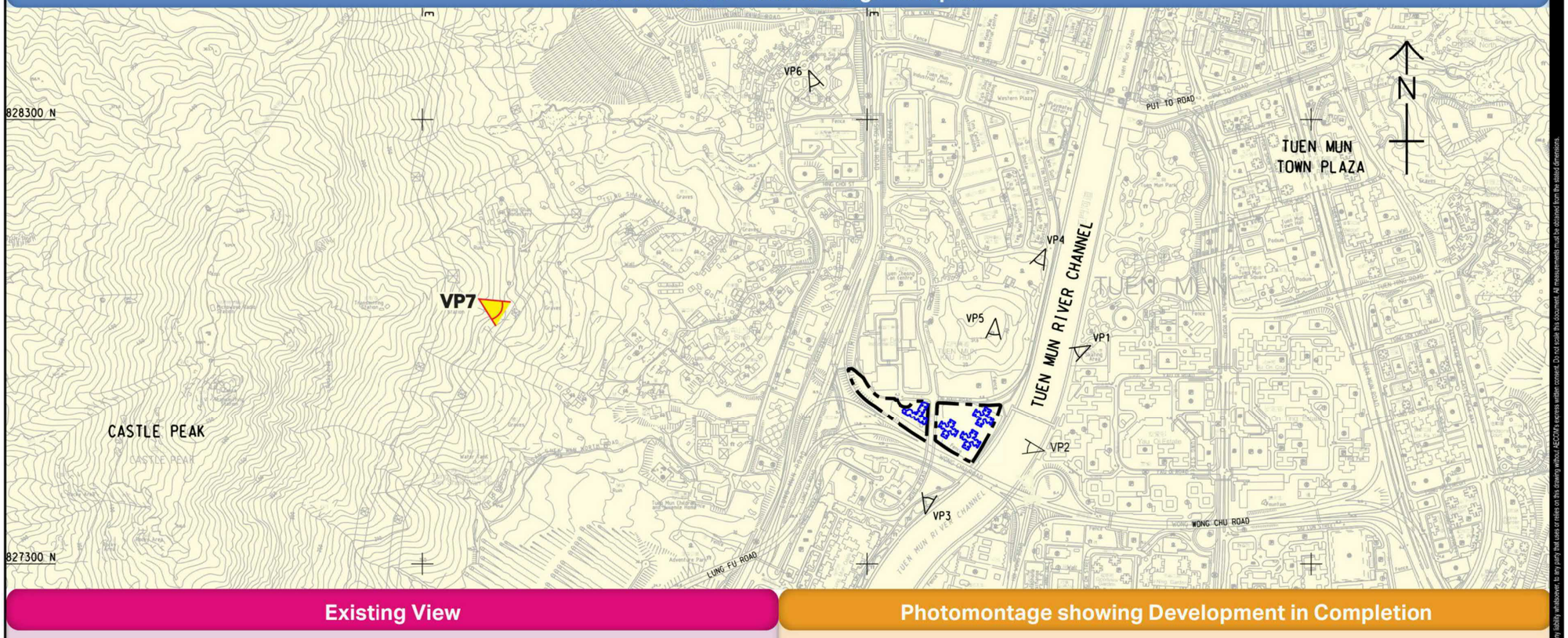
CE15/2015(CE)

SHEET TITLE
圖紙名稱

Kau Hui Site
Photomontage
VP4

參考編號 REFERENCE No.	繪圖 DRAWING
M/TM/17/129	2b3

Location Plan of Photomontage Viewpoint



Existing View



Photomontage showing Development in Completion



ISO A1 594mm x 841mm
Approved:
Checked:
Designer:
Project Management Initials:

Plot File by: LVP 2017/7/15
PATH: P:\PROJECTS\60436264\DRAWING\REPORT\LVP\ALVIA_751.dgn

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階段

SCALE 比例
AS 1 : 10000

DIMENSION UNIT 尺寸單位
METRES

KEY PLAN
索引圖

PROJECT NO. 項目編號
60436264

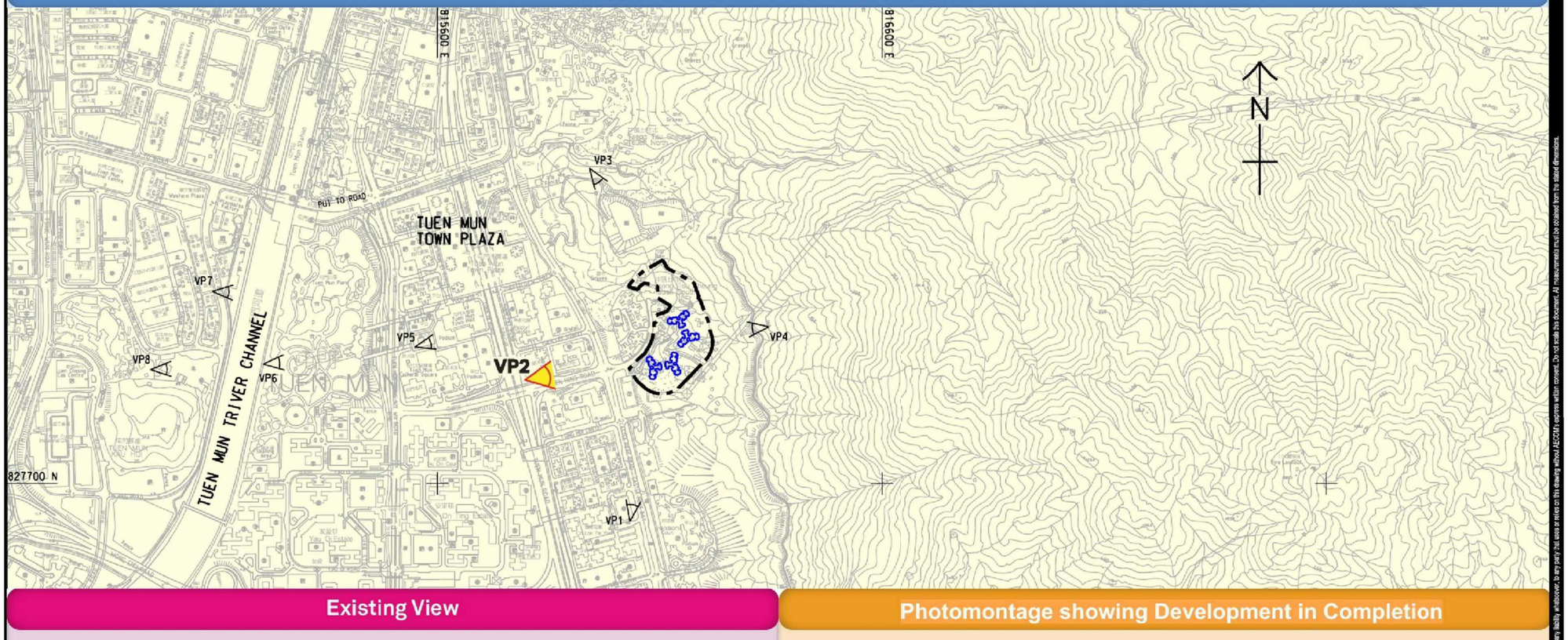
AGREEMENT NO. 協議編號
CE15/2015(CE)

SHEET TITLE
圖紙名稱

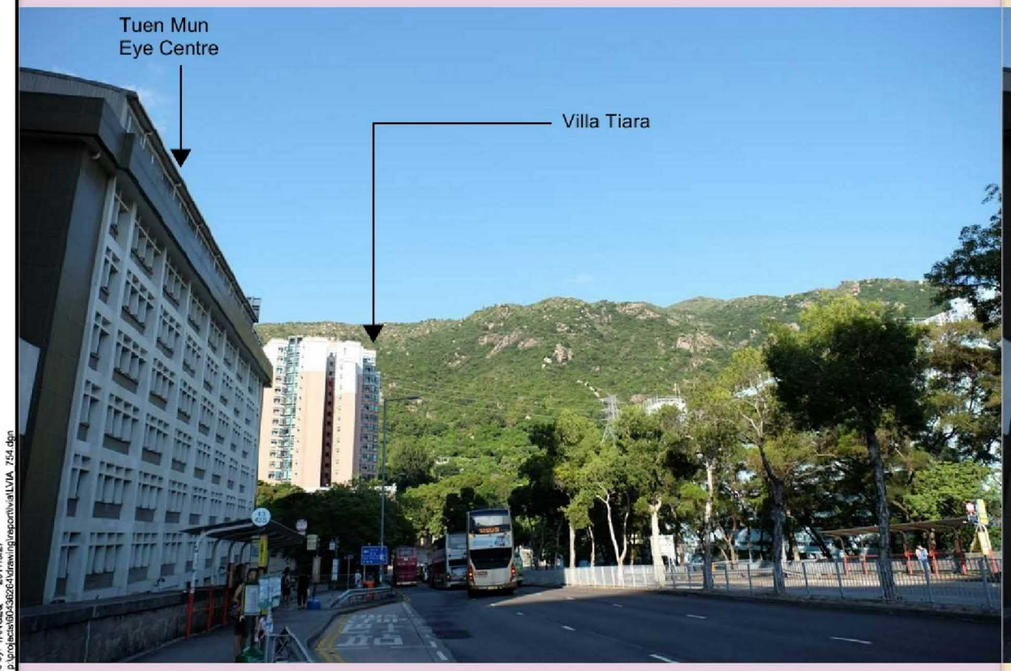
Kau Hui Site
Photomontage
VP7

參考編號 REFERENCE No.	繪圖 DRAWING
M/TM/17/129	2b4

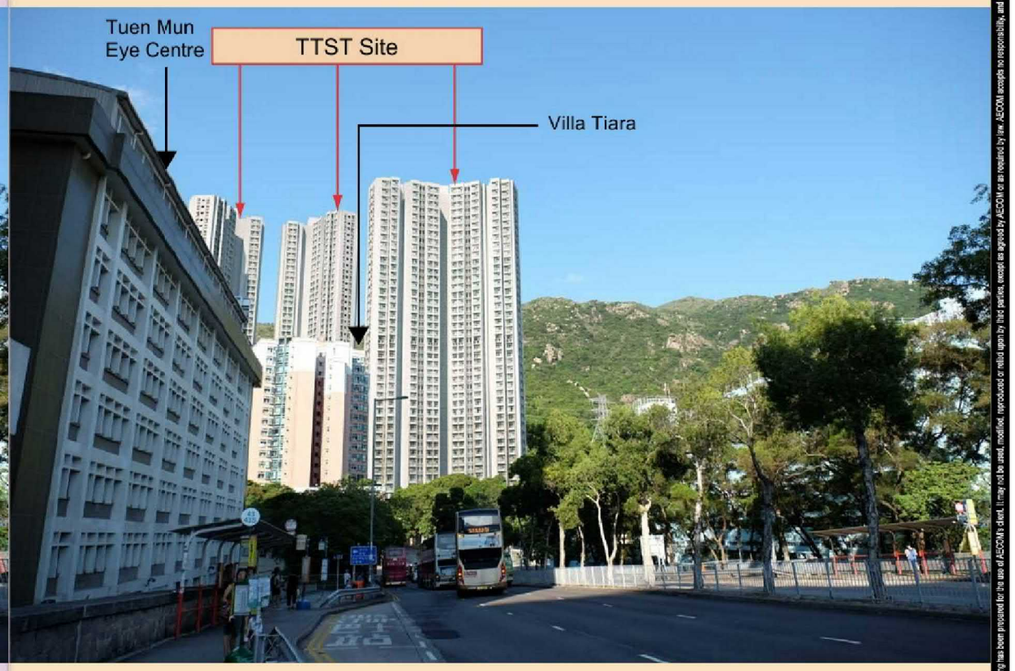
Location Plan of Photomontage Viewpoint



Existing View



Photomontage showing Development in Completion



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SCALE
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DIMENSION UNIT
尺寸單位
METRES

KEY PLAN
索引圖

PROJECT NO.
項目編號
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AGREEMENT NO.
協議編號
CE15/2015(CE)

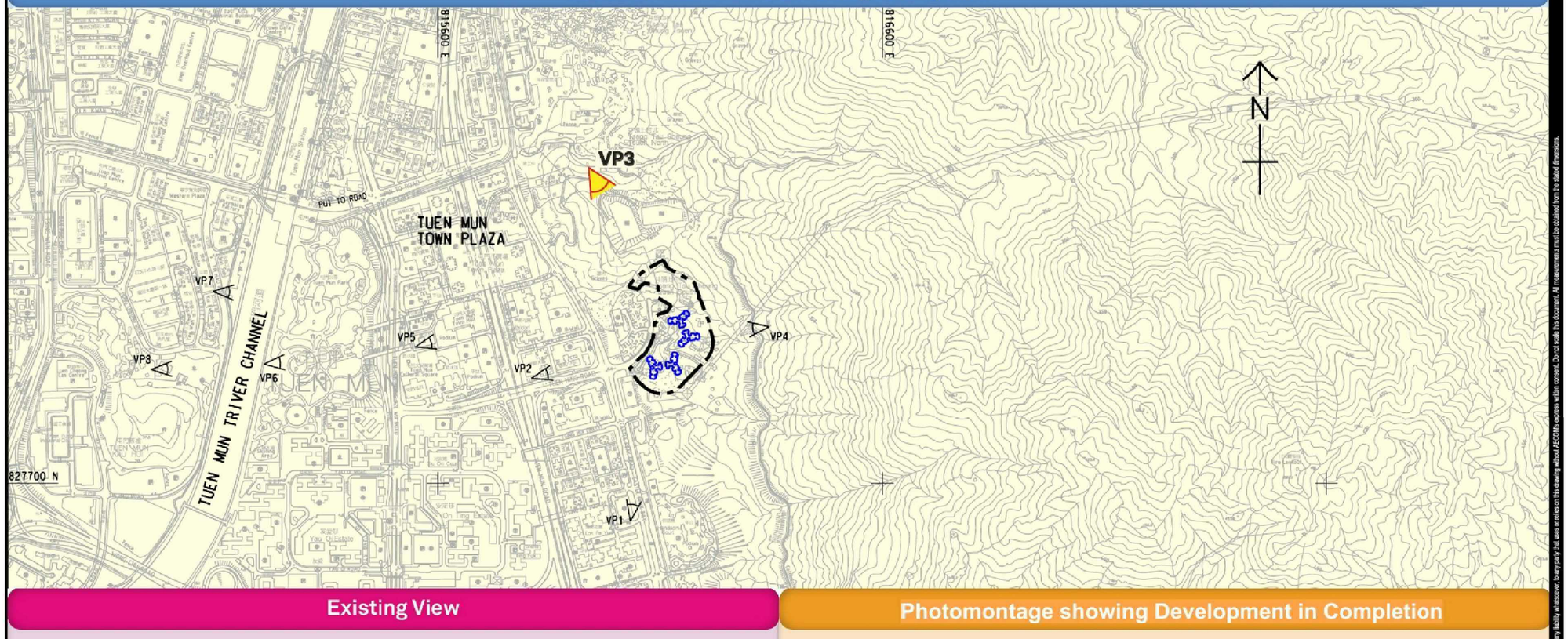
SHEET TITLE
圖紙名稱
TTST Site
Photomontage
VP2

Project Management Initials: Designer: Checked: Approved: ISO A1 594mm x 841mm

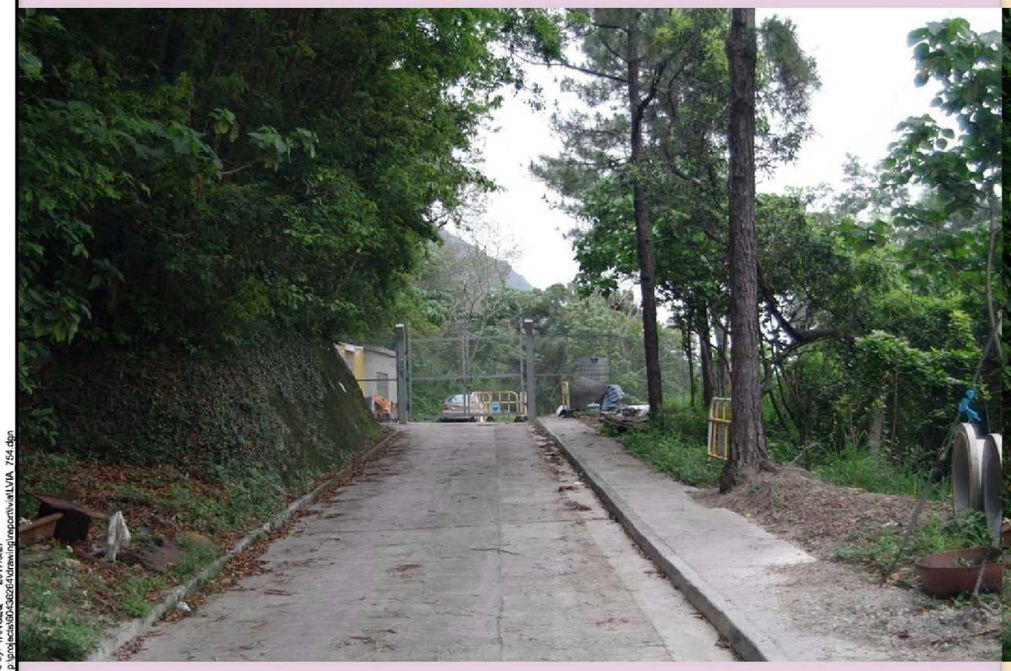
Plot File by: YANGZQ 20171027
PATH: p:\projects\60436264\drawing\report\vis\LVIA_254.dgn

參考編號 REFERENCE No.	繪圖 DRAWING
M/TM/17/129	2c1

Location Plan of Photomontage Viewpoint



Existing View



Photomontage showing Development in Completion



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PRELIMINARY DEVELOPMENT REVIEW FOR HOUSING SITES AT TUEN MUN CENTRAL – FEASIBILITY STUDY

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DIMENSION UNIT

METRES

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SHEET TITLE

TTST Site
Photomontage
VP3

參考編號 REFERENCE No.	繪圖 DRAWING
M/TM/17/129	2c2

ISO A1 594mm x 841mm

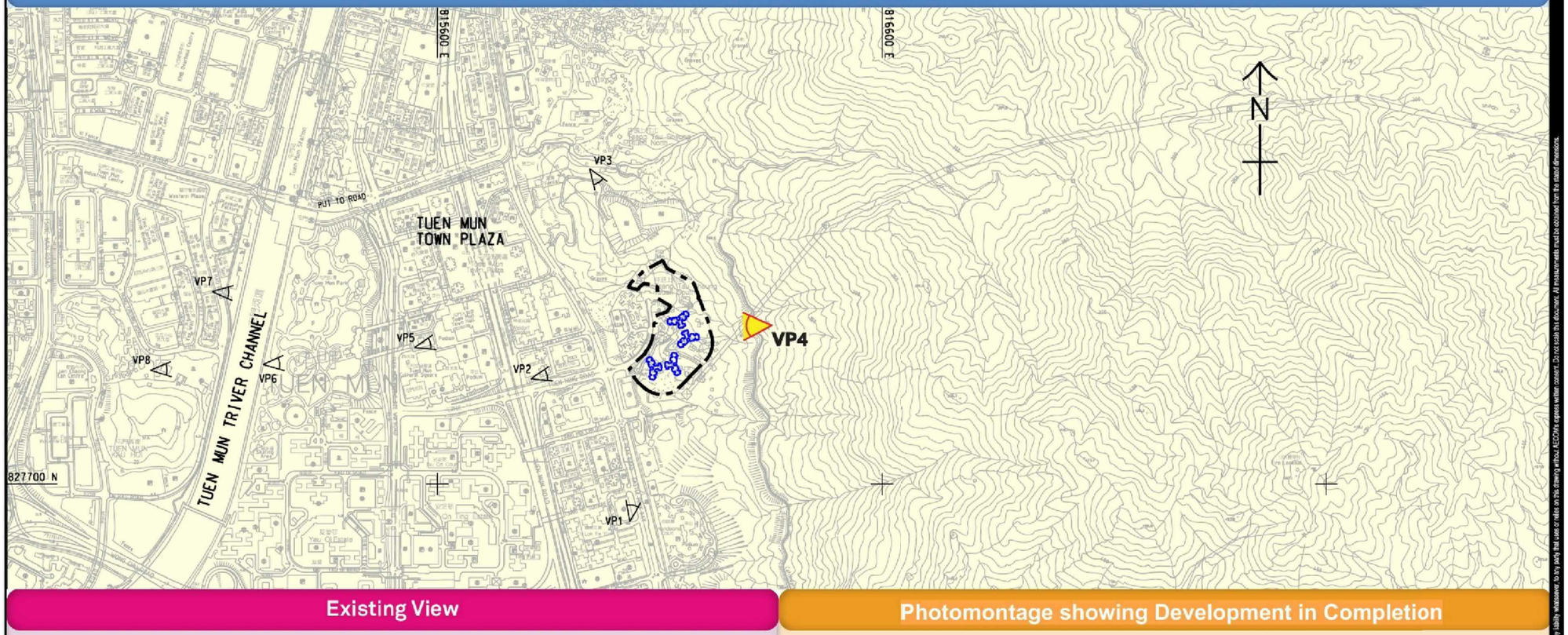
Approved:

Checked:

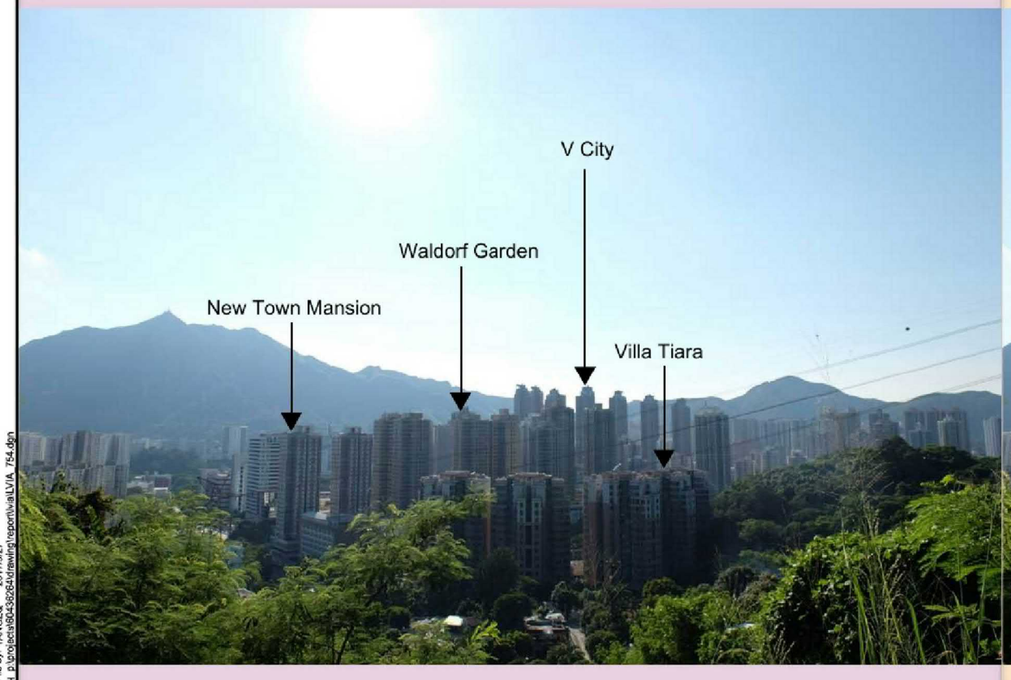
Designer:

Project Management Initials:

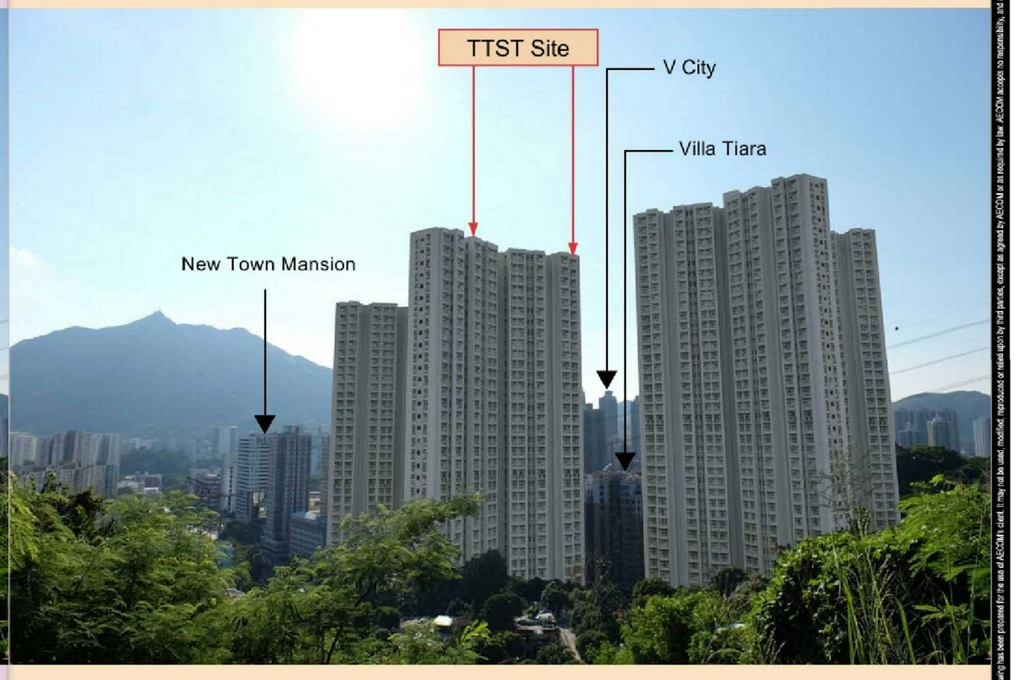
Location Plan of Photomontage Viewpoint



Existing View



Photomontage showing Development in Completion



Plot File by: YANGZQ 2017/9/27
PATH: p:\projects\60436284\drawing\report\via\LVIA_754.dgn

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PROJECT
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PRELIMINARY DEVELOPMENT REVIEW FOR HOUSING SITES AT TUEN MUN CENTRAL – FEASIBILITY STUDY

