

# **TOWN PLANNING BOARD**

**TPB Paper No. 10003**

**For Consideration by  
the Town Planning Board on 16.10.2015**

**Planning and Engineering Study  
for Tuen Mun Areas 40 and 46 and the Adjoining Areas**

**Stage 1 Community Engagement**

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**Stage 1 Community Engagement**

**1. PURPOSE**

- 1.1 This paper brief Members on the Stage 1 Community Engagement (CE) for the Planning and Engineering Study for Tuen Mun Areas 40 and 46 and the Adjoining Areas (the Study). The Stage 1 CE aims to seek community's views on the proposed land use for areas under the Study.

**2. BACKGROUND**

- 2.1 Tuen Mun Areas 40 and 46 will connect with the Hong Kong – Zhuhai – Macao Bridge Hong Kong Boundary Crossing Facilities (HZMB HKBCF) and North Lantau via the future Tuen Mun – Chek Lap Kok Link (TM-CLKL), which will also link up with the proposed Tuen Mun Western Bypass (TMWB) to the northwest New Territories. The enhanced accessibility of Tuen Mun Areas 40 and 46 will provide opportunities for optimizing development potential. Hence, a comprehensive review and planning of the land use in the areas are required.
- 2.2 The Planning Department (PlanD) and the Civil Engineering and Development Department (CEDD) jointly commissioned the Study. It aims to formulate appropriate land use and development parameters for areas under the Study, and to produce a Recommended Outline Development Plan and Recommended Layout Plans as a basis to guide the future development.

**3. POTENTIAL DEVELOPMENT AREAS**

- 3.1 Tuen Mun Areas 40 and 46 and the vicinity can be divided into the southern and northern portions. At present, the areas to the south of Lung Mun Road mainly comprise logistics, special industrial and industrial uses, while the areas to the north of Lung Mun Road are mainly slopes and platforms created after former borrowing activities. Four parcels of land are identified as Potential Development Areas (PDAs), which cover a total area of about 50 hectares (**Plan 1**), which include:

- (a) PDA-A: located at Tuen Mun Area 46 and falls within an area mainly zoned “Undetermined”<sup>1</sup> and partly zoned “Green Belt” (“GB”) and shown as ‘Road’ on the approved Tuen Mun Outline Zoning Plan (OZP) No. S/TM/33. It comprises several platforms formed by former borrowing activities and partly occupied by temporary works area and site office for construction of TM-CLKL;
- (b) PDA-B: a vacant platform located to the north of the future toll plaza of TM-CLKL, and falls within an area zoned “Government, Institution or Community” (“G/IC”) on the OZP;
- (c) PDA-C: a waterfront site located at Tuen Mun Area 40 and zoned “Industrial (3)” on the OZP. Apart from some private warehouses, a fire station and a government laundry, the area is mainly occupied by temporary uses, such as sawmills, concrete batching plant, open storage and machine repair workshops; and
- (d) PDA-D: located to the west of Tuen Mun Area 46 and falls within an area zoned “G/IC” and “GB” on the OZP. It mainly comprises slopes and platforms formed by former borrowing activities and partly occupied by temporary uses of government projects.

#### **4. PLANNING CONSIDERATIONS**

- 4.1 We have analysed the opportunities for optimising the development potential of the PDAs and the constraints that need to be taken into account or overcome. The opportunities and constraints are summarized as follows (see Pages 7 to 10 in **Appendix I**):

##### Opportunities

- (a) **Enhanced Accessibility** – The future TM-CLKL and the proposed TMWB will greatly enhance the accessibility and connectivity of Tuen Mun Areas 40 and 46.
- (b) **Complementary with Adjacent Developments** – Development of the PDAs can be complementary to future developments serving different functions, including Hung Shui Kiu New Development Area, Yuen Long South, Topside Development at HKBCF Island of HZMB and North Lantau.

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<sup>1</sup> The site was originally planned for columbarium use and was previously zoned “Other Specified Uses” annotated “Crematorium, Columbarium, Funeral Services Centre and Open Space” on the Tuen Mun OZP. Since an alternative site at Tsang Tsui was identified in July 2010, the site could be released for other uses. It was subsequently rezoned to “U” on the Tuen Mun OZP No. S/TM/32.

- (c) **New Land to meet Imminent Demand** – The land resources of the PDAs would help relieve pressure for imminent land demand, in particular there is a shortage of sites for modern logistics facilities.
- (d) **Create Job Opportunities** – Leveraging the strategic location, the PDAs have potential for development of suitable industries to promote economic activities and create job opportunities for the Tuen Mun District and the Territory.
- (e) **Availability of Waterfront Flat Land** – PDA-C is a piece of reclaimed waterfront flat land and the availability of sea frontage is particularly suitable to accommodate marine-related uses which require marine transport.