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SCALE 比例

DIMENSION UNIT 尺寸單位
METRES

KEY PLAN
索引圖

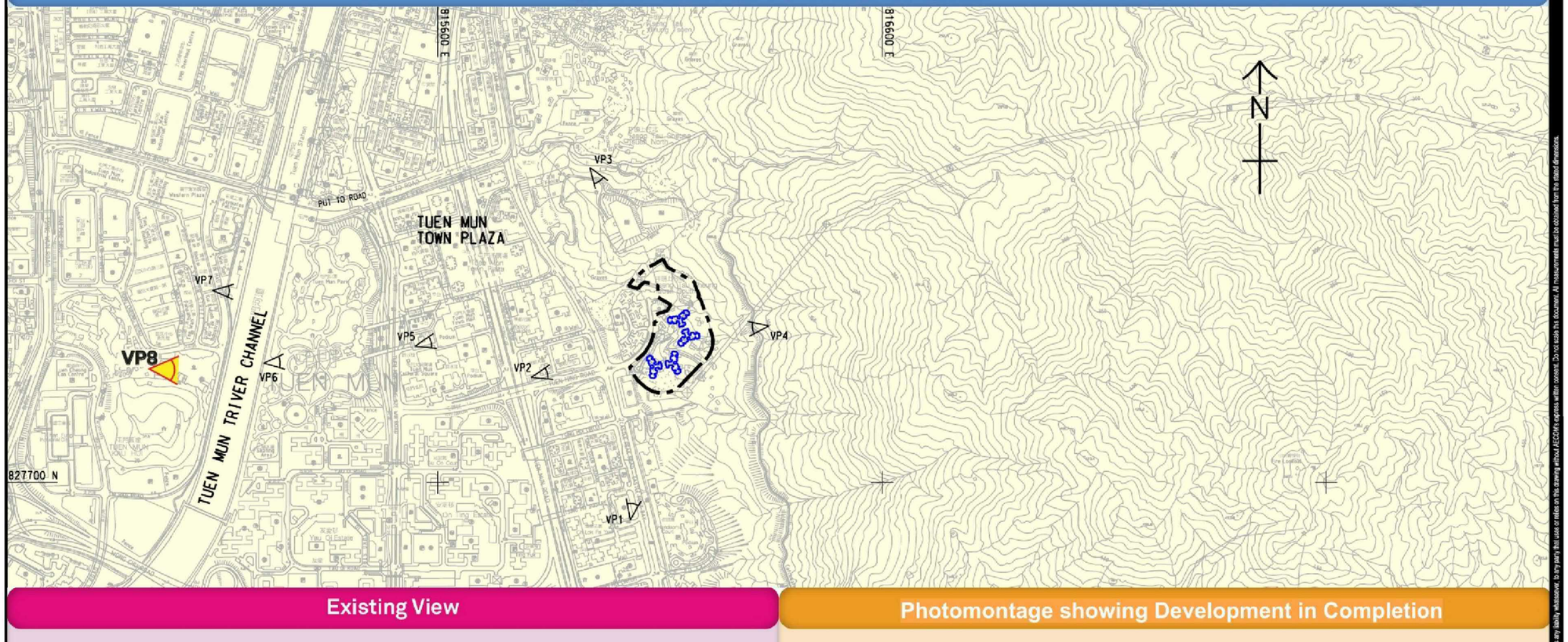
PROJECT NO. 項目編號
60436284

AGREEMENT NO. 協議編號
CE15/2015(CE)

SHEET TITLE 圖紙名稱
TTST Site
Photomontage
VP4

參考編號 REFERENCE No.	繪圖 DRAWING
M/TM/17/129	2c3

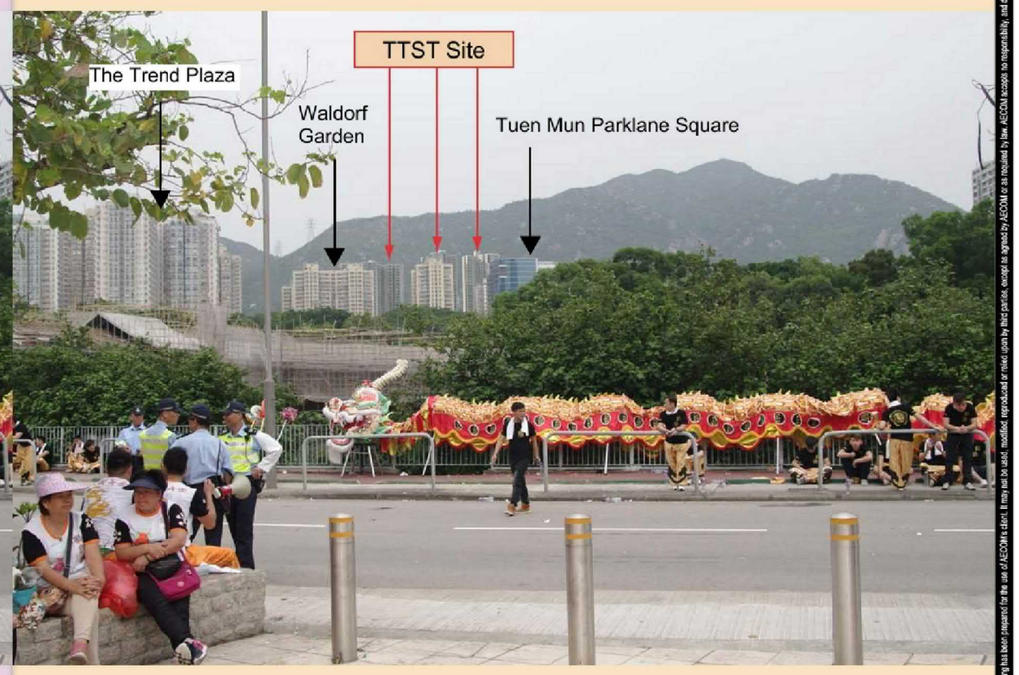
Location Plan of Photomontage Viewpoint



Existing View



Photomontage showing Development in Completion



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PROJECT

PRELIMINARY DEVELOPMENT REVIEW FOR HOUSING SITES AT TUEN MUN CENTRAL – FEASIBILITY STUDY

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SCALE | **DIMENSION UNIT**

METRES

KEY PLAN

PROJECT NO. 60436264

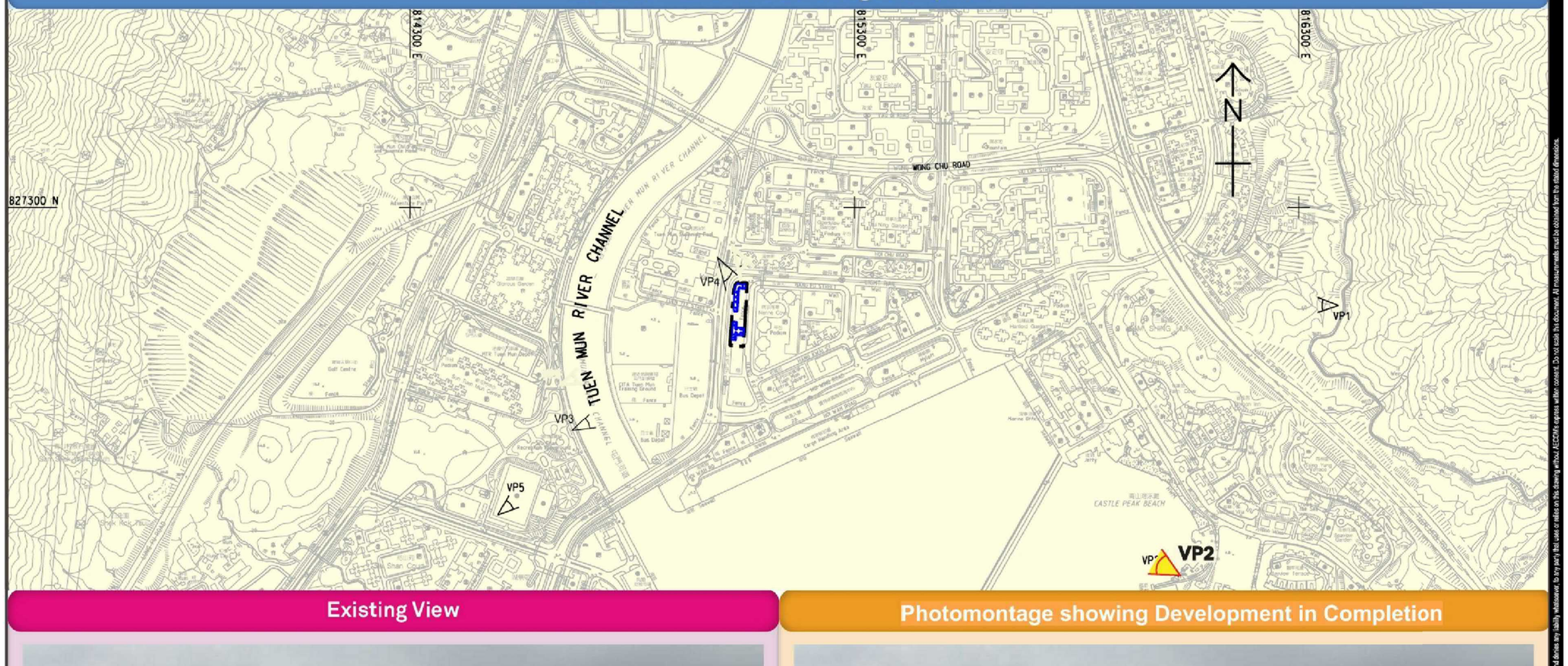
AGREEMENT NO. CE15/2015(CE)

SHEET TITLE

TTST Site Photomontage VP8

參考編號 REFERENCE No.	繪圖 DRAWING
M/TM/17/129	2c4

Location Plan of Photomontage Viewpoint



Existing View



Photomontage showing Development in Completion



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PRELIMINARY DEVELOPMENT REVIEW FOR HOUSING SITES AT TUEN MUN CENTRAL – FEASIBILITY STUDY

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SCALE — DIMENSION UNIT: METRES

KEY PLAN

PROJECT NO. 60436264 — AGREEMENT NO. CE15/2015(CE)

SHEET TITLE
Hang Fu Site
Photomontage
VP2

参考編號 REFERENCE No. M/TM/17/129 | 繪圖 DRAWING 2d1

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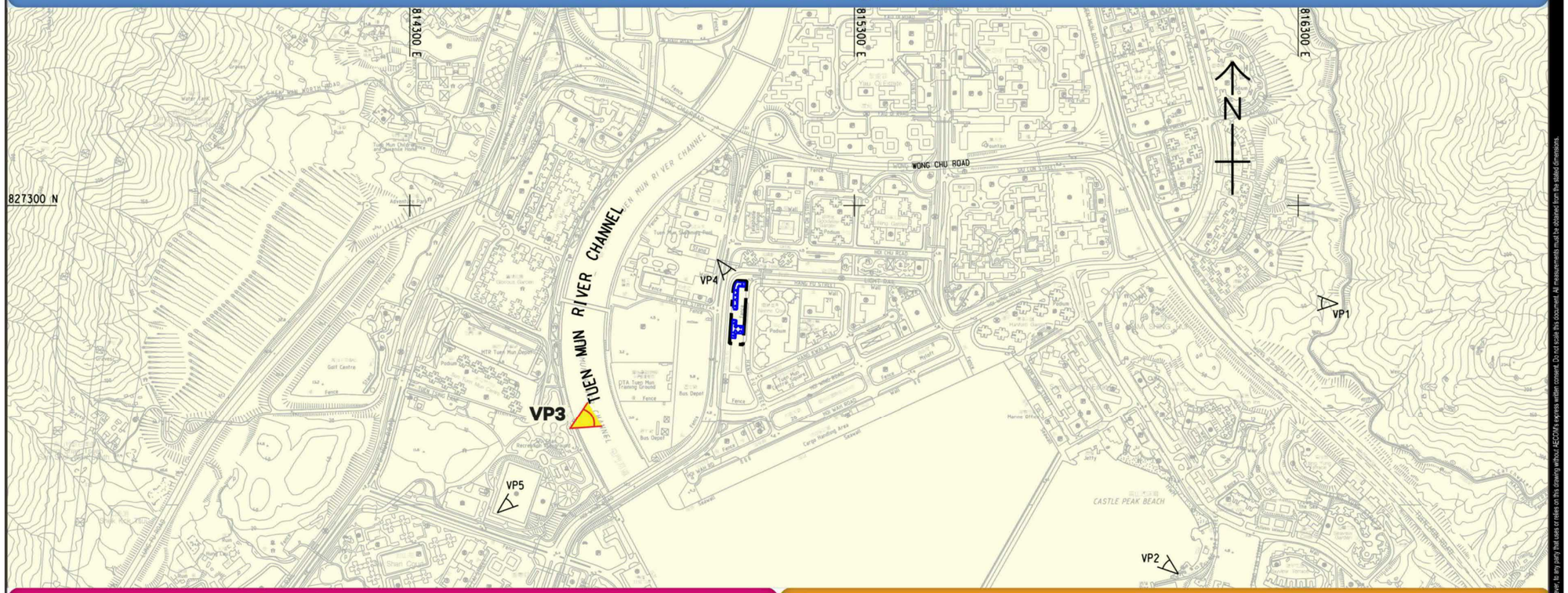
ISO A1 594mm x 841mm
Approved:
Checked:
Designer:
Project Management Initials:
Plot File by: YANGZQ 20170627
PATH: p:\projects\60436264\drawing\report\via\LVIA_755.dgn

ISO A1 594mm x 841mm

Project Management Initials: Designer: Checked: Approved:

Location Plan of Photomontage Viewpoint



Existing View



Photomontage showing Development in Completion



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SCALE 比例 — **DIMENSION UNIT** 尺寸單位: METRES

KEY PLAN

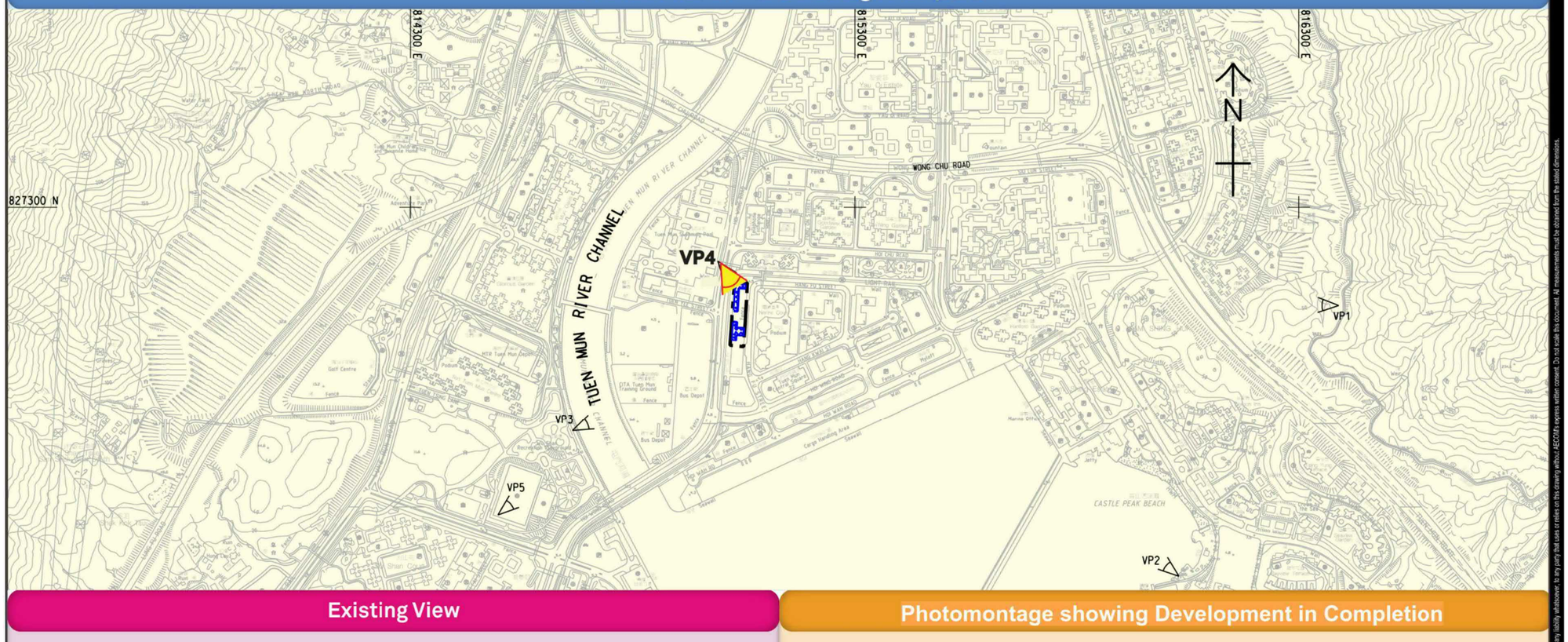
PROJECT NO. 60436264 — **AGREEMENT NO.** CE15/2015(CE)

SHEET TITLE
Hang Fu Site
Photomontage
VP3

Plot File by: YANGZQ 2017/9/27
PATH: p:\projects\60436264\drawing\report\visual\LVIA_755.dgn

參考編號 REFERENCE No.	繪圖 DRAWING
M/TM/17/129	2d2

Location Plan of Photomontage Viewpoint



Existing View



Photomontage showing Development in Completion



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SCALE 比例 [redacted]

DIMENSION UNIT 尺寸單位
METRES

KEY PLAN
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PROJECT NO. 項目編號
60436264

AGREEMENT NO. 協議書號
CE15/2015(CE)

SHEET TITLE
圖紙名稱

Hang Fu Site
Photomontage
VP4

Project Management Initials: Designer: Checked: Approved: ISO A1 594mm x 841mm

Plot File by: YANGZQ 2017/9/27
P:\11_projects\60436264\drawing\report\visial\LVIA_755.dgn

參考編號 REFERENCE No.	繪圖 DRAWING
M/TM/17/129	2d3

ISO A1 594mm x 841mm

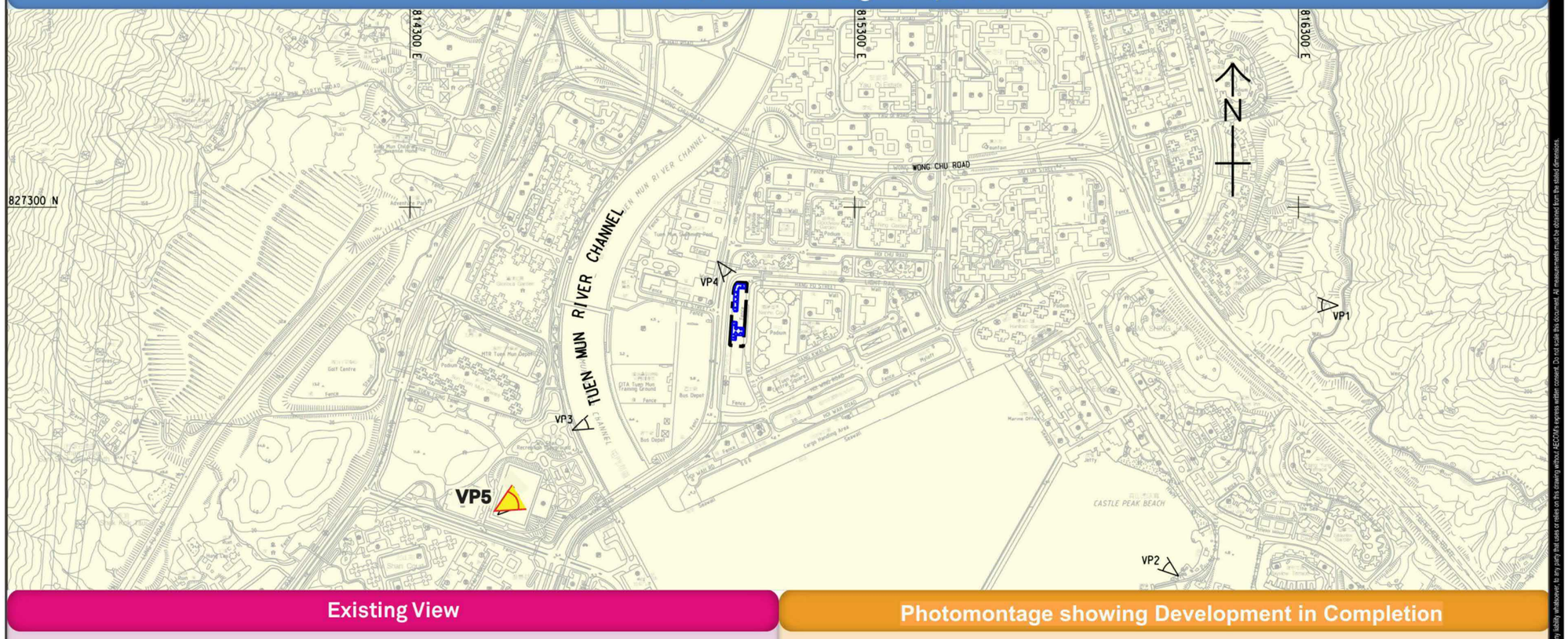
Approved:

Checked:

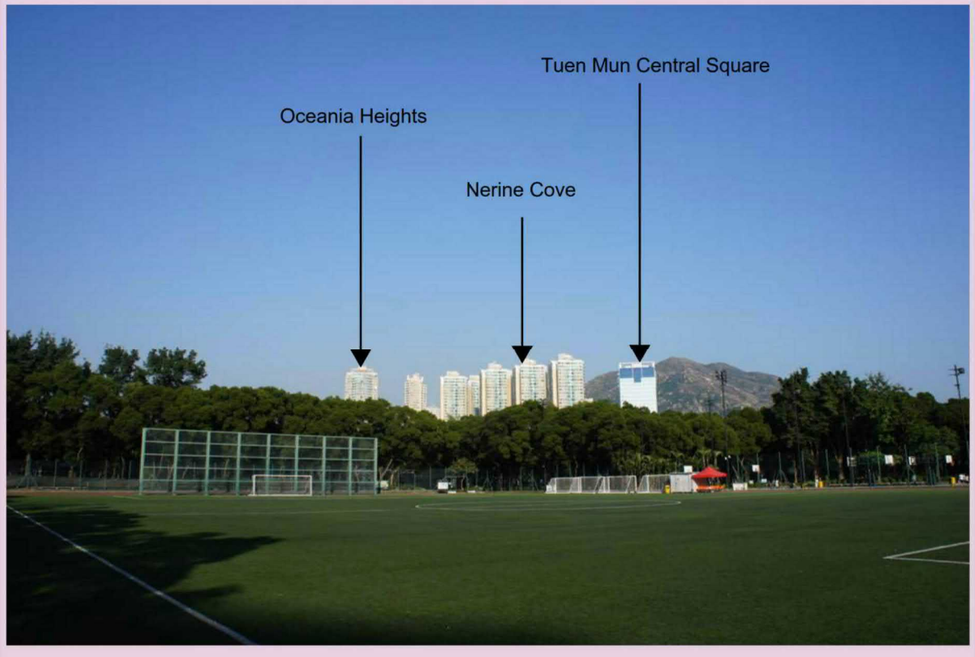
Designer:

Project Management Initials:

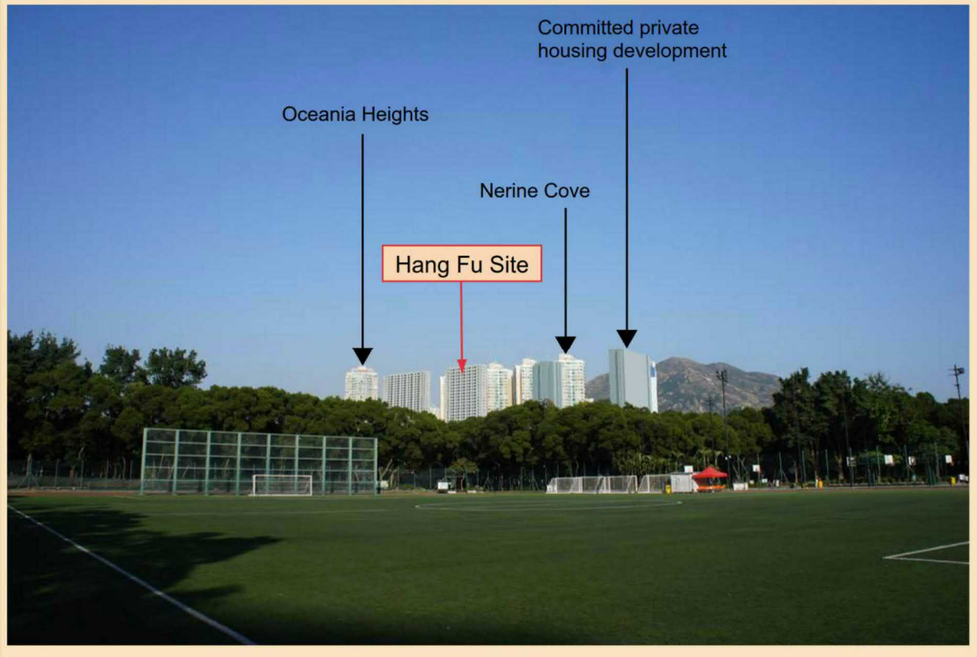
Location Plan of Photomontage Viewpoint



Existing View



Photomontage showing Development in Completion



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DIMENSION UNIT
尺寸單位
METRES

KEY PLAN
索引圖

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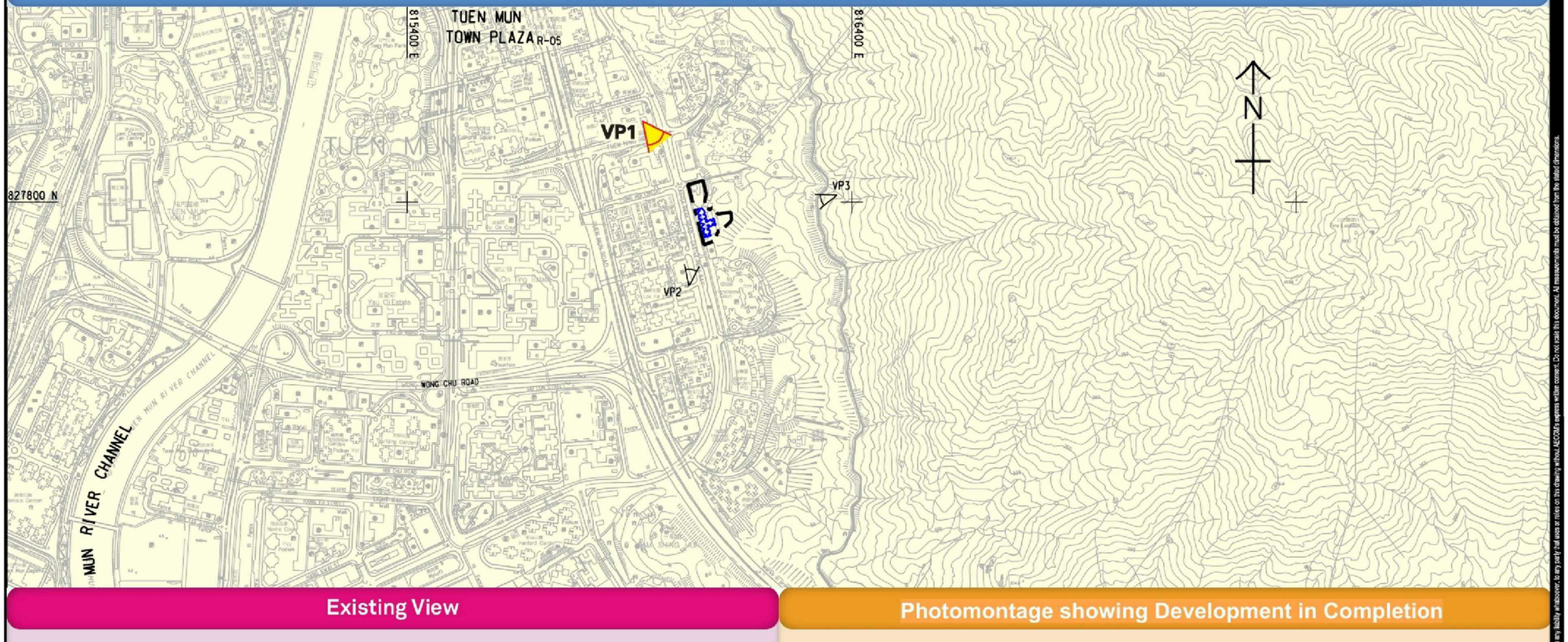
AGREEMENT NO.
協議編號
CE15/2015(CE)

SHEET TITLE
圖紙名稱
Hang Fu Site
Photomontage
VP5

Plot File by: YANGZQ 2017/9/27
PATH: p:\projects\60436264\drawing\report\visual\LVIA_755.dgn

參考編號 REFERENCE No.	繪圖 DRAWING
M/TM/17/129	2d4

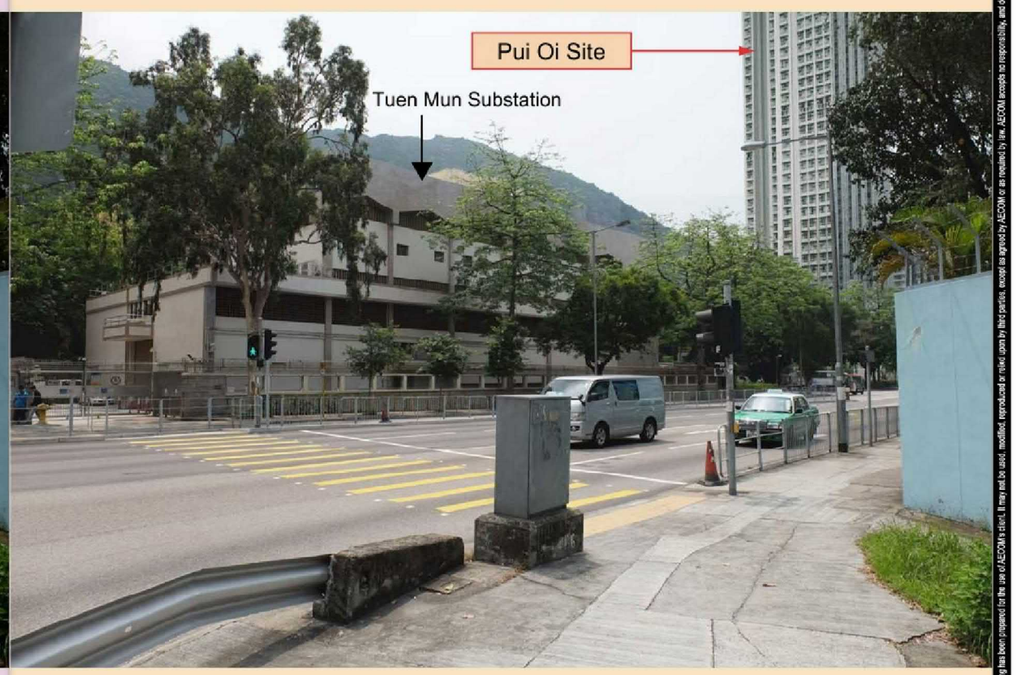
Location Plan of Photomontage Viewpoint



Existing View



Photomontage showing Development in Completion



Project Management Initials: Designer: Checked: Approved: ISO A1 594mm x 841mm

Plot File by: YANGZQ 2017/9/27
PATH: p:\projects\60436264\drawing\report\view\LVIA_f53.dgn

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AECOM

PROJECT
PRELIMINARY DEVELOPMENT REVIEW FOR HOUSING SITES AT TUEN MUN CENTRAL – FEASIBILITY STUDY

CLIENT
CEDD 土木工程拓展署 Civil Engineering and Development Department

CONSULTANT
AECOM Asia Company Ltd.
www.aecom.com

SUB-CONSULTANTS

ISSUE/REVISION

I/R	DATE	DESCRIPTION	CHK.

STATUS

SCALE — DIMENSION UNIT
METRES

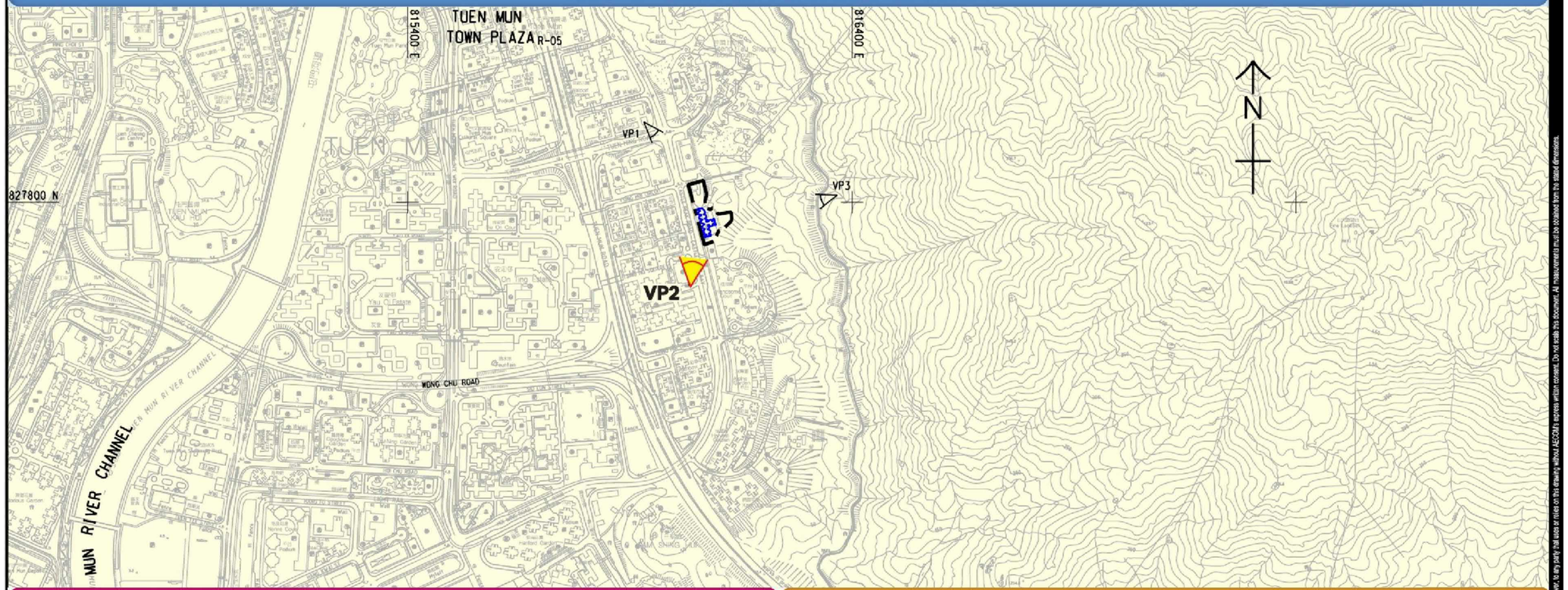
KEY PLAN

PROJECT NO. 60436264
AGREEMENT NO. CE15/2015(CE)

SHEET TITLE
Pui Oi Site
Photomontage
VP1

參考編號 REFERENCE No.	繪圖 DRAWING
M/TM/17/129	2e1

Location Plan of Photomontage Viewpoint



Existing View



Photomontage in Completion



AECOM

PROJECT

PRELIMINARY DEVELOPMENT REVIEW FOR HOUSING SITES AT TUEN MUN CENTRAL – FEASIBILITY STUDY

CLIENT

土木工程拓展署
CEDD Civil Engineering and Development Department

CONSULTANT

AECOM Asia Company Ltd.
www.aecom.com

SUB-CONSULTANTS

ISSUE/REVISION

I/R	DATE	DESCRIPTION	CHK.

STATUS

SCALE | **DIMENSION UNIT**

[redacted] METRES

KEY PLAN

PROJECT NO. 60436264

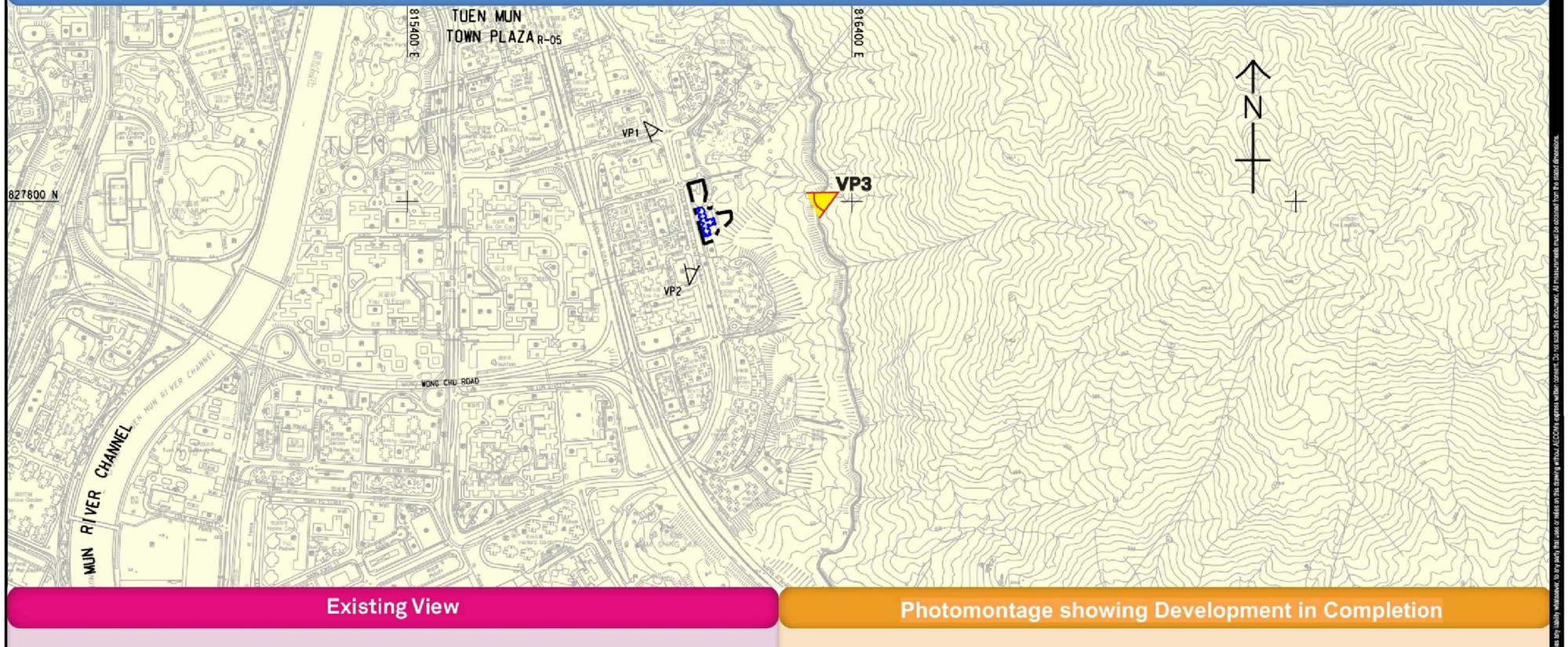
AGREEMENT NO. CE15/2015(CE)

SHEET TITLE

Pui Oi Site
Photomontage
VP2

參考編號 REFERENCE No.	繪圖 DRAWING
M/TM/17/129	2e2

Location Plan of Photomontage Viewpoint



Existing View



Photomontage showing Development in Completion



AECOM

PROJECT

PRELIMINARY DEVELOPMENT REVIEW FOR HOUSING SITES AT TUEN MUN CENTRAL – FEASIBILITY STUDY

CLIENT

土木工程拓展署
CEDD Civil Engineering and Development Department

CONSULTANT

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SUB-CONSULTANTS

ISSUE/REVISION

I/R	DATE	DESCRIPTION	CHK.

STATUS

SCALE | **DIMENSION UNIT**

METRES

KEY PLAN

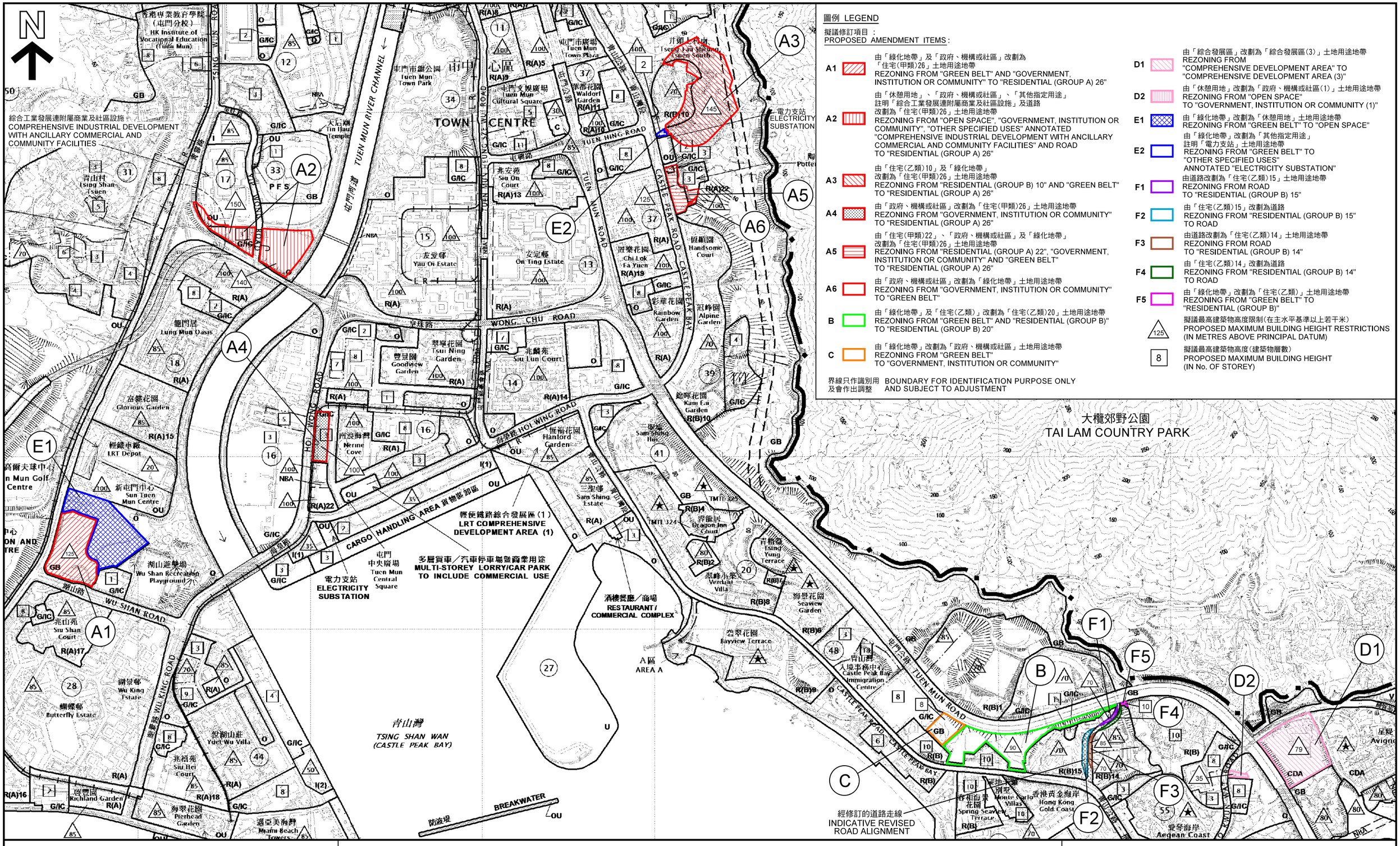
PROJECT NO. 60436264

AGREEMENT NO. CE15/2015(CE)

SHEET TITLE

Pui Oi Site
Photomontage
VP3

參考編號 REFERENCE No.	繪圖 DRAWING
M/TM/17/129	2e3



圖例 LEGEND

擬議修訂項目 ：
PROPOSED AMENDMENT ITEMS :

A1 由「綠化地帶」及「政府、機構或社區」改劃為「住宅(甲類)26」土地用途地帶
REZONING FROM "GREEN BELT" AND "GOVERNMENT, INSTITUTION OR COMMUNITY" TO "RESIDENTIAL (GROUP A) 26"

A2 由「休憩用地」、「政府、機構或社區」、「其他指定用途」註明「綜合工業發展連附屬商業及社區設施」及道路改劃為「住宅(甲類)26」土地用途地帶
REZONING FROM "OPEN SPACE", "GOVERNMENT, INSTITUTION OR COMMUNITY", "OTHER SPECIFIED USES" ANNOTATED "COMPREHENSIVE INDUSTRIAL DEVELOPMENT WITH ANCILLARY COMMERCIAL AND COMMUNITY FACILITIES" AND ROAD TO "RESIDENTIAL (GROUP A) 26"

A3 由「住宅(乙類)10」及「綠化地帶」改劃為「住宅(甲類)26」土地用途地帶
REZONING FROM "RESIDENTIAL (GROUP B) 10" AND "GREEN BELT" TO "RESIDENTIAL (GROUP A) 26"

A4 由「政府、機構或社區」改劃為「住宅(甲類)26」土地用途地帶
REZONING FROM "GOVERNMENT, INSTITUTION OR COMMUNITY" TO "RESIDENTIAL (GROUP A) 26"

A5 由「住宅(甲類)22」、「政府、機構或社區」及「綠化地帶」改劃為「住宅(甲類)26」土地用途地帶
REZONING FROM "RESIDENTIAL (GROUP A) 22", "GOVERNMENT, INSTITUTION OR COMMUNITY" AND "GREEN BELT" TO "RESIDENTIAL (GROUP A) 26"

A6 由「政府、機構或社區」改劃為「綠化地帶」土地用途地帶
REZONING FROM "GOVERNMENT, INSTITUTION OR COMMUNITY" TO "GREEN BELT"

B 由「綠化地帶」及「住宅(乙類)」改劃為「住宅(乙類)20」土地用途地帶
REZONING FROM "GREEN BELT" AND "RESIDENTIAL (GROUP B)" TO "RESIDENTIAL (GROUP B) 20"

C 由「綠化地帶」改劃為「政府、機構或社區」土地用途地帶
REZONING FROM "GREEN BELT" TO "GOVERNMENT, INSTITUTION OR COMMUNITY"

D1 由「綜合發展區」改劃為「綜合發展區(3)」土地用途地帶
REZONING FROM "COMPREHENSIVE DEVELOPMENT AREA" TO "COMPREHENSIVE DEVELOPMENT AREA (3)"

D2 由「休憩用地」改劃為「政府、機構或社區(1)」土地用途地帶
REZONING FROM "OPEN SPACE" TO "GOVERNMENT, INSTITUTION OR COMMUNITY (1)"

E1 由「綠化地帶」改劃為「休憩用地」土地用途地帶
REZONING FROM "GREEN BELT" TO "OPEN SPACE"

E2 由「綠化地帶」改劃為「其他指定用途」註明「電力支站」土地用途地帶
REZONING FROM "GREEN BELT" TO "OTHER SPECIFIED USES" ANNOTATED "ELECTRICITY SUBSTATION"

F1 由道路改劃為「住宅(乙類)15」土地用途地帶
REZONING FROM ROAD TO "RESIDENTIAL (GROUP B) 15"

F2 由「住宅(乙類)15」改劃為道路
REZONING FROM "RESIDENTIAL (GROUP B) 15" TO ROAD

F3 由道路改劃為「住宅(乙類)14」土地用途地帶
REZONING FROM ROAD TO "RESIDENTIAL (GROUP B) 14"

F4 由「住宅(乙類)14」改劃為道路
REZONING FROM "RESIDENTIAL (GROUP B) 14" TO ROAD

F5 由「綠化地帶」改劃為「住宅(乙類)」土地用途地帶
REZONING FROM "GREEN BELT" TO "RESIDENTIAL (GROUP B)"

125 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 METRES ABOVE PRINCIPAL DATUM)

8 擬議最高建築物高度(建築物層數)
PROPOSED MAXIMUM BUILDING HEIGHT (IN No. OF STOREY)

界線只作識別用及會作出調整 BOUNDARY FOR IDENTIFICATION PURPOSE ONLY AND SUBJECT TO ADJUSTMENT

本摘要圖於2017年10月4日擬備，
所根據的資料為於2015年2月10日
核准的分區計劃大綱圖編號 S/TM/33
EXTRACT PLAN PREPARED ON 4.10.2017
BASED ON OUTLINE ZONING PLAN No.
S/TM/33 APPROVED ON 10.2.2015

位置圖 LOCATION PLAN

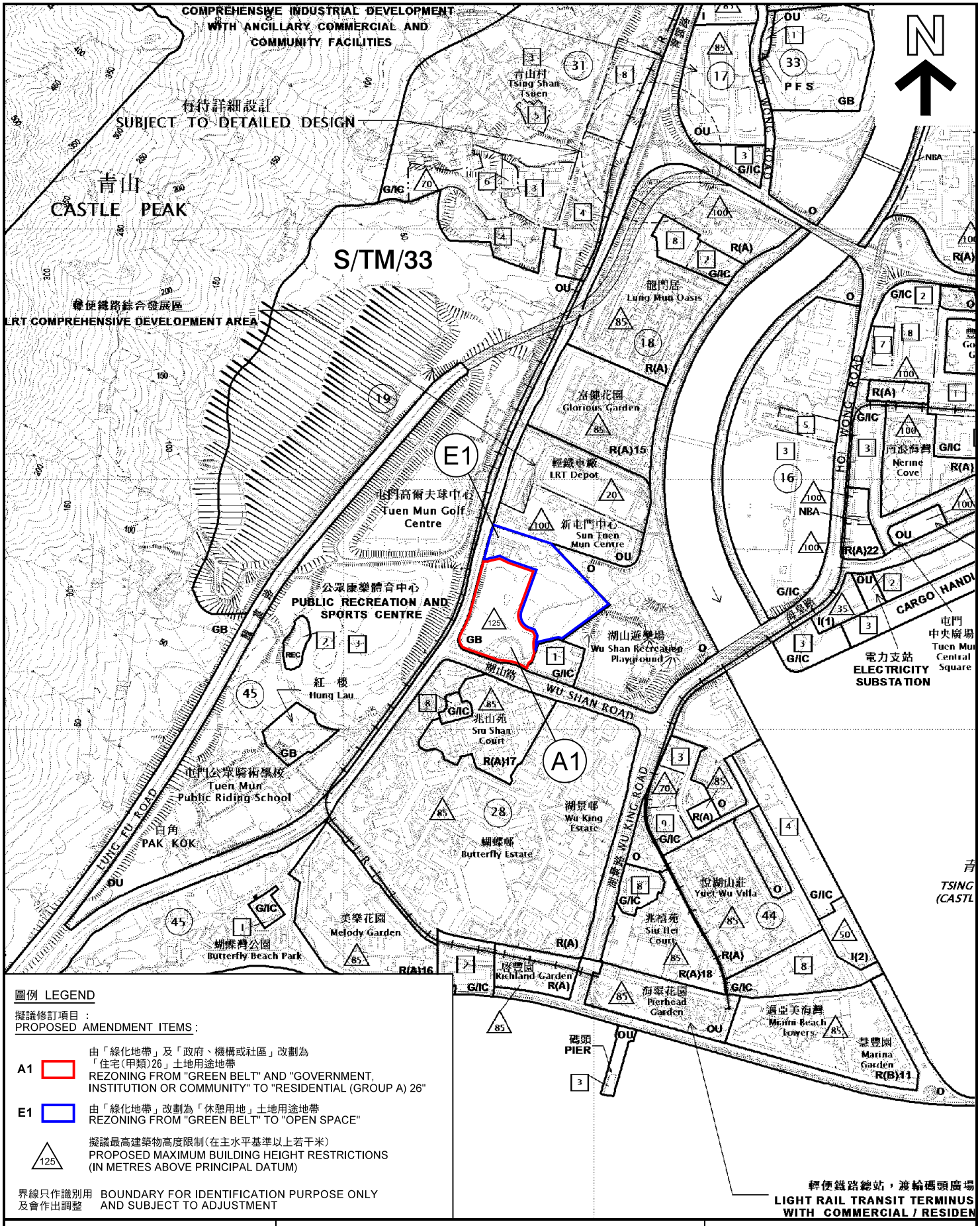
擬議修訂屯門分區計劃大綱核准圖編號 S/TM/33
PROPOSED AMENDMENTS TO THE APPROVED TUEN MUN OUTLINE ZONING PLAN No. S/TM/33

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/17/129

圖 PLAN
1



圖例 LEGEND

擬議修訂項目：
PROPOSED AMENDMENT ITEMS:

A1 由「綠化地帶」及「政府、機構或社區」改劃為「住宅(甲類)26」土地用途地帶
REZONING FROM "GREEN BELT" AND "GOVERNMENT, INSTITUTION OR COMMUNITY" TO "RESIDENTIAL (GROUP A) 26"

E1 由「綠化地帶」改劃為「休憩用地」土地用途地帶
REZONING FROM "GREEN BELT" TO "OPEN SPACE"

125 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 METRES ABOVE PRINCIPAL DATUM)

界線只作識別用及會作出調整 BOUNDARY FOR IDENTIFICATION PURPOSE ONLY AND SUBJECT TO ADJUSTMENT

本摘要圖於2017年10月3日擬備，
所根據的資料為於2015年2月10日
核准的分區計劃大綱圖編號 S/TM/33
EXTRACT PLAN PREPARED ON 3.10.2017
BASED ON OUTLINE ZONING PLAN No. S/TM/33 APPROVED ON 10.2.2015

位置圖 LOCATION PLAN

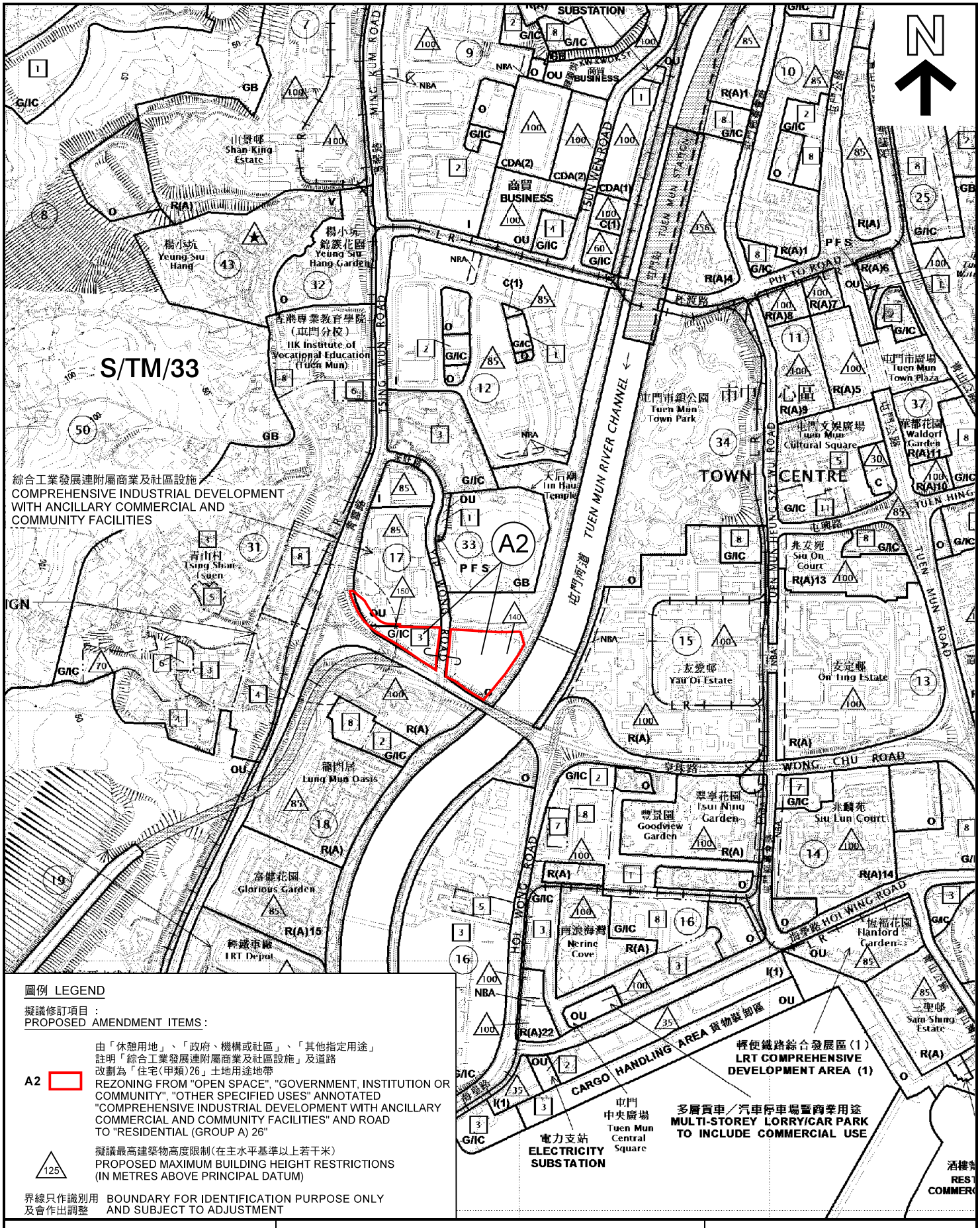
擬議修訂屯門分區計劃大綱核准圖編號 S/TM/33
修訂項目 A1 及 E1
PROPOSED AMENDMENTS TO THE APPROVED TUEN MUN OUTLINE ZONING PLAN No. S/TM/33
AMENDMENT ITEMS A1 & E1