#### Constraints

- (f) **Road Capacity** – Lung Mun Road is the major road serving the area and improvement works are required to enhance its capacity. Most of the traffic to/from the area is via Wong Chu Road and Tuen Mun Road and the traffic condition of these two roads is reaching their capacities.
- (g) **Overhead Power Lines and Pylons** – The existing overhead power lines (OHL) and pylons pose development constraints to the northern platforms of PDA-A and PDA-D, as well as PDA-B. In addition, it would be very difficult to develop PDA-B due to the proposed TMWB tunnel underneath and its steep terrain.
- (h) **Landfills** – The restored Pillar Point Valley Landfill and the restored Siu Lang Shui Landfill limit the scope for future expansion of the PDAs.
- (i) **Environmental Constraints** – In planning the PDAs, due consideration should be given to the nearby industrial/logistics uses, TM-CLKL and its toll plaza in order to appropriately address the possible environmental and visual impacts associated with these developments.
- (j) **Nature Conservation** – Future development at PDA-D should not adversely affect the habitats of the Siu Lang Shui Site of Special Scientific Interest (SSSI) which is the largest known butterfly overwintering site in Hong Kong.
- (k) **Airport Height Restrictions** – Future development of the PDAs is subject to airport height restrictions.
- (l) **Current Uses** – Development at PDA-C may affect the current industrial uses/operation.



## **5. VISION AND GUIDING PRINCIPLES**

- 5.1 The overall vision of the Study is to transform Tuen Mun Areas 40 and 46 into a major economic activity area in the northwest New Territories, capturing the geographical advantage, enhanced accessibility and opportunity of bridgehead economy brought by new road infrastructure and development projects.
- 5.2 The following guiding principles would be taken into account in considering the development of the PDAs (see Pages 11 and 12 in **Appendix I**):
- (a) enhance strategic role of Tuen Mun West;
  - (b) create synergy with surrounding industrial uses;
  - (c) avoid negative traffic impact;
  - (d) respect environmental and ecological considerations; and
  - (e) create a sustainable environment.

## **6. PROPOSED LAND USE**

- 6.1 Taking into consideration of the development opportunities and constraints, the overall vision and guiding principles, the proposed development theme, scale and strategy for the PDAs are as follows (see Pages 13 to 15 in **Appendix I**):

### Development Theme

- (a) To capture the geographical advantage, the PDAs are suitable to be developed as a modern logistics/green industry hub to address the demand for sites in Hong Kong, and to create job opportunities for the Tuen Mun District and the Territory.
- (b) The PDAs are proposed for modern logistics uses, such as distribution and packaging centres with modern warehouse facilities and related testing and certification services, to handle high value goods and to provide high-value added logistics services; as well as green industry uses, such as high value-added recycling process (e.g. the production of eco-paving blocks).

### Development Scale

- (c) A plot ratio of 4 (about 6 to 8 storeys high) is proposed by making reference to the modern logistics developments in the waterfront of Tsing Yi to optimize land utilization and to cater for the operational requirement of modern logistics uses.

### Development Strategy

- (d) Due to the limited road capacity of Tuen Mun Road and Wong Chu Road, developments will concentrate at parts of the PDAs to meet the short and medium term demand for land. The remaining parts are kept as land reserve for future development to allow greater flexibility in the use of land resources.
- (e) Taking into account the capacity of the road network, it is initially estimated that about 10 ha of developable land and about 400,000m<sup>2</sup> GFA can be provided creating about 9,500 job opportunities.

## **7. STAGE 1 COMMUNITY ENGAGEMENT ACTIVITIES**

- 7.1 Community Engagement will be conducted in two stages. The two-month Stage 1 CE, which focuses on collecting community's views on the proposed land use for the PDAs, has commenced and will last until mid November 2015. The views collected would duly be taken into consideration in formulating the draft RODP in the next stage of the Study.
- 7.2 Other than briefing to the Town Planning Board, activities also include briefings to other statutory/advisory committees such as Tuen Mun District Council, Tuen Mun Rural Committee, Planning Sub-committee of Land and Development Advisory Committee, etc. and focus group meetings will be arranged to collect views from relevant stakeholders. A community workshop will be organized in October 2015 to collect views from the general public. A Study website has been established to provide a convenient channel for promulgation of CE materials and events as well as to collect community's views.
- 7.3 A copy of the Stage 1 CE Digest is at **Appendix I** for Member information.