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/17/129

圖 PLAN
1a



圖例 LEGEND

擬議修訂項目 ：
PROPOSED AMENDMENT ITEMS :

A2 由「休憩用地」、「政府、機構或社區」、「其他指定用途」註明「綜合工業發展連附屬商業及社區設施」及道路改劃為「住宅(甲類)26」土地用途地帶
REZONING FROM "OPEN SPACE", "GOVERNMENT, INSTITUTION OR COMMUNITY", "OTHER SPECIFIED USES" ANNOTATED "COMPREHENSIVE INDUSTRIAL DEVELOPMENT WITH ANCILLARY COMMERCIAL AND COMMUNITY FACILITIES" AND ROAD TO "RESIDENTIAL (GROUP A) 26"

125 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 METRES ABOVE PRINCIPAL DATUM)

界線只作識別用及會作出調整 BOUNDARY FOR IDENTIFICATION PURPOSE ONLY AND SUBJECT TO ADJUSTMENT

本摘要圖於2017年10月3日擬備，
所根據的資料為於2015年2月10日
核准的分區計劃大綱圖編號 S/TM/33
EXTRACT PLAN PREPARED ON 3.10.2017
BASED ON OUTLINE ZONING PLAN No.
S/TM/33 APPROVED ON 10.2.2015

位置圖 LOCATION PLAN

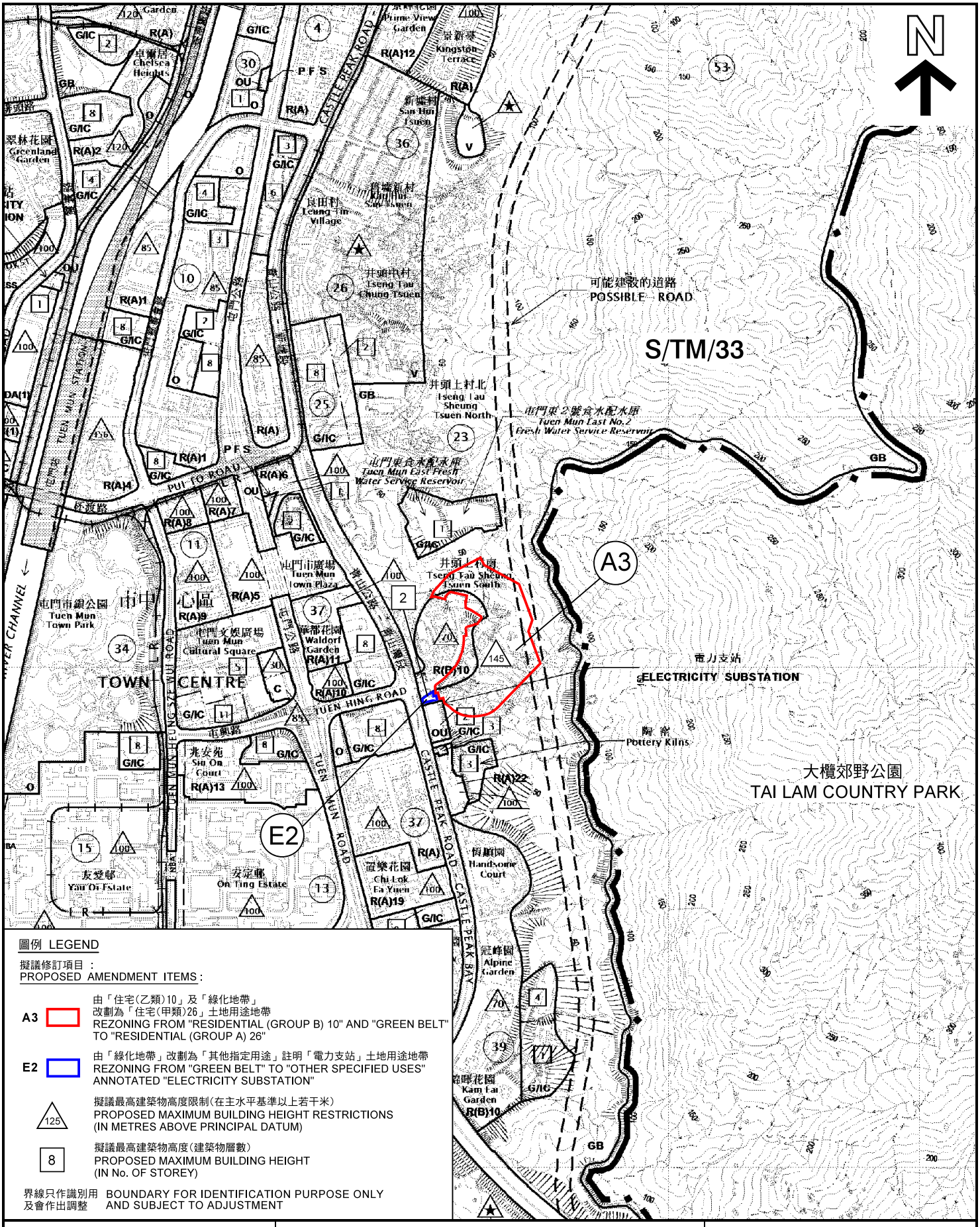
擬議修訂屯門分區計劃大綱核准圖編號 S/TM/33
修訂項目 A2
PROPOSED AMENDMENTS TO THE APPROVED
TUEN MUN OUTLINE ZONING PLAN No. S/TM/33
AMENDMENT ITEM A2

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/17/129

圖 PLAN
1b



圖例 LEGEND

擬議修訂項目 :
PROPOSED AMENDMENT ITEMS :

A3 由「住宅(乙類)10」及「綠化地帶」改劃為「住宅(甲類)26」土地用途地帶
REZONING FROM "RESIDENTIAL (GROUP B) 10" AND "GREEN BELT" TO "RESIDENTIAL (GROUP A) 26"

E2 由「綠化地帶」改劃為「其他指定用途」註明「電力支站」土地用途地帶
REZONING FROM "GREEN BELT" TO "OTHER SPECIFIED USES" ANNOTATED "ELECTRICITY SUBSTATION"

125 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 METRES ABOVE PRINCIPAL DATUM)

8 擬議最高建築物高度(建築物層數)
PROPOSED MAXIMUM BUILDING HEIGHT (IN No. OF STOREY)

界線只作識別用及會作出調整 BOUNDARY FOR IDENTIFICATION PURPOSE ONLY AND SUBJECT TO ADJUSTMENT

本摘要圖於2017年10月3日擬備，
所根據的資料為於2015年2月10日
核准的分區計劃大綱圖編號 S/TM/33
EXTRACT PLAN PREPARED ON 3.10.2017
BASED ON OUTLINE ZONING PLAN No.
S/TM/33 APPROVED ON 10.2.2015

位置圖 LOCATION PLAN

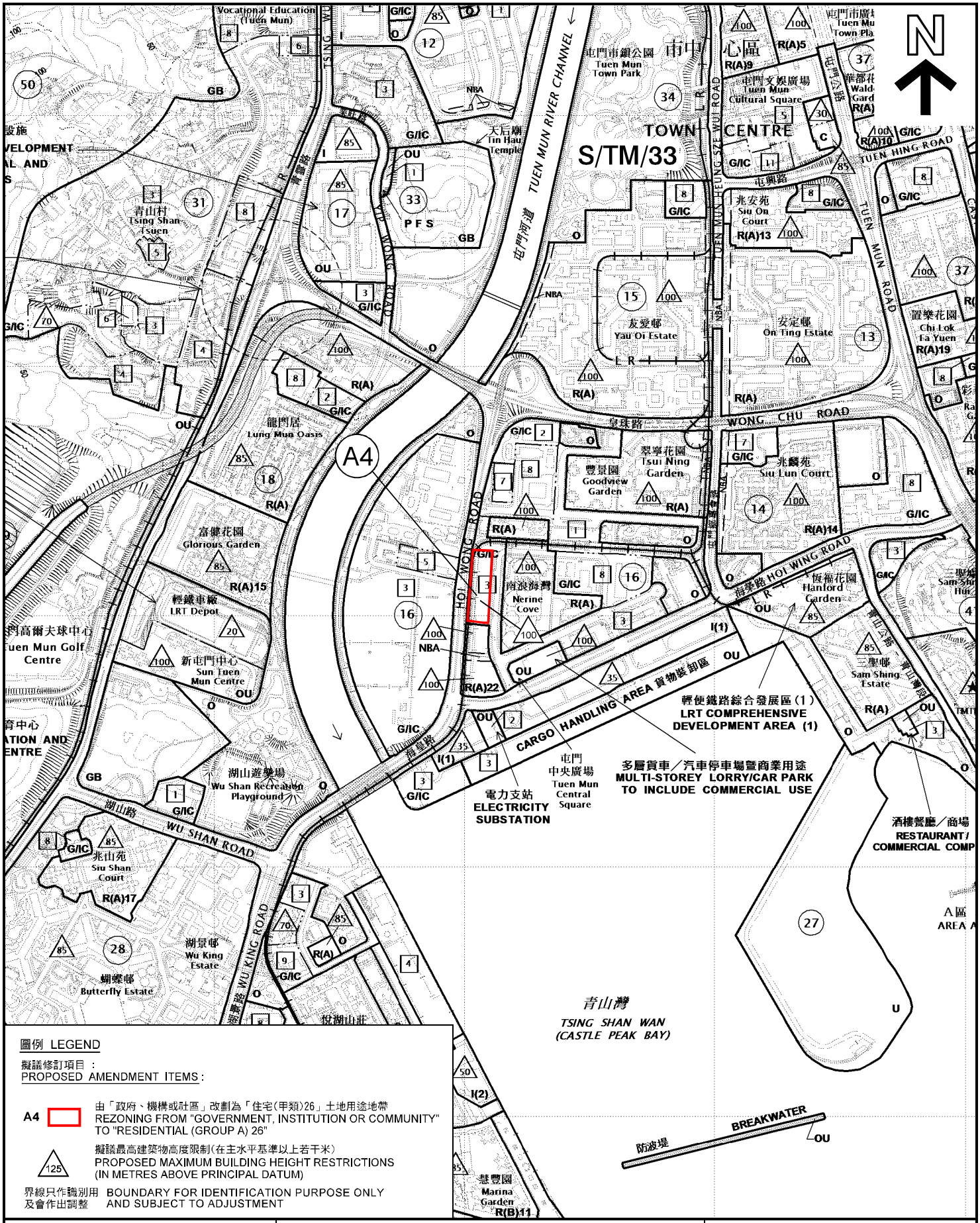
擬議修訂屯門分區計劃大綱核准圖編號 S/TM/33
修訂項目 A3 及 E2
PROPOSED AMENDMENTS TO THE APPROVED
TUEN MUN OUTLINE ZONING PLAN No. S/TM/33
AMENDMENT ITEMS A3 & E2

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/17/129

圖 PLAN
1c



圖例 LEGEND

擬議修訂項目：
PROPOSED AMENDMENT ITEMS:

A4 由「政府、機構或社區」改劃為「住宅(甲類)26」土地用途地帶
REZONING FROM "GOVERNMENT, INSTITUTION OR COMMUNITY" TO "RESIDENTIAL (GROUP A) 26"

125 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 METRES ABOVE PRINCIPAL DATUM)

界線只作識別用及會作出調整 BOUNDARY FOR IDENTIFICATION PURPOSE ONLY AND SUBJECT TO ADJUSTMENT

本摘要圖於2017年9月21日擬備，
所根據的資料為於2015年2月10日
核准的分區計劃大綱圖編號 S/TM/33
EXTRACT PLAN PREPARED ON 21.9.2017
BASED ON OUTLINE ZONING PLAN No. S/TM/33 APPROVED ON 10.2.2015

位置圖 LOCATION PLAN

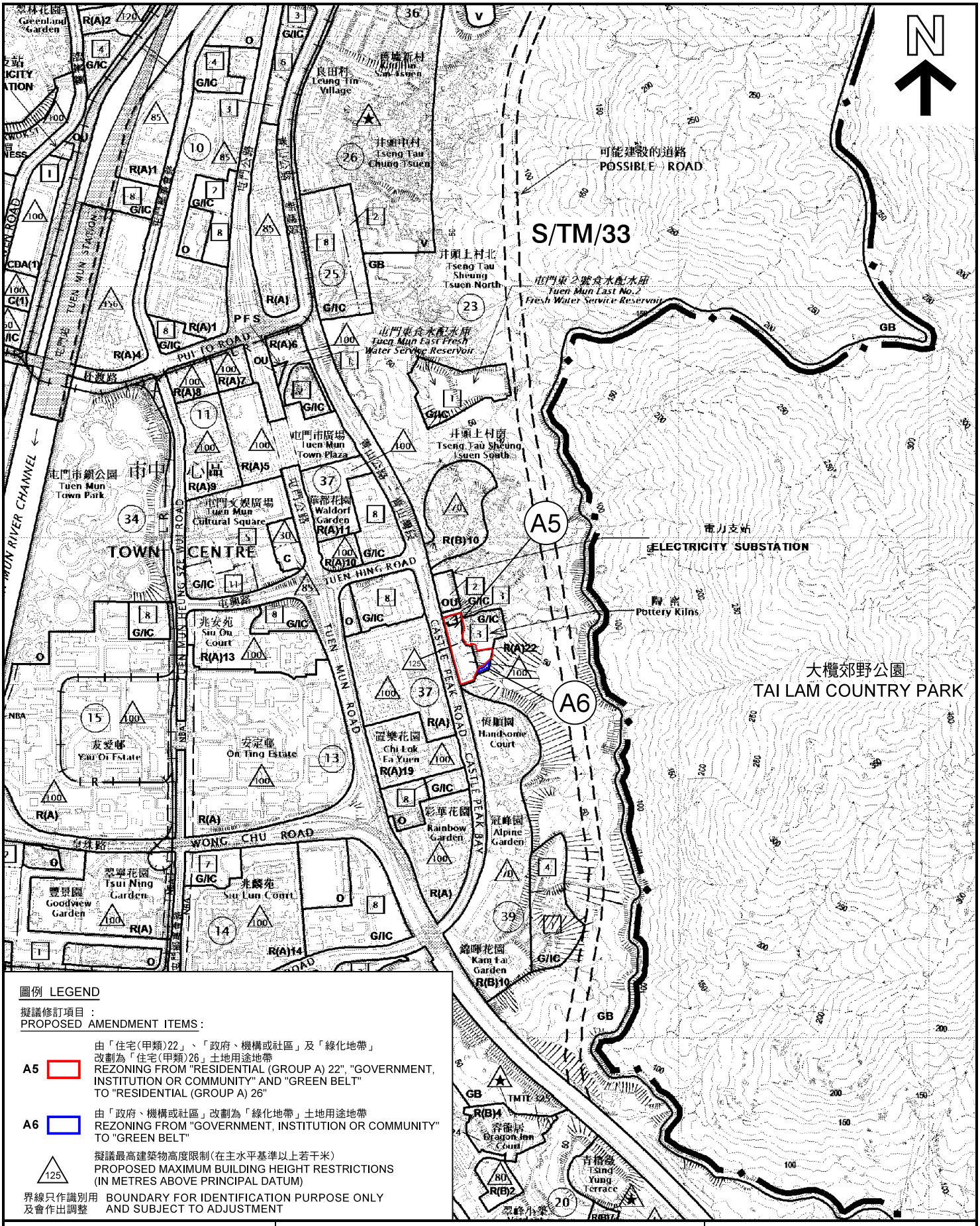
擬議修訂屯門分區計劃大綱核准圖編號 S/TM/33
修訂項目 A4
PROPOSED AMENDMENTS TO THE APPROVED TUEN MUN OUTLINE ZONING PLAN No. S/TM/33
AMENDMENT ITEM A4

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/17/129

圖 PLAN
1d



圖例 LEGEND

擬議修訂項目：
PROPOSED AMENDMENT ITEMS:

A5 由「住宅(甲類)22」、「政府、機構或社區」及「綠化地帶」改劃為「住宅(甲類)26」土地用途地帶
REZONING FROM "RESIDENTIAL (GROUP A) 22", "GOVERNMENT, INSTITUTION OR COMMUNITY" AND "GREEN BELT" TO "RESIDENTIAL (GROUP A) 26"

A6 由「政府、機構或社區」改劃為「綠化地帶」土地用途地帶
REZONING FROM "GOVERNMENT, INSTITUTION OR COMMUNITY" TO "GREEN BELT"

125 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 METRES ABOVE PRINCIPAL DATUM)

界線只作識別用及會作出調整 BOUNDARY FOR IDENTIFICATION PURPOSE ONLY AND SUBJECT TO ADJUSTMENT

本摘要圖於2017年10月3日擬備，
所根據的資料為於2015年2月10日
核准的分區計劃大綱圖編號 S/TM/33
EXTRACT PLAN PREPARED ON 3.10.2017
BASED ON OUTLINE ZONING PLAN No.
S/TM/33 APPROVED ON 10.2.2015

位置圖 LOCATION PLAN

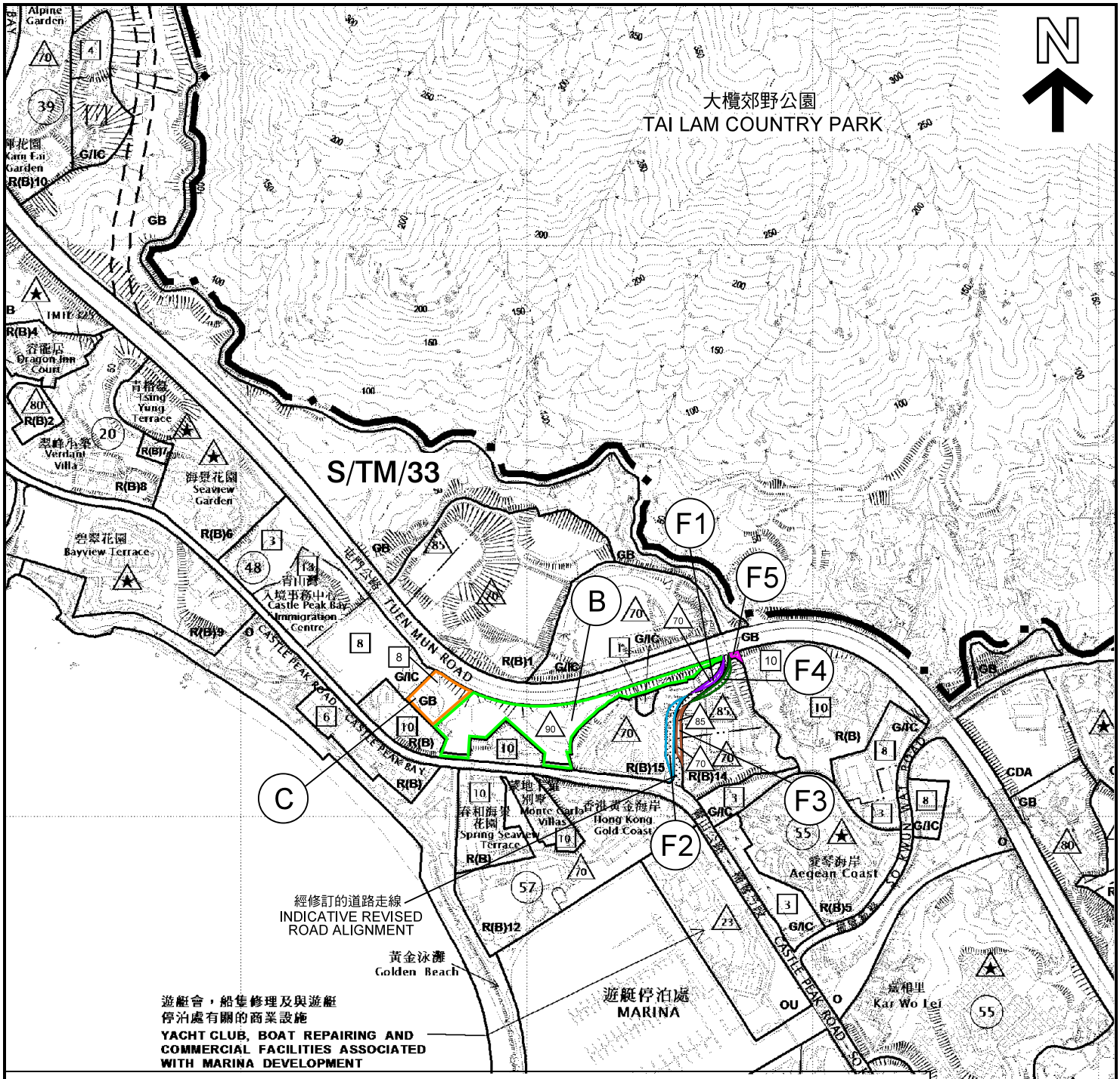
擬議修訂屯門分區計劃大綱核准圖編號 S/TM/33
修訂項目 A5 及 A6
PROPOSED AMENDMENTS TO THE APPROVED TUEN MUN OUTLINE ZONING PLAN No. S/TM/33
AMENDMENT ITEMS A5 & A6

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/17/129

圖 PLAN
1e



圖例 LEGEND

擬議修訂項目：
PROPOSED AMENDMENT ITEMS:

B — 由「綠化地帶」及「住宅(乙類)」改劃為「住宅(乙類)20」土地用途地帶
REZONING FROM "GREEN BELT" AND "RESIDENTIAL (GROUP B)" TO "RESIDENTIAL (GROUP B) 20"

C — 由「綠化地帶」改劃為「政府、機構或社區」土地用途地帶
REZONING FROM "GREEN BELT" TO "GOVERNMENT, INSTITUTION OR COMMUNITY"

125 — 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 METRES ABOVE PRINCIPAL DATUM)

8 — 擬議最高建築物高度(建築物層數)
PROPOSED MAXIMUM BUILDING HEIGHT (IN No. OF STOREY)

界線只作識別用及會作出調整 BOUNDARY FOR IDENTIFICATION PURPOSE ONLY AND SUBJECT TO ADJUSTMENT

F1 — 由道路改劃為「住宅(乙類)15」土地用途地帶
REZONING FROM ROAD TO "RESIDENTIAL (GROUP B) 15"

F2 — 由「住宅(乙類)15」改劃為道路
REZONING FROM "RESIDENTIAL (GROUP B) 15" TO ROAD

F3 — 由道路改劃為「住宅(乙類)14」土地用途地帶
REZONING FROM ROAD TO "RESIDENTIAL (GROUP B) 14"

F4 — 由「住宅(乙類)14」改劃為道路
REZONING FROM "RESIDENTIAL (GROUP B) 14" TO ROAD

F5 — 由「綠化地帶」改劃為「住宅(乙類)」土地用途地帶
REZONING FROM "GREEN BELT" TO "RESIDENTIAL (GROUP B)"

本摘要圖於2017年10月4日擬備，
所根據的資料為於2015年2月10日
核准的分區計劃大綱圖編號 S/TM/33
EXTRACT PLAN PREPARED ON 4.10.2017
BASED ON OUTLINE ZONING PLAN No. S/TM/33 APPROVED ON 10.2.2015

位置圖 LOCATION PLAN

擬議修訂屯門分區計劃大綱核准圖編號 S/TM/33
修訂項目 B、C、F1、F2、F3、F4 及 F5
PROPOSED AMENDMENTS TO THE APPROVED TUEN MUN OUTLINE ZONING PLAN No. S/TM/33
AMENDMENT ITEMS B, C, F1, F2, F3, F4 & F5

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/17/129

圖 PLAN
1f



圖例 LEGEND

擬議修訂項目：
PROPOSED AMENDMENT ITEMS:

D1 由「綜合發展區」改劃為「綜合發展區(3)」土地用途地帶
REZONING FROM "COMPREHENSIVE DEVELOPMENT AREA" TO "COMPREHENSIVE DEVELOPMENT AREA (3)"

125 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 METRES ABOVE PRINCIPAL DATUM)

界線只作識別用及會作出調整 BOUNDARY FOR IDENTIFICATION PURPOSE ONLY AND SUBJECT TO ADJUSTMENT

本摘要圖於2017年10月3日擬備，
所根據的資料為於2015年2月10日
核准的分區計劃大綱圖編號 S/TM/33
EXTRACT PLAN PREPARED ON 3.10.2017
BASED ON OUTLINE ZONING PLAN No.
S/TM/33 APPROVED ON 10.2.2015

位置圖 LOCATION PLAN

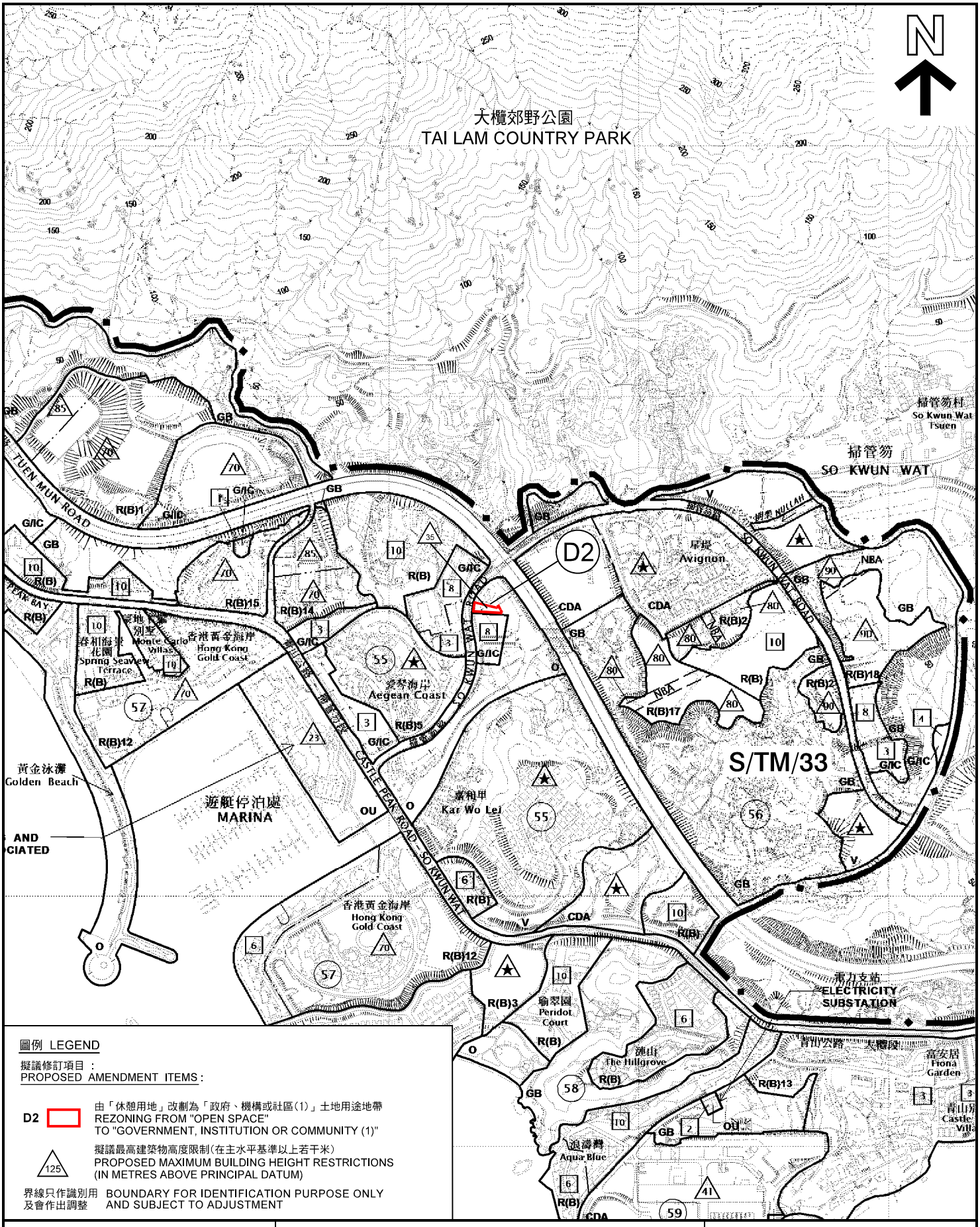
擬議修訂屯門分區計劃大綱核准圖編號 S/TM/33
修訂項目 D1
PROPOSED AMENDMENTS TO THE APPROVED
TUEN MUN OUTLINE ZONING PLAN No. S/TM/33
AMENDMENT ITEM D1

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/17/129

圖 PLAN
1g



圖例 LEGEND

擬議修訂項目：
PROPOSED AMENDMENT ITEMS:

D2 — 由「休憩用地」改劃為「政府、機構或社區(1)」土地用途地帶
REZONING FROM "OPEN SPACE"
TO "GOVERNMENT, INSTITUTION OR COMMUNITY (1)"

125 — 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 METRES ABOVE PRINCIPAL DATUM)

界線只作識別用及會作出調整 BOUNDARY FOR IDENTIFICATION PURPOSE ONLY AND SUBJECT TO ADJUSTMENT

本摘要圖於2017年10月3日擬備，
所根據的資料為於2015年2月10日
核准的分區計劃大綱圖編號 S/TM/33
EXTRACT PLAN PREPARED ON 3.10.2017
BASED ON OUTLINE ZONING PLAN No.
S/TM/33 APPROVED ON 10.2.2015

位置圖 LOCATION PLAN

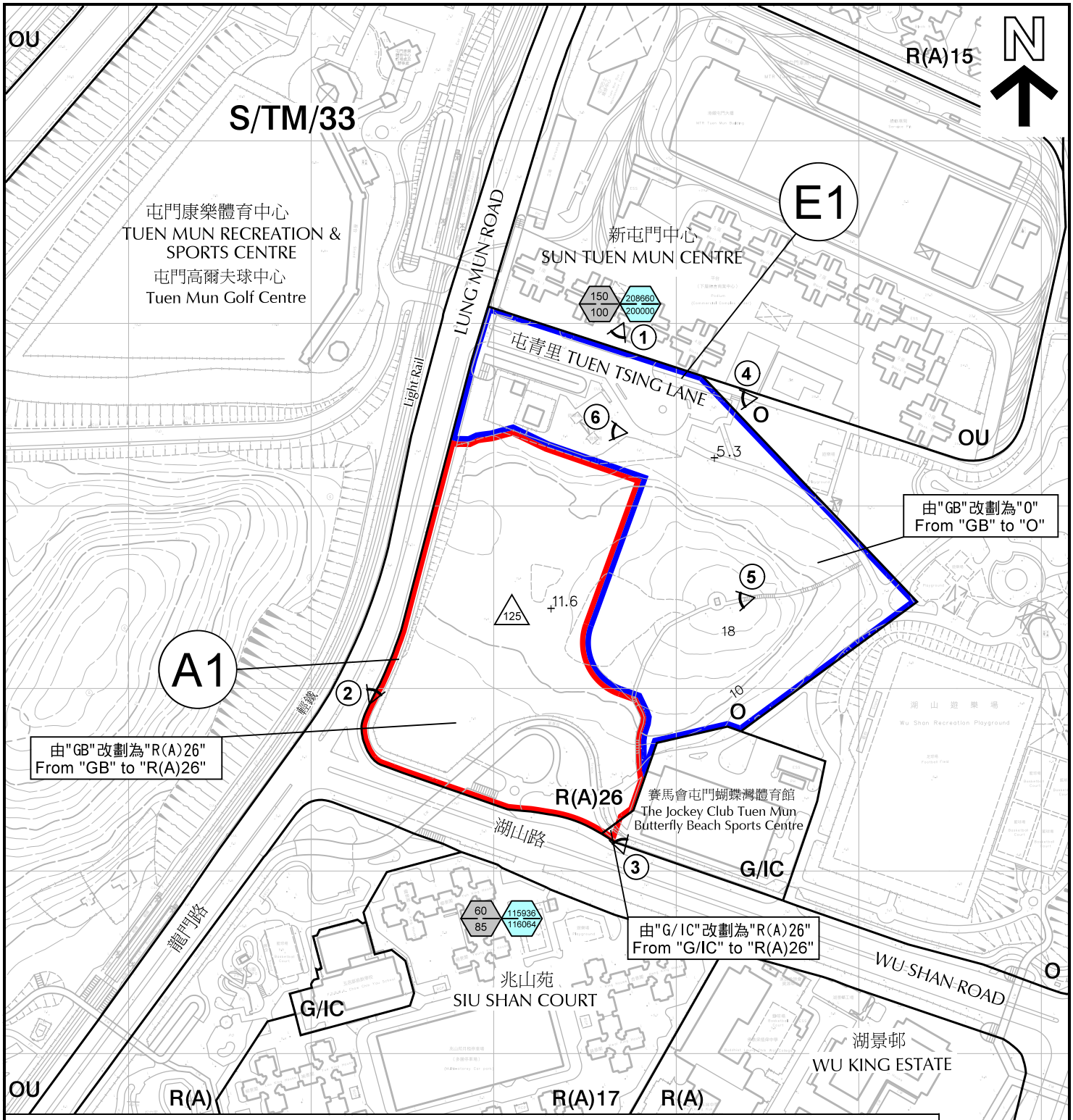
擬議修訂屯門分區計劃大綱核准圖編號 S/TM/33
修訂項目 D2
PROPOSED AMENDMENTS TO THE APPROVED
TUEN MUN OUTLINE ZONING PLAN No. S/TM/33
AMENDMENT ITEM D2

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/17/129

圖 PLAN
1h



圖例 LEGEND

- 項目 A1 ITEM A1
- 項目 E1 ITEM E1
- ①◁ 實地照片的觀景點 VIEWING POINT OF SITE PHOTO
- 界線只作識別用及會作出調整 BOUNDARY FOR IDENTIFICATION PURPOSE ONLY AND SUBJECT TO ADJUSTMENT
- 80 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)
- 18227 / 17629 現有住用建築樓面面積(平方米) EXISTING DOMESTIC GROSS FLOOR AREA (in m^2) / 分區計劃大綱圖上列明之最大建築樓面面積(平方米) MAXIMUM GROSS FLOOR AREA UNDER OZP (in m^2)
- 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)

本摘要圖於2017年9月26日擬備，所根據的資料為測量圖編號 5-SE-15A、5-SE-15B、5-SE-15C、5-SE-15D 及 5-SE-20B
EXTRACT PLAN PREPARED ON 26.9.2017 SURVEY SHEETS No. 5-SE-15A, 5-SE-15B, 5-SE-15C, 5-SE-15D & 5-SE-20B

平面圖 SITE PLAN

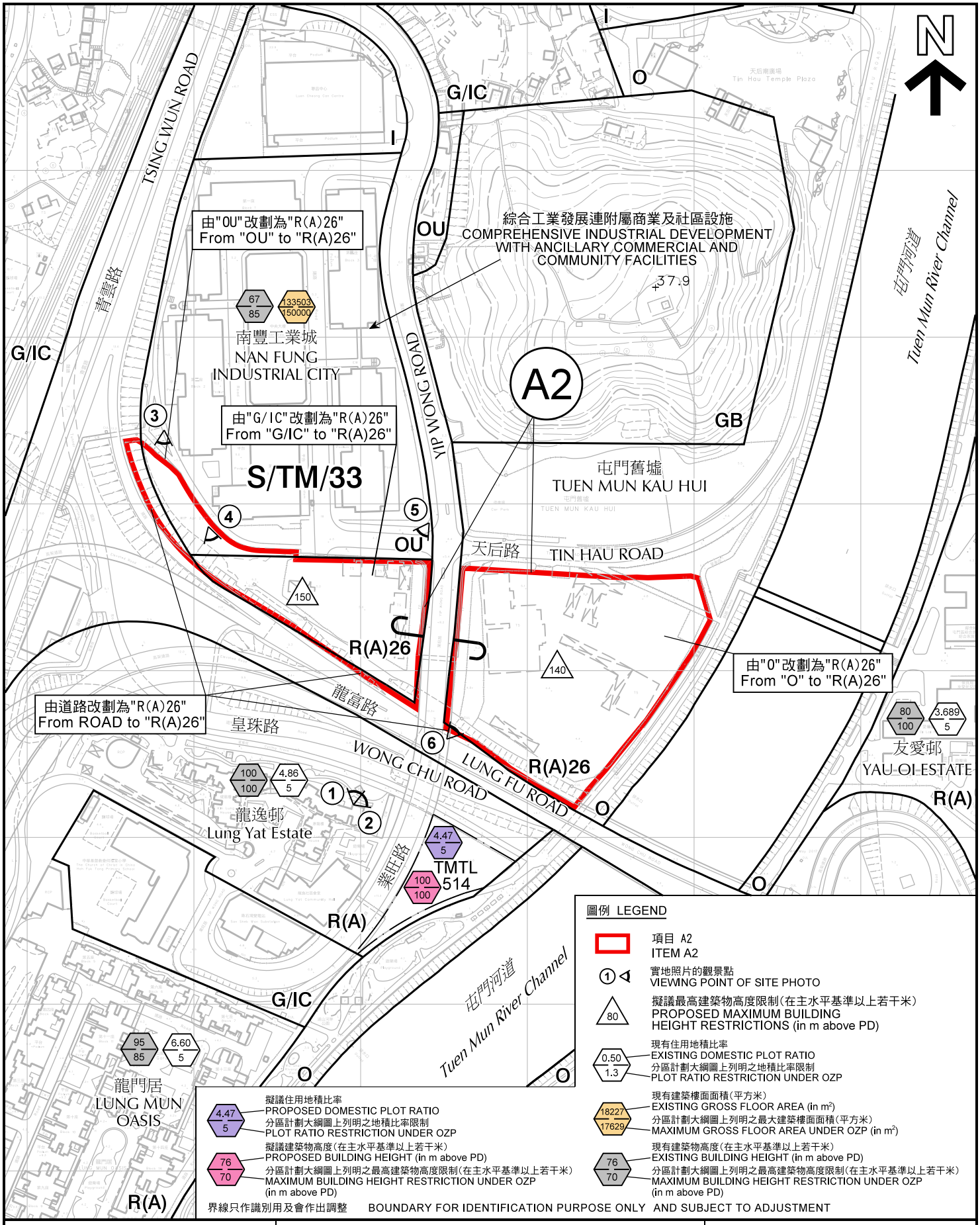
擬議修訂屯門分區計劃大綱核准圖編號 S/TM/33
修訂項目 A1 及 E1
PROPOSED AMENDMENTS TO THE APPROVED TUEN MUN OUTLINE ZONING PLAN No. S/TM/33
AMENDMENT ITEMS A1 & E1

SCALE 1 : 3 000 比例尺
米 METRES 50 0 50 100 米 METRES

規劃署
PLANNING DEPARTMENT

參考編號 REFERENCE No. M/TM/17/129

圖 PLAN 2a



圖例 LEGEND

- 項目 A2 / ITEM A2
- 實地照片的觀景點 / VIEWING POINT OF SITE PHOTO
- 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)
- 現有住用地積比率 / EXISTING DOMESTIC PLOT RATIO
- 分區計劃大綱圖上列明之地積比率限制 / PLOT RATIO RESTRICTION UNDER OZP
- 現有建築樓面面積(平方米) / EXISTING GROSS FLOOR AREA (in m^2)
- 分區計劃大綱圖上列明之最大建築樓面面積(平方米) / MAXIMUM GROSS FLOOR AREA UNDER OZP (in m^2)
- 擬議住用地積比率 / PROPOSED DOMESTIC PLOT RATIO
- 分區計劃大綱圖上列明之地積比率限制 / PLOT RATIO RESTRICTION UNDER OZP
- 擬議建築物高度(在主水平基準以上若干米) / PROPOSED 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)
- 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)

界線只作識別用及會作出調整 BOUNDARY FOR IDENTIFICATION PURPOSE ONLY AND SUBJECT TO ADJUSTMENT

本摘要圖於2017年9月28日擬備，所根據的資料為測量圖編號 5-SE-10D、5-SE-15B、6-SW-6C 及 6-SW-11A
EXTRACT PLAN PREPARED ON 28.9.2017 BASED ON SURVEY SHEETS No. 5-SE-10D, 5-SE-15B, 6-SW-6C AND 6-SW-11A

平面圖 SITE PLAN

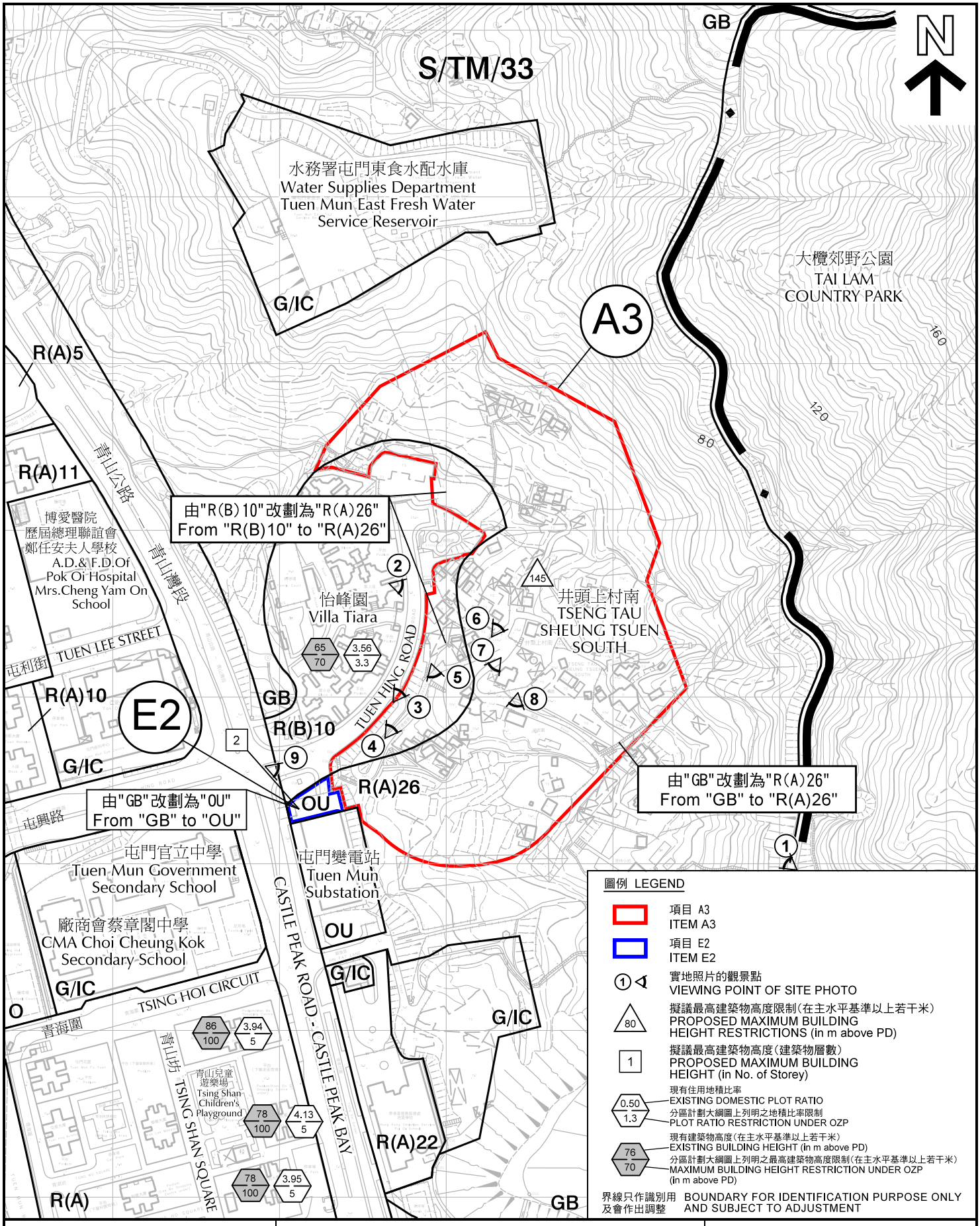
擬議修訂屯門分區計劃大綱核准圖編號 S/TM/33
修訂項目 A2
PROPOSED AMENDMENTS TO THE APPROVED TUEN MUN OUTLINE ZONING PLAN No. S/TM/33 AMENDMENT ITEM A2

SCALE 1 : 3 000 比例尺
米 METRES 50 0 50 100 米 METRES

規劃署
PLANNING DEPARTMENT

參考編號 REFERENCE No. M/TM/17/129

圖 PLAN 2b



本摘要圖於2017年10月3日擬備，所根據的資料為測量圖編號 6-SW-6B 及 6-SW-6D
EXTRACT PLAN PREPARED ON 3.10.2017
BASED ON SURVEY SHEETS No.
6-SW-6B AND 6-SW-6D

平面圖 SITE PLAN

擬議修訂屯門分區計劃大綱核准圖編號 S/TM/33
修訂項目 A3 及 E2

PROPOSED AMENDMENTS TO THE APPROVED
TUEN MUN OUTLINE ZONING PLAN No. S/TM/33
AMENDMENT ITEMS A3 & E2

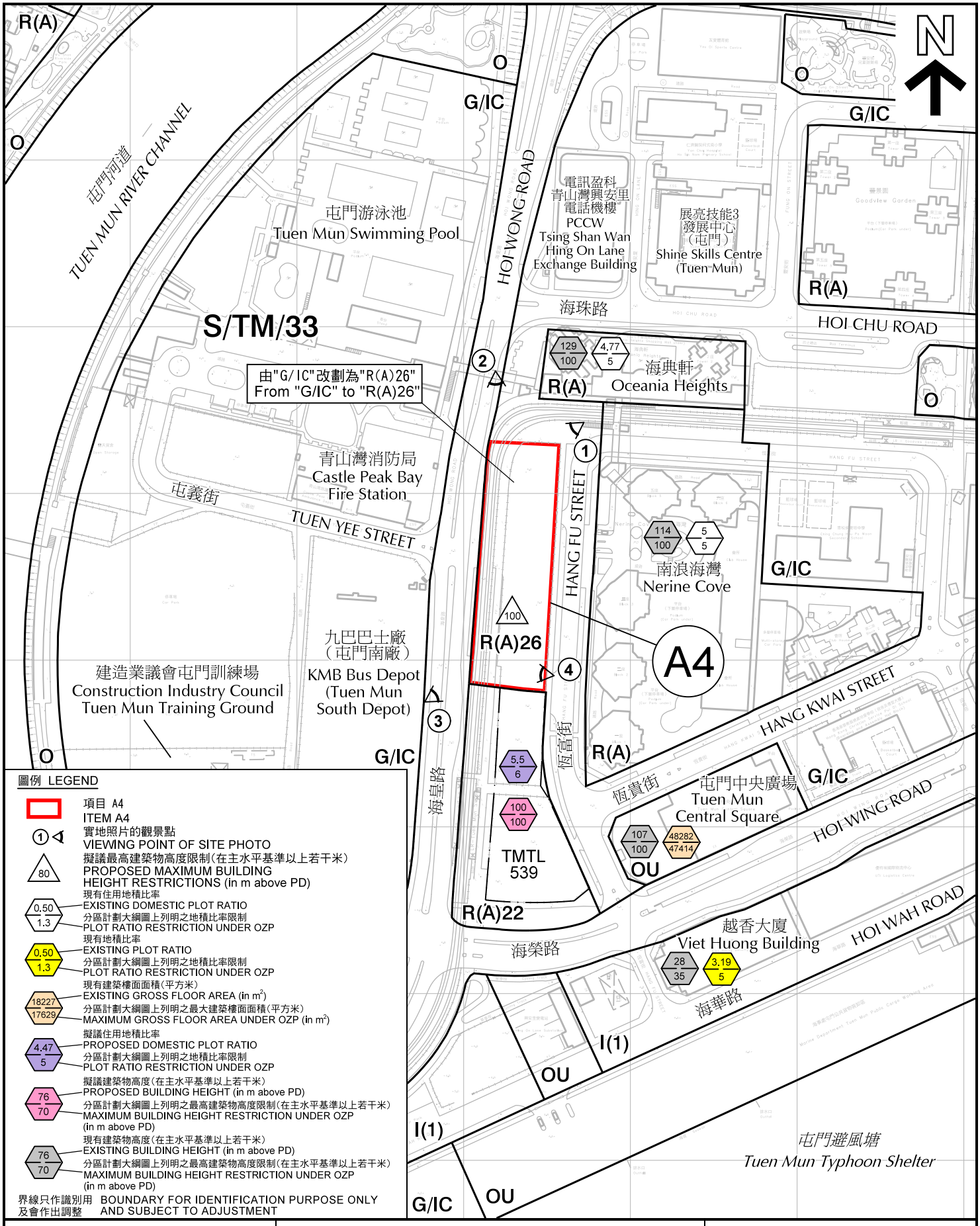
SCALE 1 : 3 000 比例尺

米 METRES 50 0 50 100 米 METRES

規劃署
PLANNING
DEPARTMENT

參考編號
REFERENCE No.
M/TM/17/129

圖 PLAN
2c



圖例 LEGEND

- 項目 A4 ITEM A4
- ① 實地照片的觀景點 VIEWING POINT OF SITE PHOTO
- 80 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)
- 0.50 / 1.3 現有住用地積比率 EXISTING DOMESTIC PLOT RATIO; 分區計劃大綱圖上列明之地積比率限制 PLOT RATIO RESTRICTION UNDER OZP
- 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
- 18227 / 17629 現有建築樓面面積(平方米) EXISTING GROSS FLOOR AREA (in m^2); 分區計劃大綱圖上列明之最大建築樓面面積(平方米) MAXIMUM GROSS FLOOR AREA UNDER OZP (in m^2)
- 4.47 / 5 擬議住用地積比率 PROPOSED DOMESTIC PLOT RATIO; 分區計劃大綱圖上列明之地積比率限制 PLOT RATIO RESTRICTION UNDER OZP
- 76 / 70 擬議建築物高度(在主水平基準以上若干米) PROPOSED 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)
- 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)

界線只作識別用及會作出調整 BOUNDARY FOR IDENTIFICATION PURPOSE ONLY AND SUBJECT TO ADJUSTMENT

本摘要圖於2017年10月6日擬備，所根據的資料為測量圖編號 5-SE-15B、5-SE-15D、6-SW-11A 及 6-SW-11C
EXTRACT PLAN PREPARED ON 6.10.2017 BASED ON SURVEY SHEETS No. 5-SE-15B, 5-SE-15D, 6-SW-11A AND 6-SW-11C

平面圖 SITE PLAN

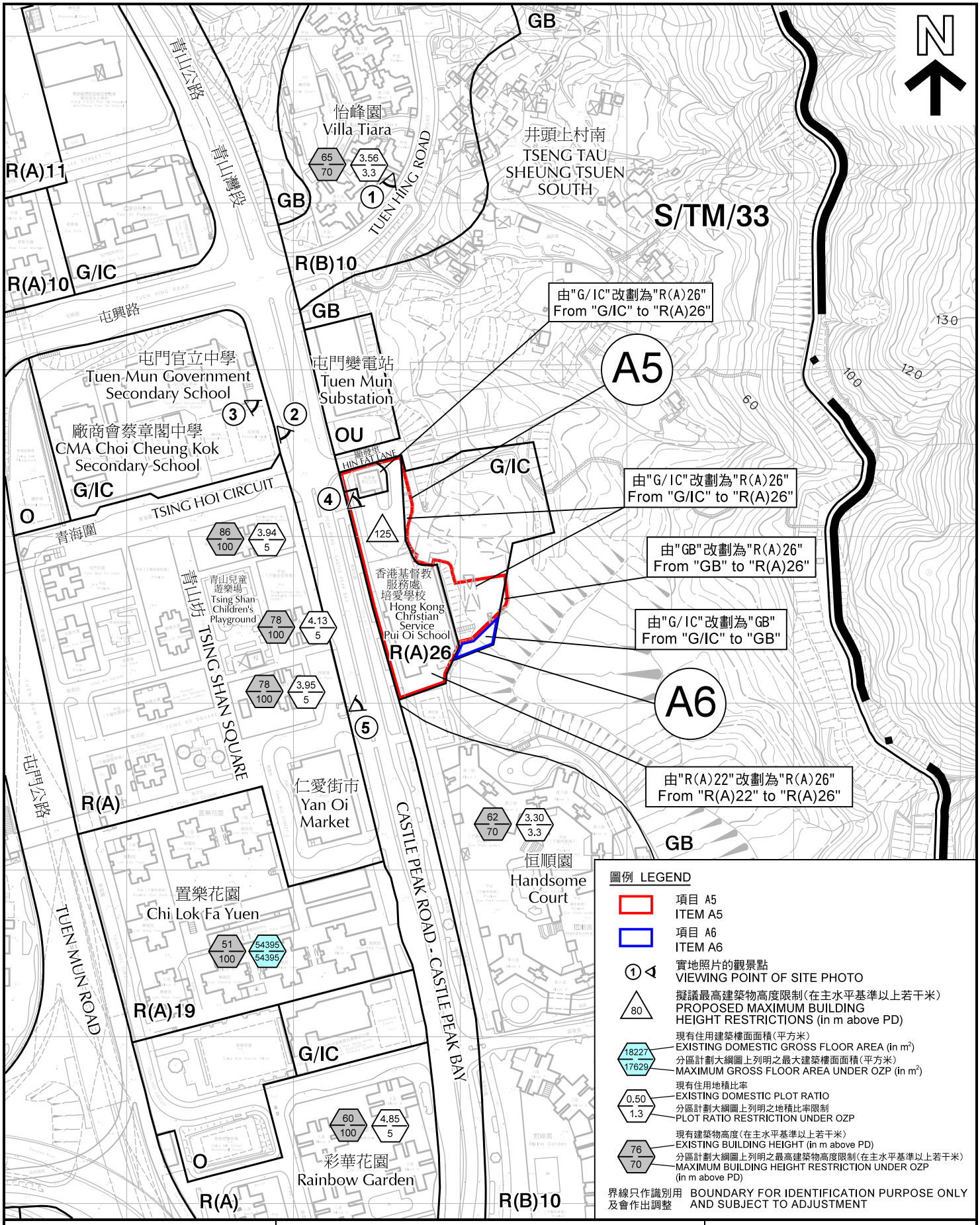
擬議修訂屯門分區計劃大綱核准圖編號 S/TM/33
修訂項目 A4
PROPOSED AMENDMENTS TO THE APPROVED TUEN MUN OUTLINE ZONING PLAN No. S/TM/33
AMENDMENT ITEM A4

SCALE 1 : 3 000 比例尺
米 METRES 50 0 50 100 米 METRES

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/TM/17/129

圖 PLAN
2d



本摘要圖於2017年9月27日擬備，所根據的資料為測量圖編號 6-SW-6D 及 6-SW-11B
EXTRACT PLAN PREPARED ON 27.9.2017 BASED ON SURVEY SHEETS No. 6-SW-6D AND 6-SW-11B

平面圖 SITE PLAN

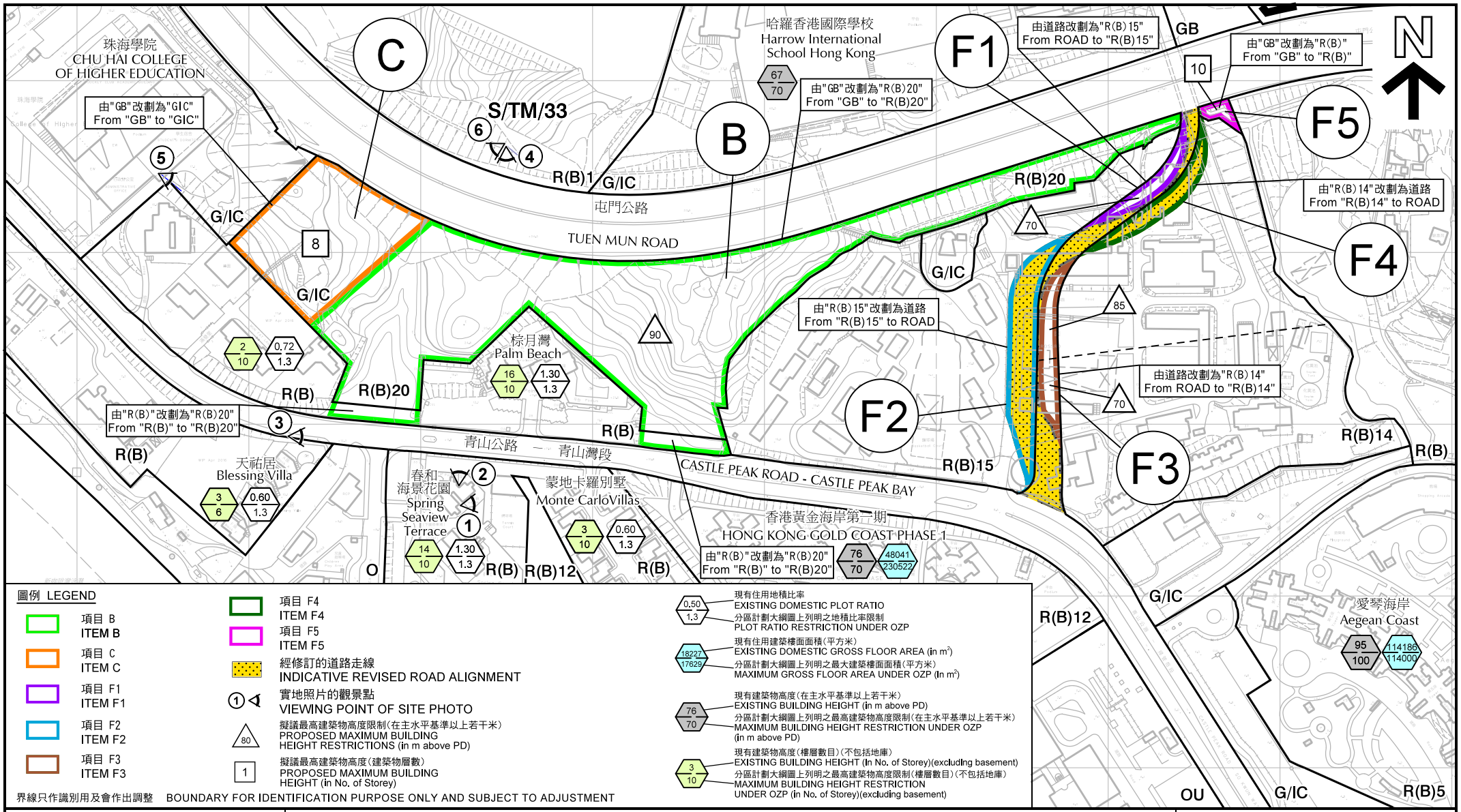
擬議修訂屯門分區計劃大綱核准圖編號 S/TM/33
修訂項目 A5 及 A6
PROPOSED AMENDMENTS TO THE APPROVED TUEN MUN OUTLINE ZONING PLAN No. S/TM/33
AMENDMENT ITEMS A5 & A6

SCALE 1 : 3 000 比例尺
米 METRES 50 0 50 100 米 METRES

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/TM/17/129

圖 PLAN
2e



圖例 LEGEND

- 項目 B ITEM B
- 項目 C ITEM C
- 項目 F1 ITEM F1
- 項目 F2 ITEM F2
- 項目 F3 ITEM F3
- 項目 F4 ITEM F4
- 項目 F5 ITEM F5
- 經修訂的道路走線 INDICATIVE REVISED ROAD ALIGNMENT
- 實地照片的觀景點 VIEWING POINT OF SITE PHOTO
- 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)
- 擬議最高建築物高度(建築物層數) PROPOSED MAXIMUM BUILDING HEIGHT (in No. of Storey)

界線只作識別用及會作出調整 BOUNDARY FOR IDENTIFICATION PURPOSE ONLY AND SUBJECT TO ADJUSTMENT

- 現有住用地積比率 EXISTING DOMESTIC PLOT RATIO / 分區計劃大綱圖上列明之地積比率限制 PLOT RATIO RESTRICTION UNDER OZP
- 現有住用建築樓面面積(平方米) EXISTING DOMESTIC GROSS FLOOR AREA (in m^2) / 分區計劃大綱圖上列明之最大建築樓面面積(平方米) MAXIMUM GROSS FLOOR AREA UNDER OZP (In m^2)
- 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)
- 現有建築物高度(樓層數目)(不包括地庫) EXISTING BUILDING HEIGHT (In No. of Storey)(excluding basement) / 分區計劃大綱圖上列明之最高建築物高度限制(樓層數目)(不包括地庫) MAXIMUM BUILDING HEIGHT RESTRICTION UNDER OZP (in No. of Storey)(excluding basement)

本摘要圖於2017年10月6日擬備，所根據的資料為測量圖編號 6-SW-17A 和 17B
EXTRACT PLAN PREPARED ON 6.10.2017
BASED ON SURVEY SHEETS No. 6-SW-17A &17B

平面圖 SITE PLAN

擬議修訂屯門分區計劃大綱核准圖編號 S/TM/33
修訂項目 B、C、F1、F2、F3、F4 及 F5
PROPOSED AMENDMENTS TO THE APPROVED
TUEN MUN OUTLINE ZONING PLAN No. S/TM/33
AMENDMENT ITEMS B, C, F1, F2, F3, F4 & F5

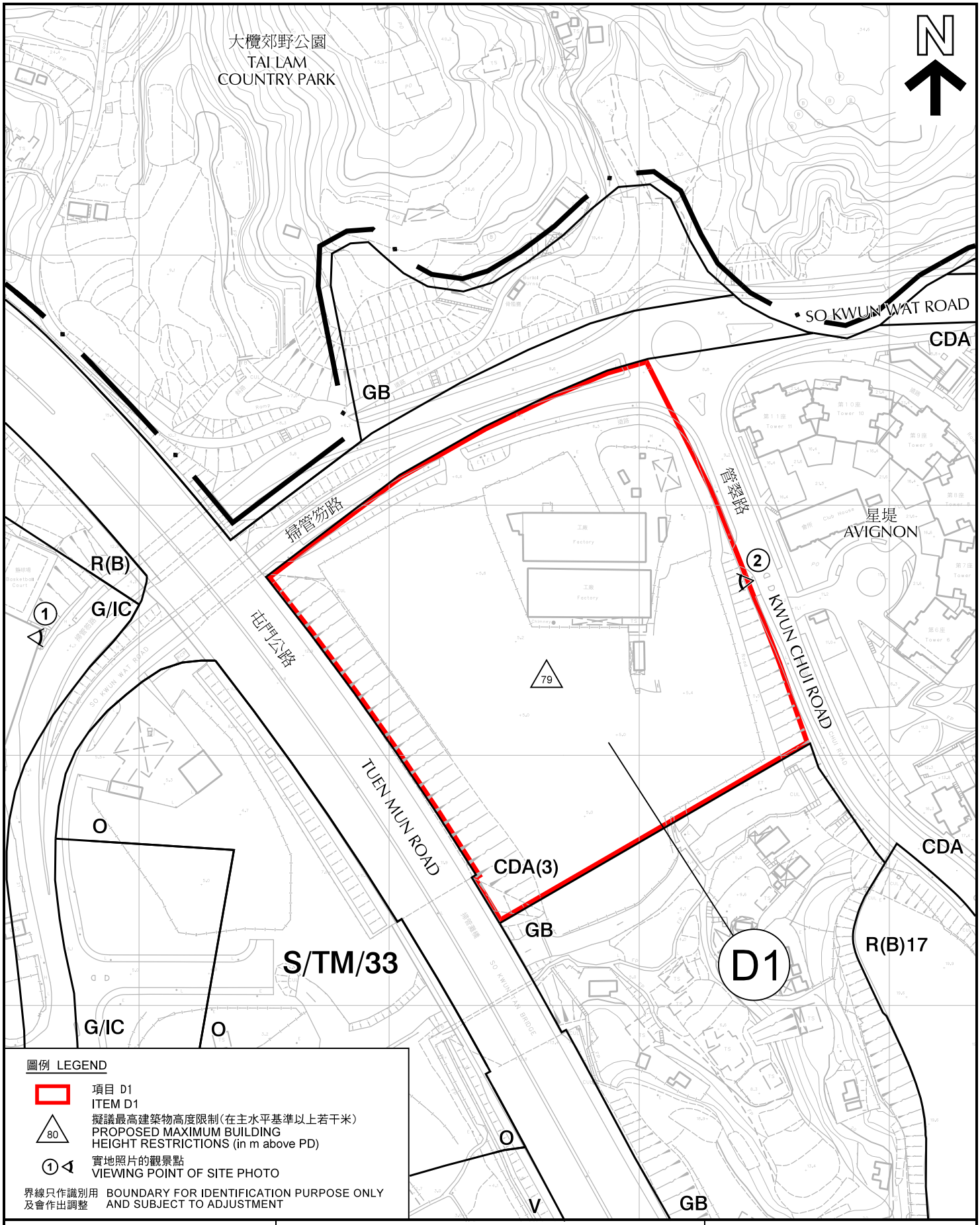
SCALE 1 : 3 000 比例尺

米 METRES 50 0 50 100 米 METRES

規劃署
PLANNING DEPARTMENT

參考編號 REFERENCE No.
M/TM/17/129

圖 PLAN 2f



本摘要圖於2017年10月3日擬備，所根據的資料為測量圖編號 6-SW-17B 及 6-SW-18A
EXTRACT PLAN PREPARED ON 3.10.2017
BASED ON SURVEY SHEETS No.
6-SW-17B AND 6-SW-18A

平面圖 SITE PLAN

擬議修訂屯門分區計劃大綱核准圖編號 S/TM/33
修訂項目 D1
PROPOSED AMENDMENTS TO THE APPROVED
TUEN MUN OUTLINE ZONING PLAN No. S/TM/33
AMENDMENT ITEM D1

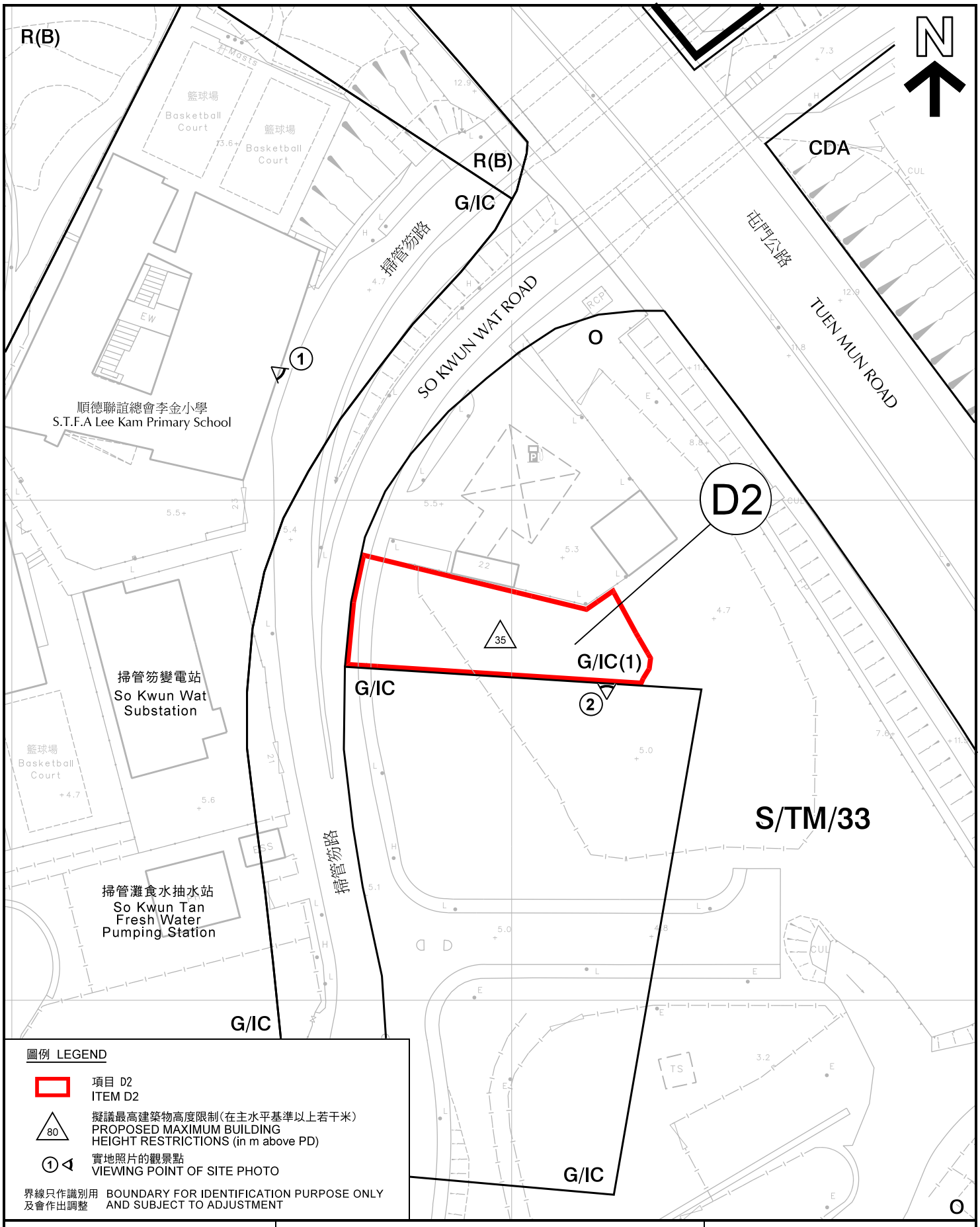
SCALE 1 : 2 000 比例尺

米 METRES 40 0 40 80 米 METRES

規劃署
PLANNING
DEPARTMENT

參考編號
REFERENCE No.
M/TM/17/129

圖 PLAN
2g



本摘要圖於2017年9月2日擬備，所根據的資料為測量圖編號 6-SW-17B
EXTRACT PLAN PREPARED ON 2.9.2017
SURVEY SHEET No. 6-SW-17B

平面圖 SITE PLAN

擬議修訂屯門分區計劃大綱核准圖編號 S/TM/33
修訂項目 D2
PROPOSED AMENDMENTS TO THE APPROVED TUEN MUN OUTLINE ZONING PLAN No. S/TM/33
AMENDMENT ITEM D2

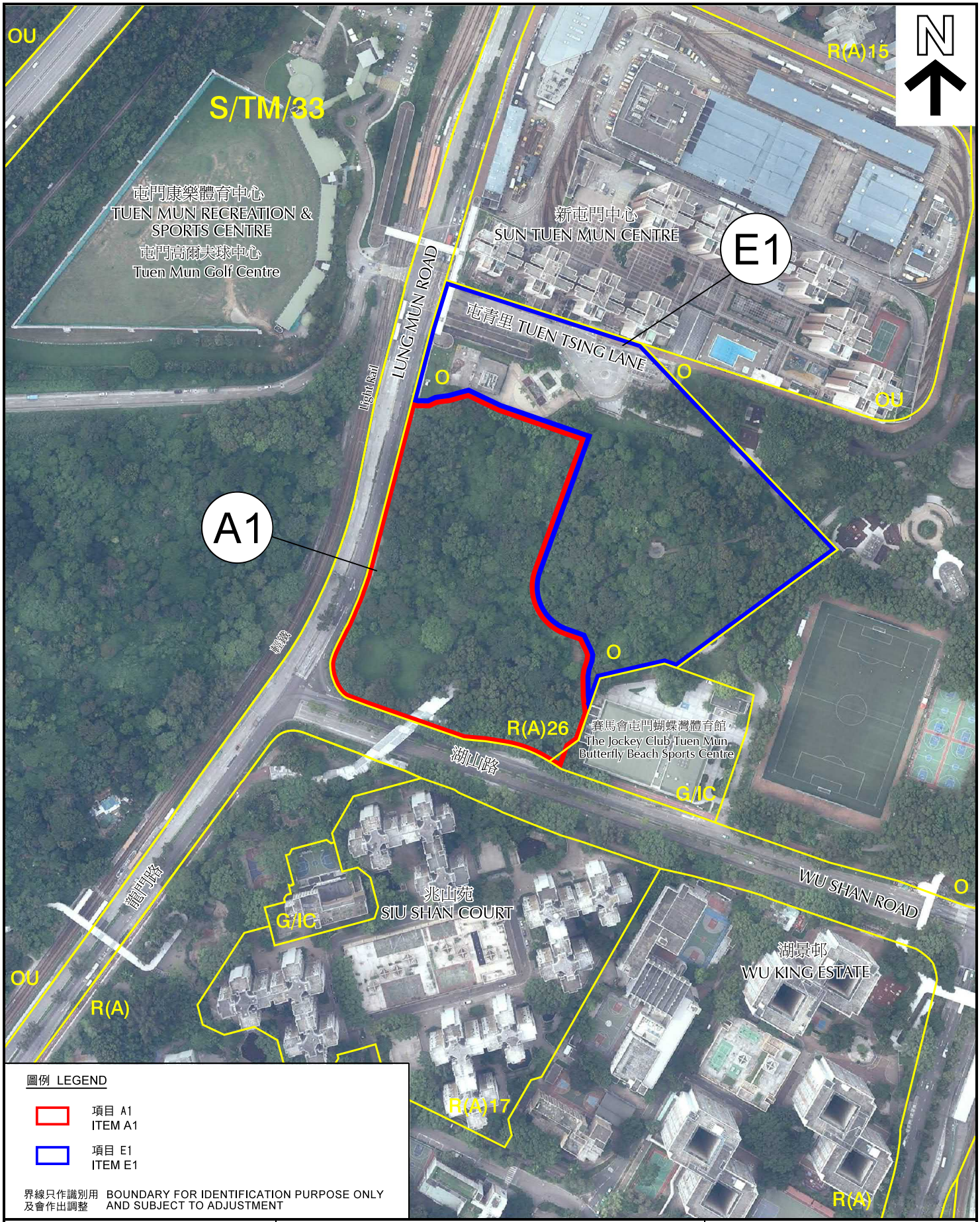
SCALE 1 : 1 000 比例尺

米 METRES 20 0 20 40 米 METRES

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/TM/17/129

圖 PLAN
2h



本摘要圖於2017年9月2日擬備，所根據的資料為地政總署於2016年7月19日拍得的航攝照片編號 E000658C
EXTRACT PLAN PREPARED ON 2.9.2017 BASED ON AERIAL PHOTO No. E000658C TAKEN ON 19.7.2016 BY LANDS DEPARTMENT

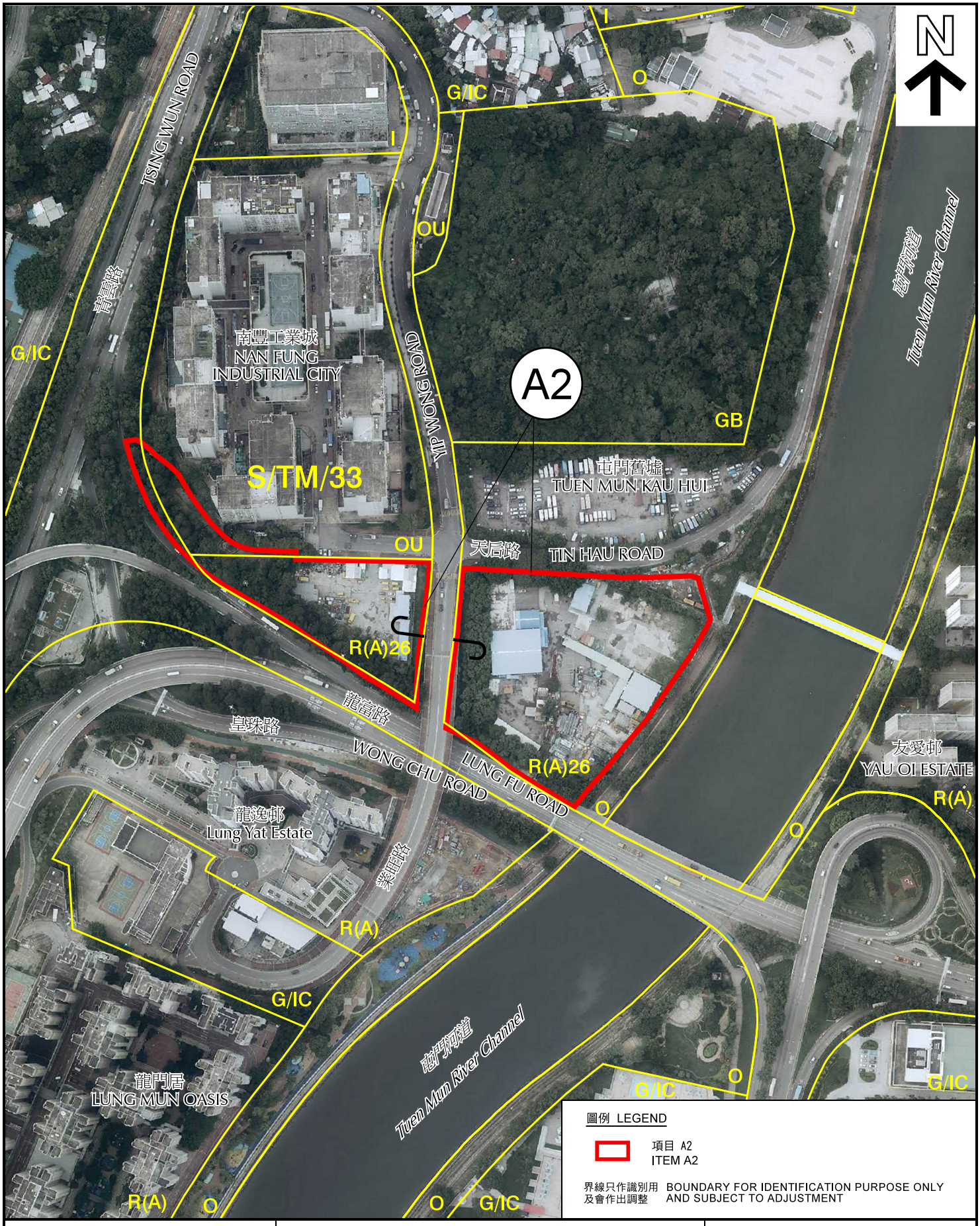
航攝照片
AERIAL PHOTO

擬議修訂屯門分區計劃大綱核准圖編號 S/TM/33
修訂項目 A1 及 E1
PROPOSED AMENDMENTS TO THE APPROVED TUEN MUN OUTLINE ZONING PLAN No. S/TM/33
AMENDMENT ITEMS A1 & E1

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/TM/17/129

圖 PLAN
3a



本摘要圖於2017年9月2日擬備，所根據的資料為地政總署於2016年7月19日拍得的航攝照片編號 E000906C
EXTRACT PLAN PREPARED ON 2.9.2017 BASED ON AERIAL PHOTO No. E000906C TAKEN ON 19.7.2016 BY LANDS DEPARTMENT

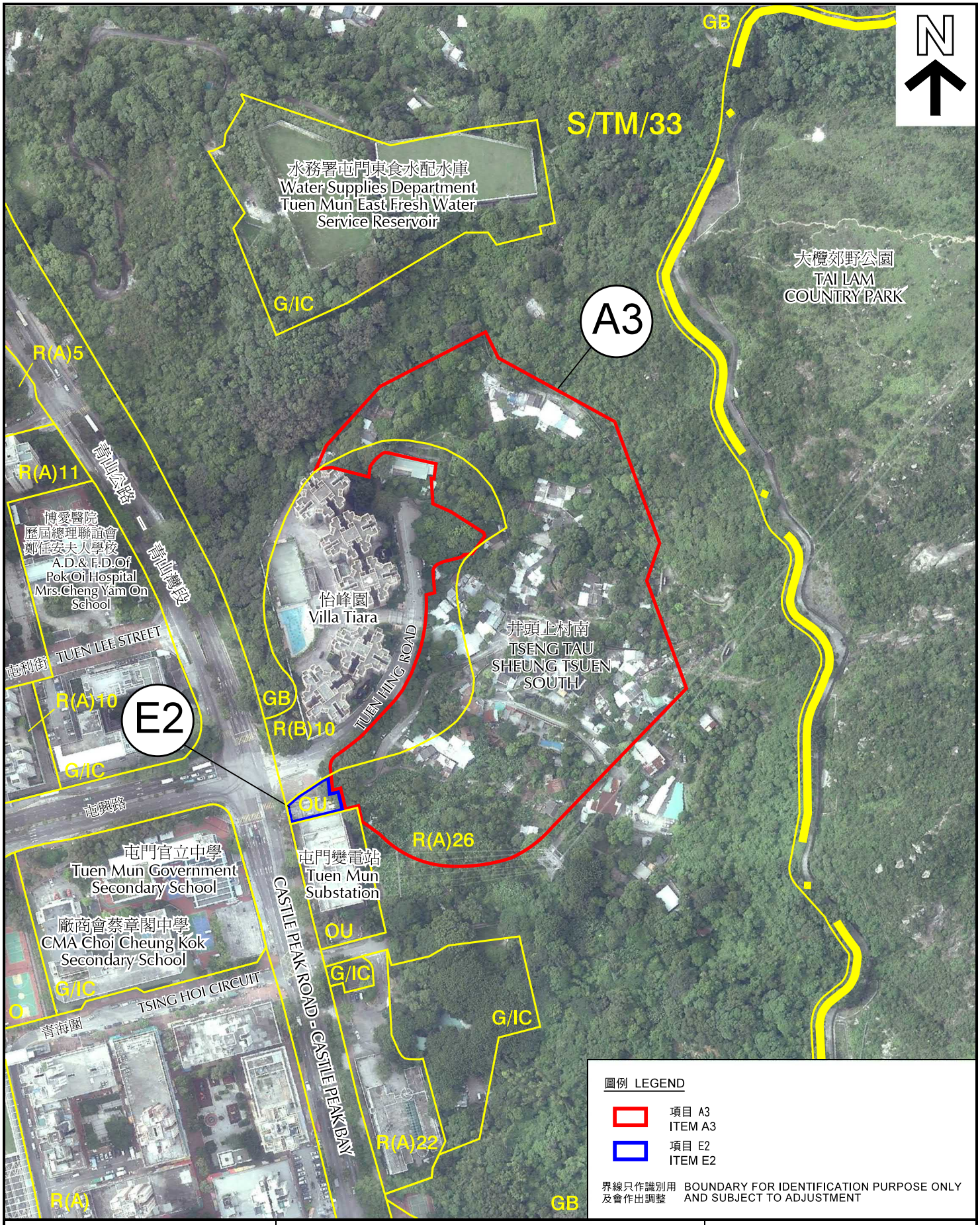
航攝照片
AERIAL PHOTO

擬議修訂屯門分區計劃大綱核准圖編號 S/TM/33
修訂項目 A2
PROPOSED AMENDMENTS TO THE APPROVED TUEN MUN OUTLINE ZONING PLAN No. S/TM/33 AMENDMENT ITEM A2

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/TM/17/129

圖 PLAN
3b



本摘要圖於2017年10月3日擬備，所根據的資料為地政總署於2016年7月19日拍得的航攝照片編號 E000668C
EXTRACT PLAN PREPARED ON 3.10.2017 BASED ON AERIAL PHOTO No. E000668C TAKEN ON 19.7.2016 BY LANDS DEPARTMENT

航攝照片
AERIAL PHOTO

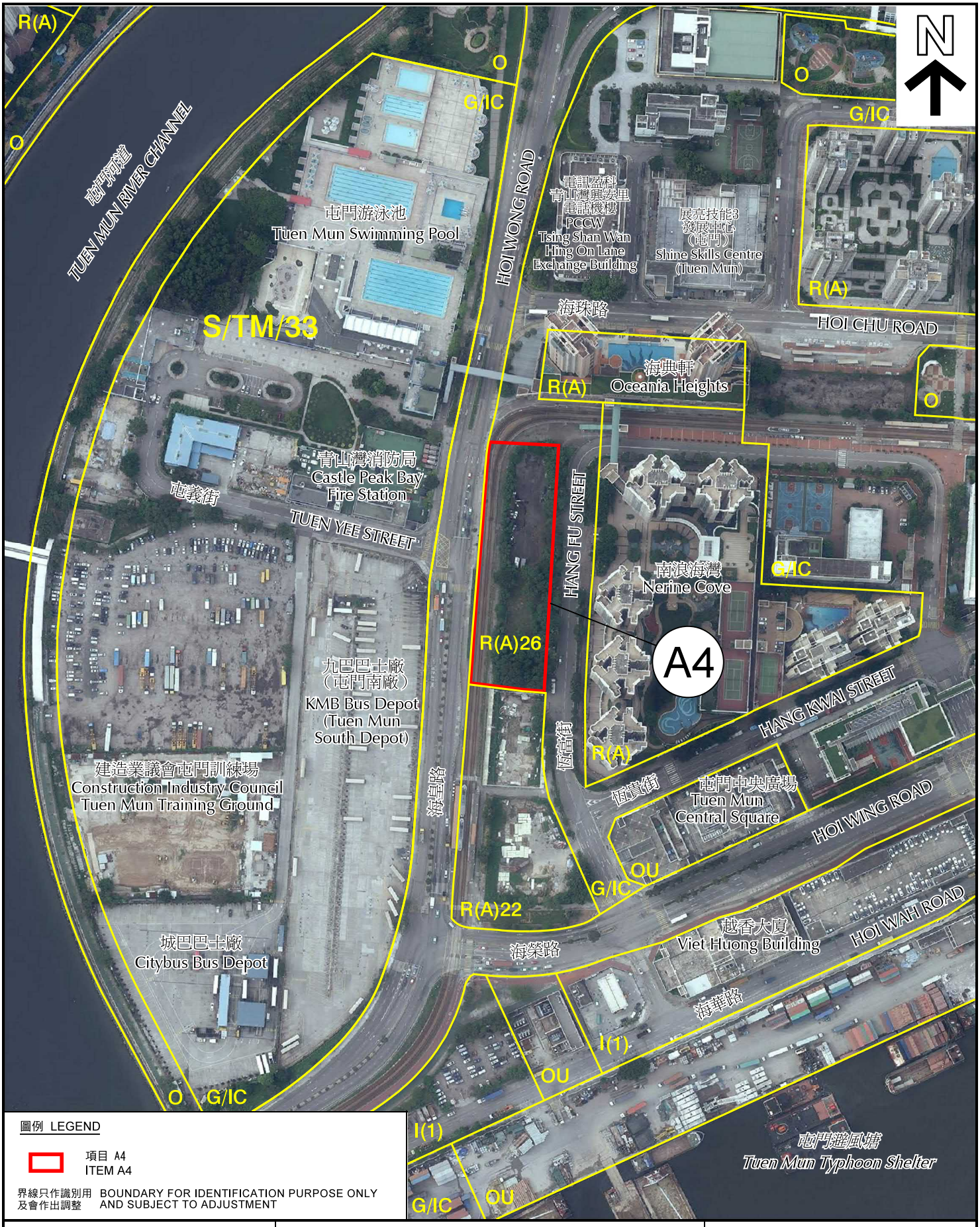
擬議修訂屯門分區計劃大綱核准圖編號 S/TM/33
修訂項目 A3 及 E2

PROPOSED AMENDMENTS TO THE APPROVED TUEN MUN OUTLINE ZONING PLAN No. S/TM/33
AMENDMENT ITEMS A3 & E2

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/TM/17/129

圖 PLAN
3c



圖例 LEGEND

項目 A4
ITEM A4

界線只作識別用及會作出調整 BOUNDARY FOR IDENTIFICATION PURPOSE ONLY AND SUBJECT TO ADJUSTMENT

本摘要圖於2017年9月4日擬備，所根據的資料為地政總署於2016年7月19日拍得的航攝照片編號 E000654C
EXTRACT PLAN PREPARED ON 4.9.2017 BASED ON AERIAL PHOTO No. E000654C TAKEN ON 19.7.2016 BY LANDS DEPARTMENT

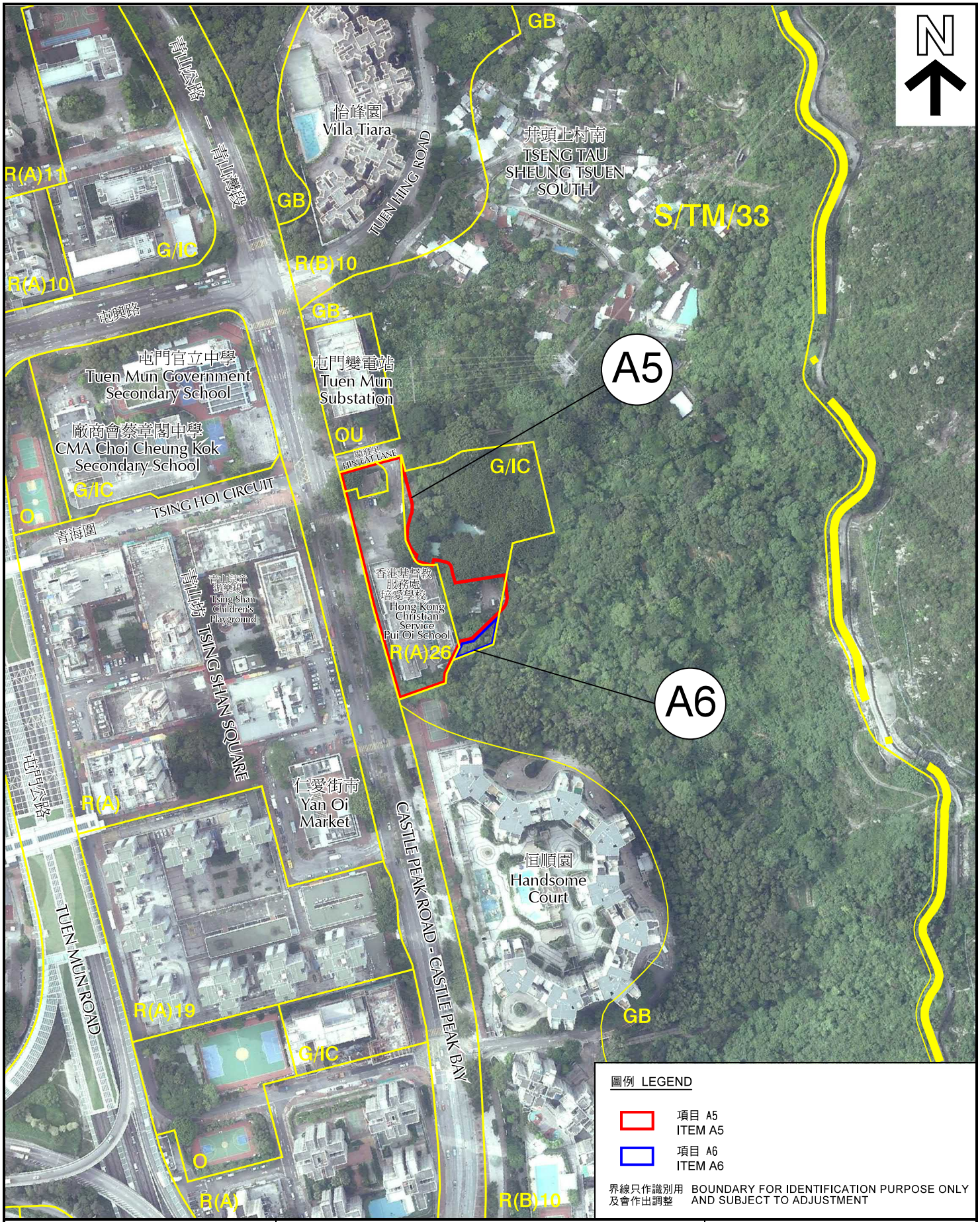
航攝照片
AERIAL PHOTO

擬議修訂屯門分區計劃大綱核准圖編號 S/TM/33
修訂項目 A4
PROPOSED AMENDMENTS TO THE APPROVED TUEN MUN OUTLINE ZONING PLAN No. S/TM/33 AMENDMENT ITEM A4

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/TM/17/129

圖 PLAN
3d



圖例 LEGEND

項目 A5
ITEM A5

項目 A6
ITEM A6

界線只作識別用及會作出調整 BOUNDARY FOR IDENTIFICATION PURPOSE ONLY AND SUBJECT TO ADJUSTMENT

本摘要圖於2017年9月8日擬備，所根據的資料為地政總署於2016年7月19日拍得的航攝照片編號 E000668C
EXTRACT PLAN PREPARED ON 8.9.2017 BASED ON AERIAL PHOTO No. E000668C TAKEN ON 19.7.2016 BY LANDS DEPARTMENT

平面圖 SITE PLAN

擬議修訂屯門分區計劃大綱核准圖編號 S/TM/33
修訂項目 A5 及 A6
PROPOSED AMENDMENTS TO THE APPROVED TUEN MUN OUTLINE ZONING PLAN No. S/TM/33
AMENDMENT ITEMS A5 & A6

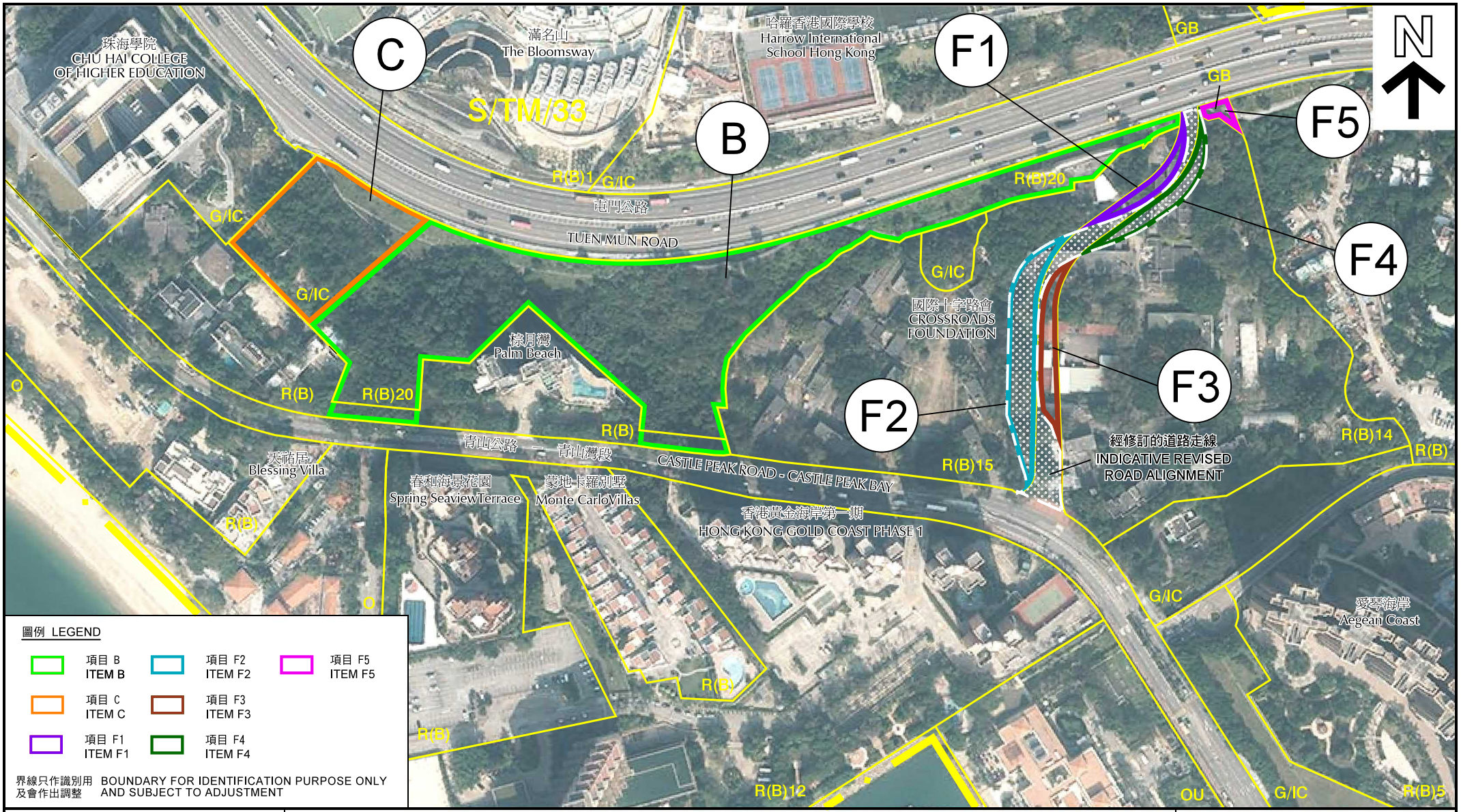
SCALE 1 : 3 000 比例尺

米 METRES 50 0 50 100 米 METRES

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/TM/17/129

圖 PLAN
3e



圖例 LEGEND

項目 B ITEM B	項目 F2 ITEM F2	項目 F5 ITEM F5
項目 C ITEM C	項目 F3 ITEM F3	
項目 F1 ITEM F1	項目 F4 ITEM F4	

界線只作識別用及會作出調整 BOUNDARY FOR IDENTIFICATION PURPOSE ONLY AND SUBJECT TO ADJUSTMENT

本摘要圖於2017年10月4日擬備，所根據的資料為地政總署於2016年12月15日拍得的航攝照片編號 E009721C
EXTRACT PLAN PREPARED ON 4.10.2017
BASED ON AERIAL PHOTO No. E009721C TAKEN ON 15.12.2016
BY LANDS DEPARTMENT

航攝照片
AERIAL PHOTO

擬議修訂屯門分區計劃大綱核准圖編號 S/TM/33
修訂項目 B、C、F1、F2、F3、F4 及 F5
PROPOSED AMENDMENTS TO THE APPROVED TUEN MUN OUTLINE ZONING PLAN No. S/TM/33
AMENDMENT ITEMS B, C, F1, F2, F3, F4 & F5

規劃署
PLANNING DEPARTMENT

參考編號 REFERENCE No.
M/TM/17/129

圖 PLAN
3f



圖例 LEGEND

項目 D1
ITEM D1

界線只作識別用及會作出調整 BOUNDARY FOR IDENTIFICATION PURPOSE ONLY AND SUBJECT TO ADJUSTMENT

本摘要圖於2017年10月3日擬備，所根據的資料為地政總署於2016年7月19日拍得的航攝照片編號 E000930C
EXTRACT PLAN PREPARED ON 3.10.2017 BASED ON AERIAL PHOTO No. E000930C TAKEN ON 19.7.2016 BY LANDS DEPARTMENT

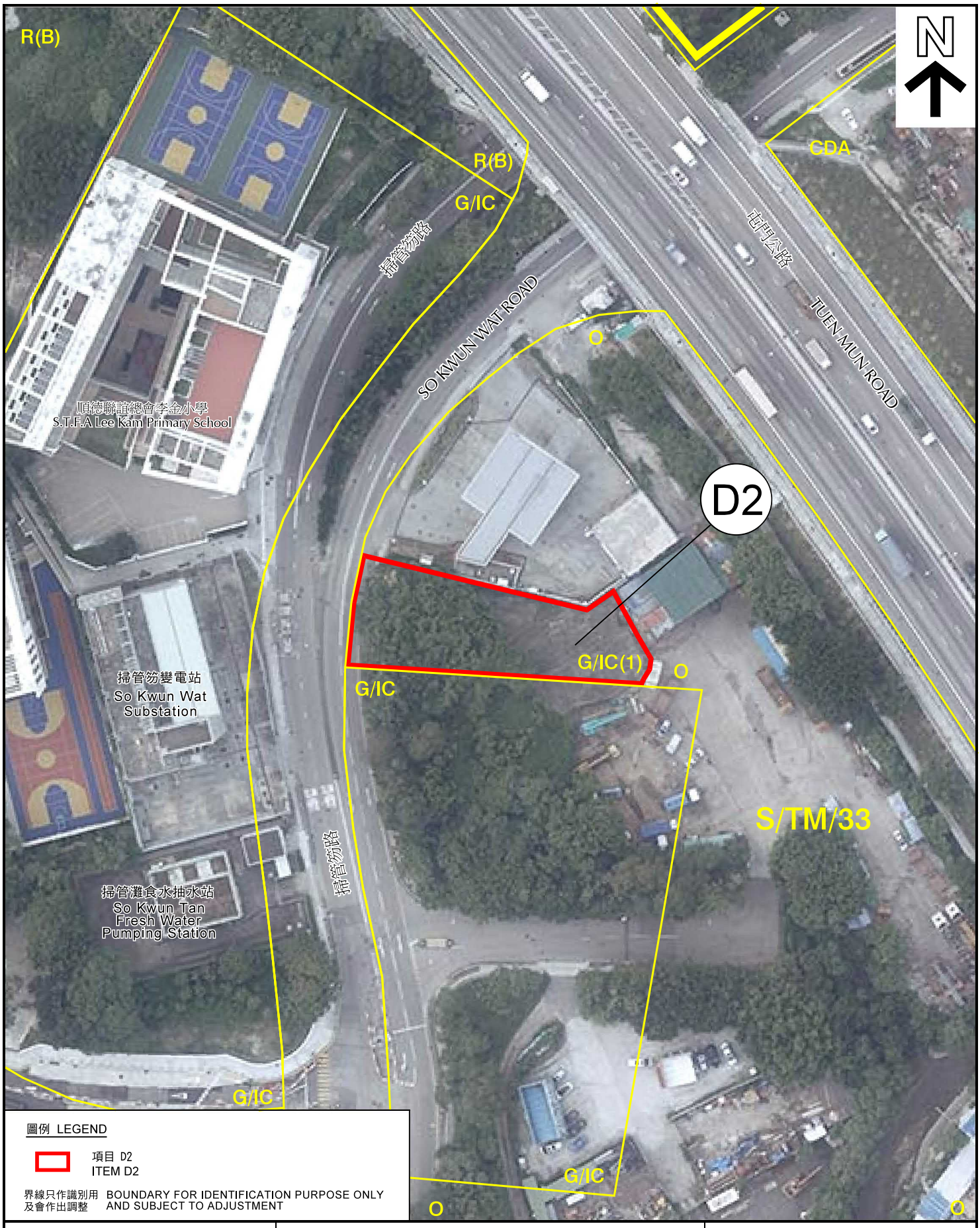
航攝照片
AERIAL PHOTO

擬議修訂屯門分區計劃大綱核准圖編號 S/TM/33
修訂項目 D1
PROPOSED AMENDMENTS TO THE APPROVED TUEN MUN OUTLINE ZONING PLAN No. S/TM/33 AMENDMENT ITEM D1

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/TM/17/129

圖 PLAN
3g



圖例 LEGEND

項目 D2
ITEM D2

界線只作識別用及會作出調整 BOUNDARY FOR IDENTIFICATION PURPOSE ONLY AND SUBJECT TO ADJUSTMENT

本摘要圖於2017年9月2日擬備，所根據的資料為地政總署於2016年7月19日拍得的航攝照片編號 E000930C
EXTRACT PLAN PREPARED ON 2.9.2017 BASED ON AERIAL PHOTO No. E000930C TAKEN ON 19.7.2016 BY LANDS DEPARTMENT

航攝照片
AERIAL PHOTO

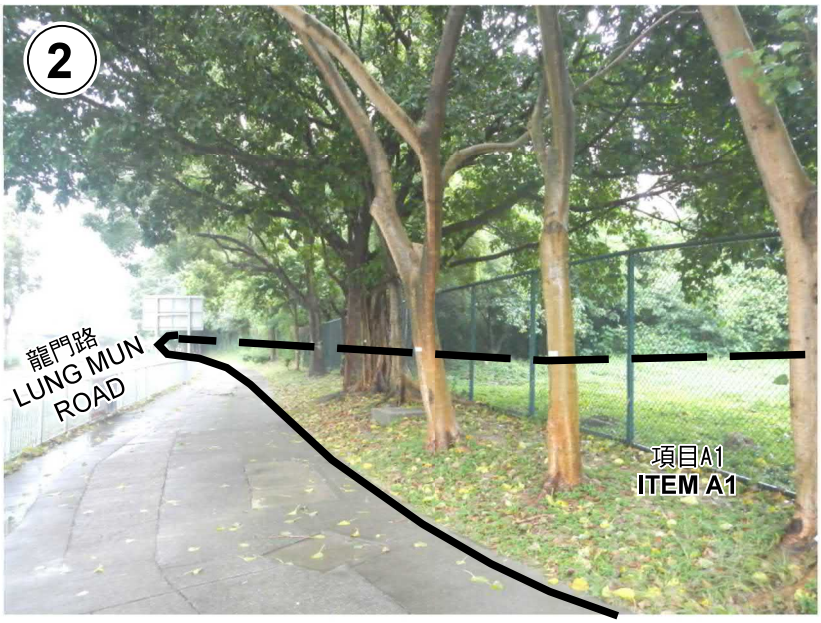
擬議修訂屯門分區計劃大綱核准圖編號 S/TM/33
修訂項目 D2
PROPOSED AMENDMENTS TO THE APPROVED TUEN MUN OUTLINE ZONING PLAN No. S/TM/33 AMENDMENT ITEM D2

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/TM/17/129

圖 PLAN
3h







主題地點界線只作識別用
SUBJECT SITE BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本圖於2017年9月8日擬備，所根據的資料為攝於2017年8月2日的實地照片
PLAN PREPARED ON 8.9.2017 BASED ON SITE PHOTOS TAKEN ON 2.8.2017

平面圖 SITE PLAN

擬議修訂屯門分區計劃大綱核准圖編號 S/TM/33
修訂項目 A1 及 E1
PROPOSED AMENDMENTS TO THE APPROVED TUEN MUN OUTLINE ZONING PLAN No. S/TM/33
AMENDMENT ITEMS A1 & E1

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/TM/17/129

圖 PLAN
4a1







本圖於2017年9月2日擬備，所根據的
資料為攝於2017年8月2日及24日的實地照片
PLAN PREPARED ON 2.9.2017
BASED ON SITE PHOTOS
TAKEN ON 2.8.2017 & 24.8.2017

平面圖 SITE PLAN

擬議修訂屯門分區計劃大綱核准圖編號 S/TM/33
修訂項目 A1 及 E1
PROPOSED AMENDMENTS TO THE APPROVED
TUEN MUN OUTLINE ZONING PLAN No. S/TM/33
AMENDMENT ITEMS A1 & E1

規劃署
PLANNING
DEPARTMENT

參考編號
REFERENCE No.
M/TM/17/129

圖 PLAN
4a2





主題地點界線只作識別用
SUBJECT SITE BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本圖於2017年9月8日擬備，所根據的資料為攝於2017年8月18日的實地照片
PLAN PREPARED ON 8.9.2017
BASED ON SITE PHOTOS
TAKEN ON 18.8.2017

平面圖 SITE PLAN

擬議修訂屯門分區計劃大綱核准圖編號 S/TM/33
修訂項目 A2
PROPOSED AMENDMENTS TO THE APPROVED
TUEN MUN OUTLINE ZONING PLAN No. S/TM/33
AMENDMENT ITEM A2

規劃署
PLANNING
DEPARTMENT

參考編號
REFERENCE No.
M/TM/17/129

圖 PLAN
4b1





本圖於2017年9月2日擬備，所根據的資料為攝於2017年8月2日的實地照片
PLAN PREPARED ON 2.9.2017
BASED ON SITE PHOTOS
TAKEN ON 2.8.2017

平面圖 SITE PLAN

擬議修訂屯門分區計劃大綱核准圖編號 S/TM/33
修訂項目 A2
PROPOSED AMENDMENTS TO THE APPROVED
TUEN MUN OUTLINE ZONING PLAN No. S/TM/33
AMENDMENT ITEM A2

規劃署
PLANNING
DEPARTMENT

參考編號
REFERENCE No.
M/TM/17/129

圖 PLAN
4b2





主題地點界線只作識別用
SUBJECT SITE BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本圖於2017年9月8日擬備，所根據的資料為攝於2017年8月2日的實地照片
PLAN PREPARED ON 8.9.2017 BASED ON SITE PHOTOS TAKEN ON 2.8.2017

平面圖 SITE PLAN

擬議修訂屯門分區計劃大綱核准圖編號 S/TM/33
修訂項目 A2
PROPOSED AMENDMENTS TO THE APPROVED TUEN MUN OUTLINE ZONING PLAN No. S/TM/33
AMENDMENT ITEM A2

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/TM/17/129

圖 PLAN
4b3







主題地點界線只作識別用
SUBJECT SITE BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本圖於2017年9月22日擬備，所根據的
資料為攝於2017年8月2日9月14日的實地照片
PLAN PREPARED ON 22.9.2017
BASED ON SITE PHOTOS
TAKEN ON 2.8.2017 & 14.9.2017

平面圖 SITE PLAN

擬議修訂屯門分區計劃大綱核准圖編號 S/TM/33
修訂項目 A3 及 E2
PROPOSED AMENDMENTS TO THE APPROVED
TUEN MUN OUTLINE ZONING PLAN No. S/TM/33
AMENDMENT ITEMS A3 & E2

規劃署
PLANNING
DEPARTMENT

參考編號
REFERENCE No.
M/TM/17/129

圖 PLAN
4c1







本圖於2017年9月22日擬備，所根據的
資料為攝於2017年8月2日9月14日的實地照片
PLAN PREPARED ON 22.9.2017
BASED ON SITE PHOTOS
TAKEN ON 2.8.2017 & 14.9.2017

平面圖 SITE PLAN

擬議修訂屯門分區計劃大綱核准圖編號 S/TM/33
修訂項目 A3 及 E2
PROPOSED AMENDMENTS TO THE APPROVED
TUEN MUN OUTLINE ZONING PLAN No. S/TM/33
AMENDMENT ITEMS A3 & E2

規劃署
PLANNING
DEPARTMENT

參考編號
REFERENCE No.
M/TM/17/129

圖 PLAN
4c2







主題地點界線只作識別用
SUBJECT SITE BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本圖於2017年9月22日擬備，所根據的
資料為攝於2017年8月2日9月14日的實地照片
PLAN PREPARED ON 22.9.2017
BASED ON SITE PHOTOS
TAKEN ON 2.8.2017 & 14.9.2017

平面圖 SITE PLAN

擬議修訂屯門分區計劃大綱核准圖編號 S/TM/33
修訂項目 A3 及 E2
PROPOSED AMENDMENTS TO THE APPROVED
TUEN MUN OUTLINE ZONING PLAN No. S/TM/33
AMENDMENT ITEMS A3 & E2

規劃署
PLANNING
DEPARTMENT

參考編號
REFERENCE No.
M/TM/17/129

圖 PLAN
4c3





主題地點界線只作識別用
SUBJECT SITE BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本圖於2017年9月2日擬備，所根據的資料為攝於2017年8月2日的實地照片
PLAN PREPARED ON 2.9.2017 BASED ON SITE PHOTOS TAKEN ON 2.8.2017

平面圖 SITE PLAN

擬議修訂屯門分區計劃大綱核准圖編號 S/TM/33
修訂項目 A4
PROPOSED AMENDMENTS TO THE APPROVED TUEN MUN OUTLINE ZONING PLAN No. S/TM/33
AMENDMENT ITEM A4

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/TM/17/129

圖 PLAN
4d1





本圖於2017年9月2日擬備，所根據的資料為攝於2017年8月2日的實地照片
PLAN PREPARED ON 2.9.2017
BASED ON SITE PHOTOS
TAKEN ON 2.8.2017

平面圖 SITE PLAN

擬議修訂屯門分區計劃大綱核准圖編號 S/TM/33
修訂項目 A4
PROPOSED AMENDMENTS TO THE APPROVED
TUEN MUN OUTLINE ZONING PLAN No. S/TM/33
AMENDMENT ITEM A4

規劃署
PLANNING
DEPARTMENT

參考編號
REFERENCE No.
M/TM/17/129

圖 PLAN
4d2







本圖於2017年9月27日擬備，所根據的
資料為攝於2017年8月2日及9月14日的實地照片
PLAN PREPARED ON 27.9.2017
BASED ON SITE PHOTOS
TAKEN ON 2.8.2017 & 14.9.2017

平面圖 SITE PLAN

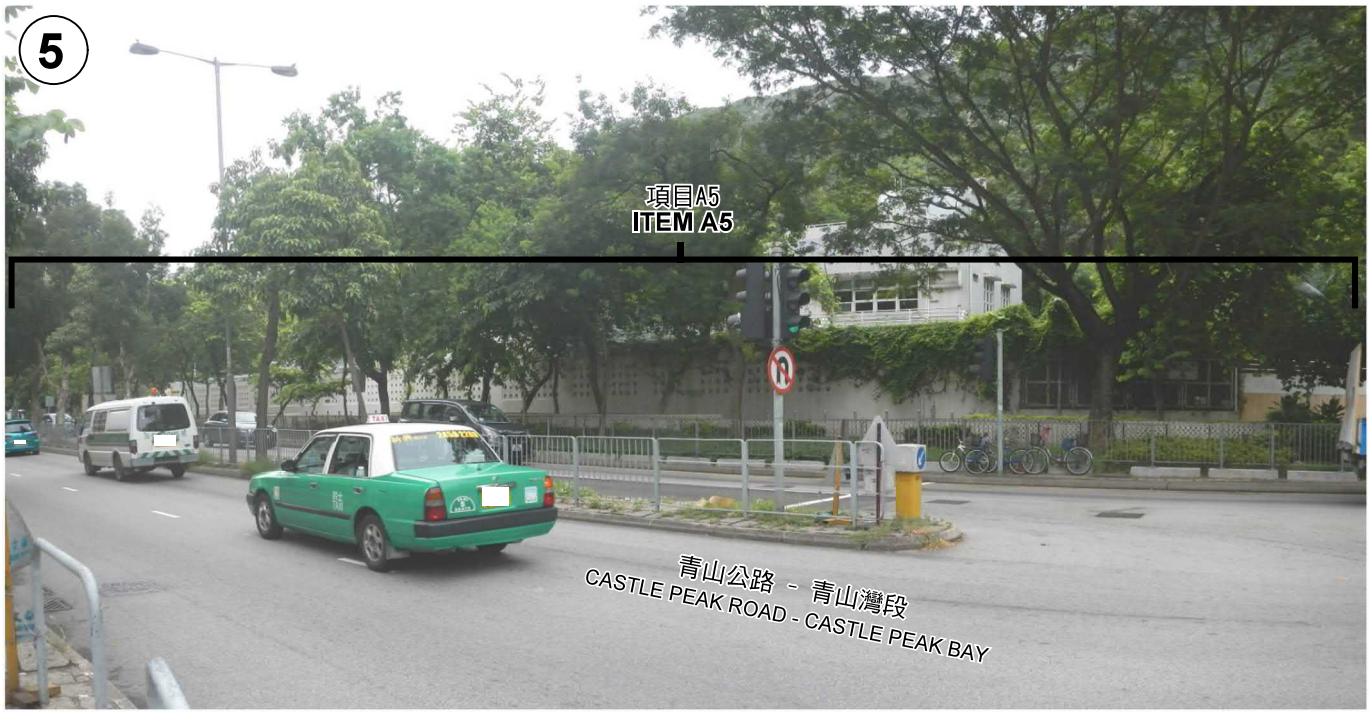
擬議修訂屯門分區計劃大綱核准圖編號 S/TM/33
修訂項目 A5
PROPOSED AMENDMENTS TO THE APPROVED
TUEN MUN OUTLINE ZONING PLAN No. S/TM/33
AMENDMENT ITEM A5

規劃署
PLANNING
DEPARTMENT

參考編號
REFERENCE No.
M/TM/17/129

圖 PLAN
4e1





本圖於2017年9月27日擬備，所根據的
資料為攝於2017年8月2日及9月14日的實地照片
PLAN PREPARED ON 27.9.2017
BASED ON SITE PHOTOS
TAKEN ON 2.8.2017 & 14.9.2017

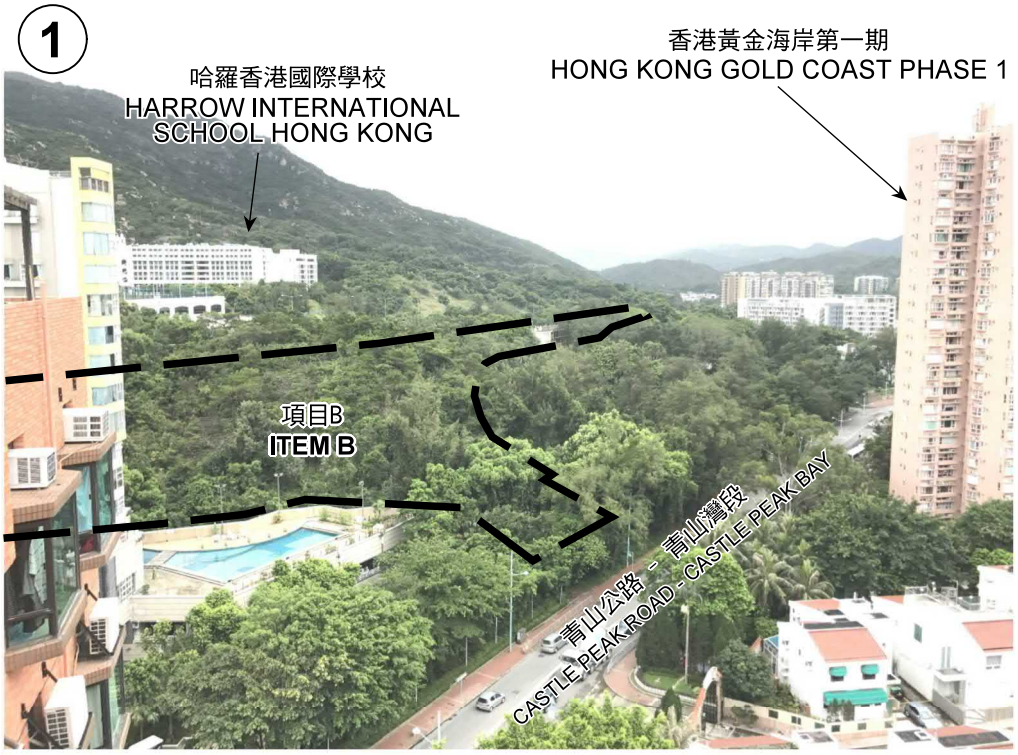
平面圖 SITE PLAN

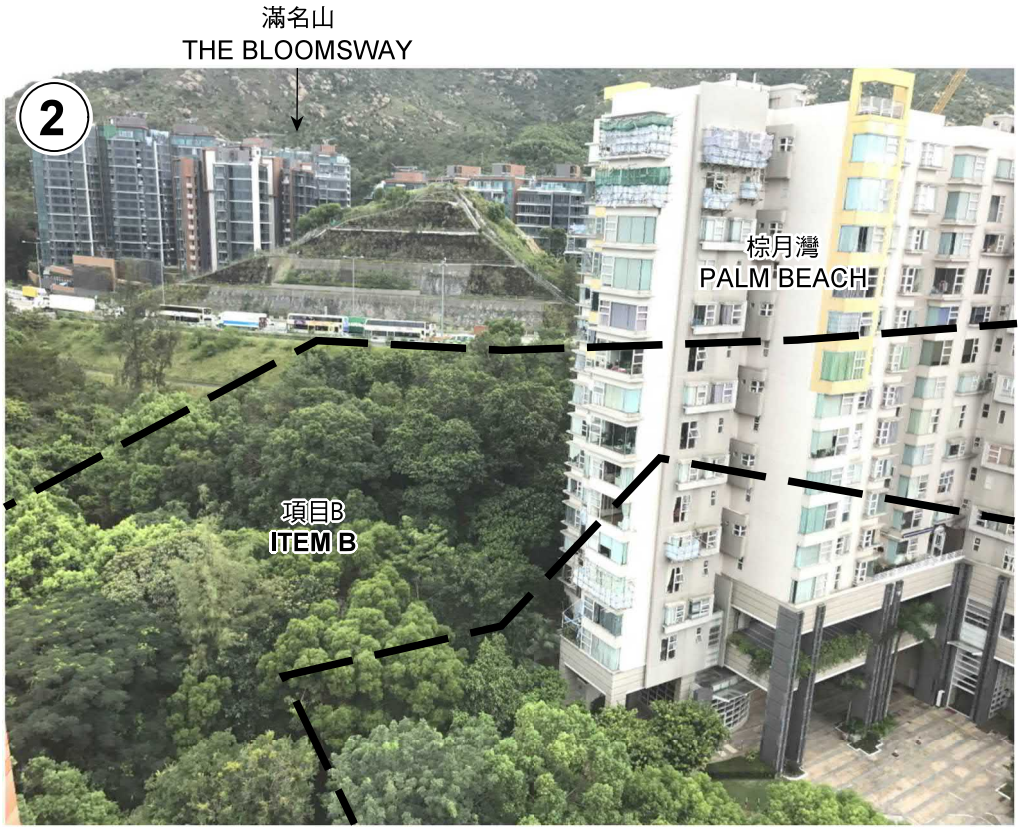
擬議修訂屯門分區計劃大綱核准圖編號 S/TM/33
修訂項目 A5
PROPOSED AMENDMENTS TO THE APPROVED
TUEN MUN OUTLINE ZONING PLAN No. S/TM/33
AMENDMENT ITEM A5

規劃署
PLANNING
DEPARTMENT

參考編號
REFERENCE No.
M/TM/17/129

圖 PLAN
4e2





主題地點界線只作識別用
SUBJECT SITE BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本圖於2017年10月4日擬備，所根據的資料為攝於2017年8月10日的實地照片
PLAN PREPARED ON 4.10.2017
BASED ON SITE PHOTOS
TAKEN ON 10.8.2017

平面圖 SITE PLAN

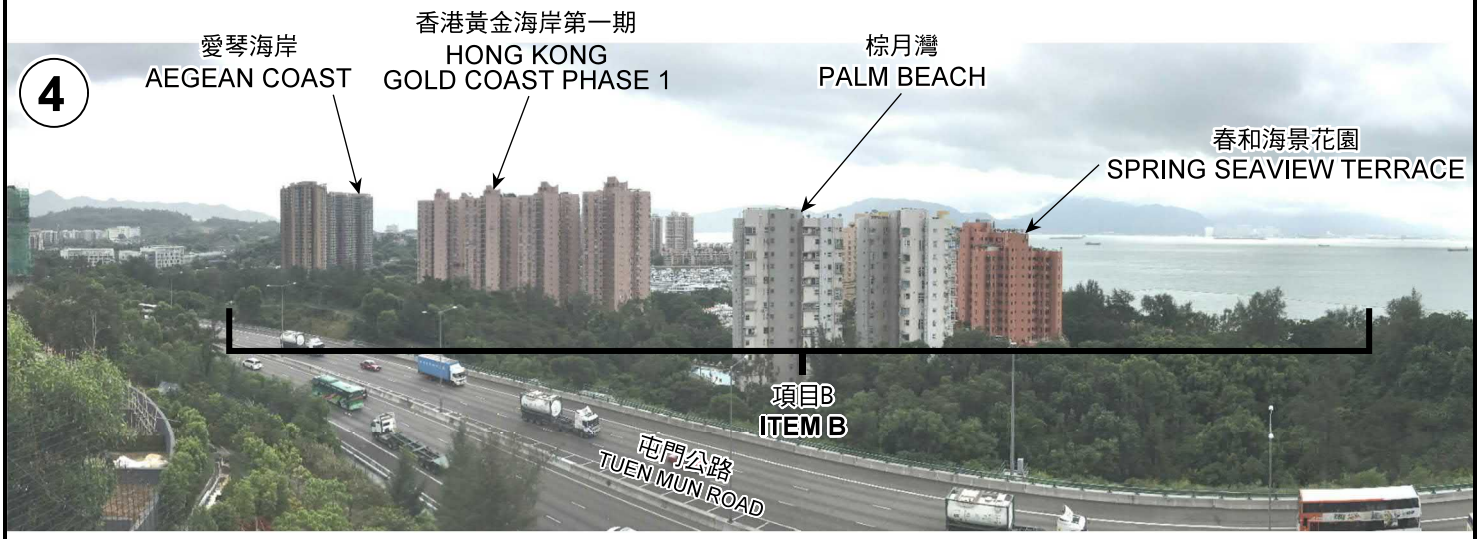
擬議修訂屯門分區計劃大綱核准圖編號 S/TM/33
修訂項目 B 及 C
PROPOSED AMENDMENTS TO THE APPROVED
TUEN MUN OUTLINE ZONING PLAN No. S/TM/33
AMENDMENT ITEMS B & C

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/TM/17/129

圖 PLAN
4f1





本圖於2017年10月4日擬備，所根據的資料為攝於2017年8月10日的實地照片
PLAN PREPARED ON 4.10.2017
BASED ON SITE PHOTOS
TAKEN ON 10.8.2017

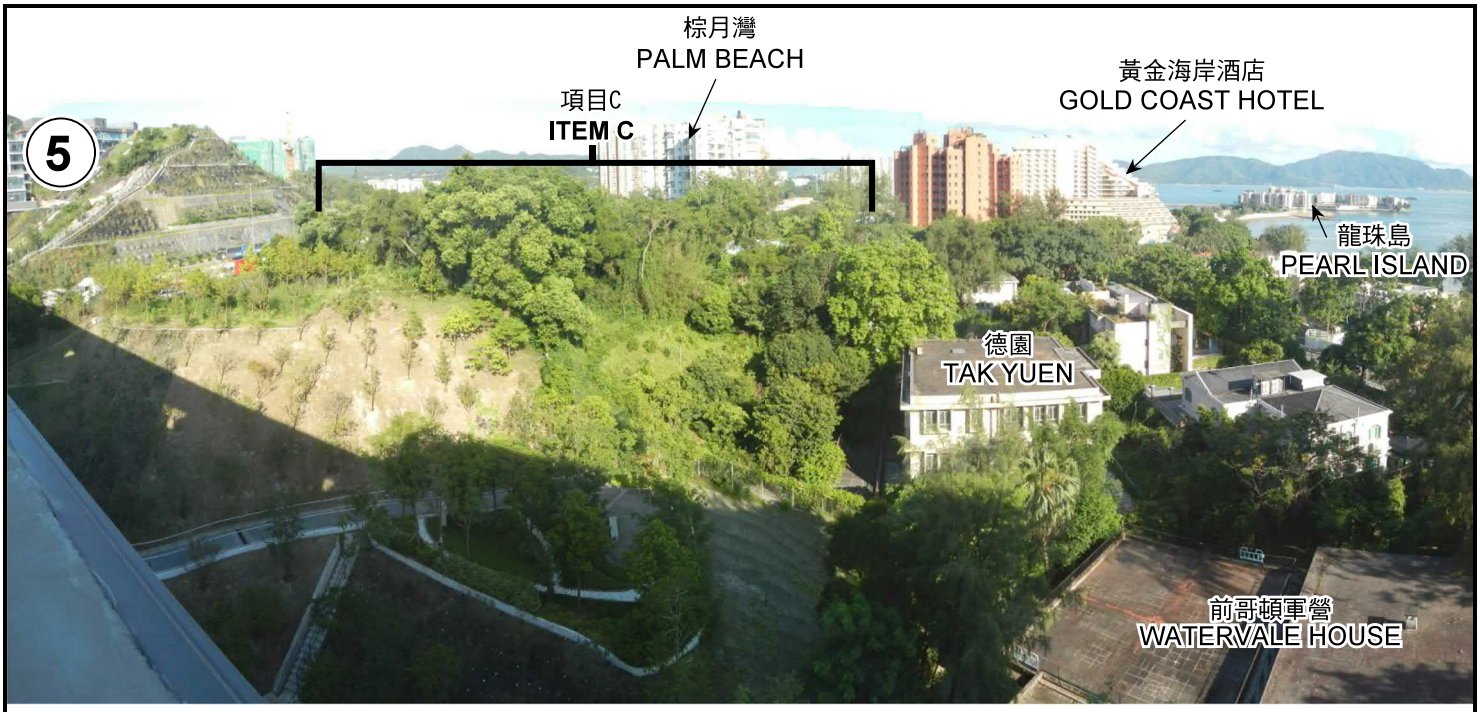
平面圖 SITE PLAN

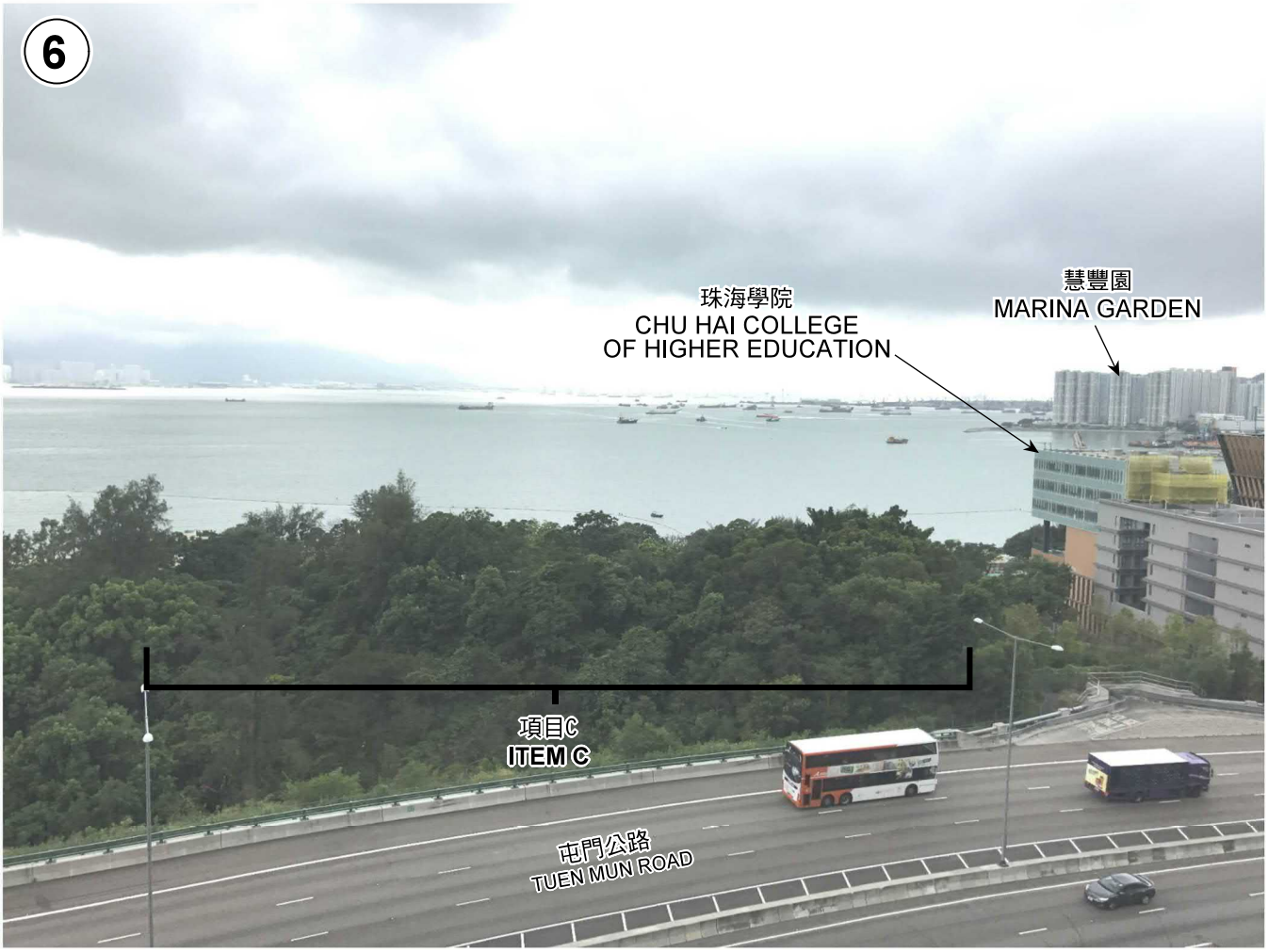
擬議修訂屯門分區計劃大綱核准圖編號 S/TM/33
修訂項目 B 及 C
PROPOSED AMENDMENTS TO THE APPROVED
TUEN MUN OUTLINE ZONING PLAN No. S/TM/33
AMENDMENT ITEMS B & C

規劃署
PLANNING
DEPARTMENT

參考編號
REFERENCE No.
M/TM/17/129

圖 PLAN
4f2





本圖於2017年10月4日擬備，所根據的
資料為攝於2017年8月7日及8月10日的實地照片
PLAN PREPARED ON 4.10.2017
BASED ON SITE PHOTOS
TAKEN ON 7.8.2017 & 10.8.2017

平面圖 SITE PLAN

擬議修訂屯門分區計劃大綱核准圖編號 S/TM/33
修訂項目 B 及 C
PROPOSED AMENDMENTS TO THE APPROVED
TUEN MUN OUTLINE ZONING PLAN No. S/TM/33
AMENDMENT ITEMS B & C

規劃署
PLANNING
DEPARTMENT

參考編號
REFERENCE No.
M/TM/17/129

圖 PLAN
4f3





本圖於2017年9月2日擬備，所根據的資料為攝於2017年8月7日的實地照片
PLAN PREPARED ON 2.9.2017
BASED ON SITE PHOTOS
TAKEN ON 7.8.2017

平面圖 SITE PLAN

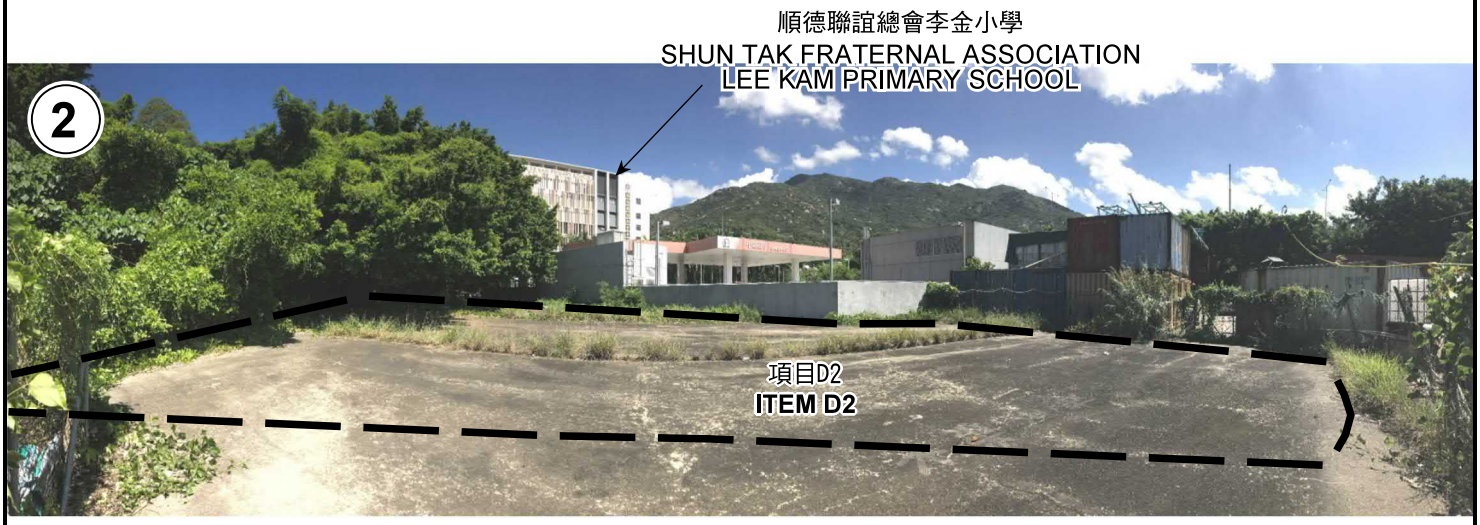
擬議修訂屯門分區計劃大綱核准圖編號 S/TM/33
修訂項目 D1
PROPOSED AMENDMENTS TO THE APPROVED
TUEN MUN OUTLINE ZONING PLAN No. S/TM/33
AMENDMENT ITEM D1

規劃署
PLANNING
DEPARTMENT

參考編號
REFERENCE No.
M/TM/17/129

圖 PLAN
4g1





主題地點界線只作識別用
SUBJECT SITE BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本圖於2017年9月8日擬備，所根據的
資料為攝於2017年7月13日及8月7日的實地照片
PLAN PREPARED ON 8.9.2017
BASED ON SITE PHOTOS
TAKEN ON 13.7.2017 & 7.8.2017

平面圖 SITE PLAN

擬議修訂屯門分區計劃大綱核准圖編號 S/TM/33
修訂項目 D2
PROPOSED AMENDMENTS TO THE APPROVED
TUEN MUN OUTLINE ZONING PLAN No. S/TM/33
AMENDMENT ITEM D2

規劃署
PLANNING
DEPARTMENT

參考編號
REFERENCE No.
M/TM/17/129

圖 PLAN
4h1