## **8. ADVICE SOUGHT**

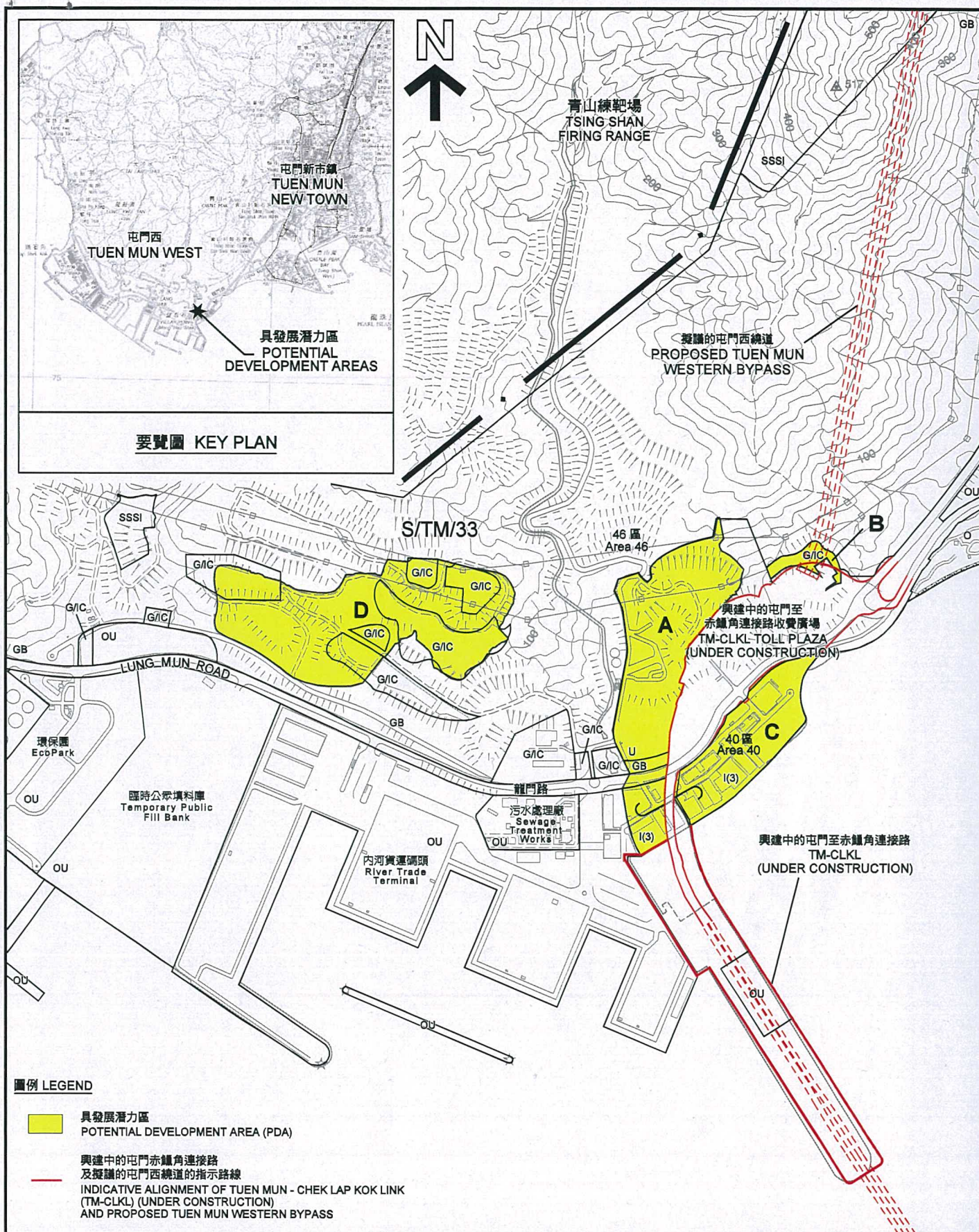
- 8.1 Members are invited to offer views on the proposed land use, development scale and development strategy of the PDAs.

**ATTACHMENTS**

Plan 1	Location Plan of the Potential Development Areas
Appendix I	Stage 1 Community Engagement Digest

**Planning Department  
Civil Engineering and Development Department  
October 2015**





本摘要圖於2015年9月22日擬備，所根據的資料為地圖組別HM20C中的編號 5  
EXTRACT PLAN PREPARED ON 22.9.2015  
BASED ON SHEET No. 5 IN SERIES HM20C

屯門40區及46區和毗連地區  
規劃及工程研究  
PLANNING AND ENGINEERING STUDY  
FOR TUEN MUN AREAS 40 AND 46  
AND THE ADJOINING AREAS

SCALE 1 : 15 000 比例尺  
300 0 300 600  
METRES



規劃署  
PLANNING  
DEPARTMENT



土木工程拓展署  
CIVIL ENGINEERING  
AND DEVELOPMENT  
DEPARTMENT

參考編號  
REFERENCE No.  
M/TM/15/111

圖 PLAN  
1



# 屯門 40 46 區及 區和 毗連地區 規劃及工程研究

Planning and  
Engineering Study for  
Tuen Mun Areas 40 and 46  
and the Adjoining Areas

第一階段社區參與摘要  
Stage 1 Community Engagement Digest

二零一五年九月  
September 2015

Appendix I of  
TPB Paper No. 10003





1990年代  
1990s



2000年代  
2000s



2010年代  
2010s





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# 屯門40區及46區和毗連地區

Tuen Mun Areas 40 and 46 and the Adjoining Areas

屯門40區及46區未來將通過屯門至赤鱸角連接路連接港珠澳大橋香港口岸及大嶼山北部，並經擬議的屯門西繞道與新界西北接駁。預計屯門40區及46區未來的可達性將大大提升，並帶來發展機遇。因此，有需要全面檢討及規劃有關用地的土地用途。

規劃署和土木工程拓展署合作展開本研究，研究範圍包括位於屯門區西部的屯門40區、46區和毗連地區。

Tuen Mun Areas 40 and 46 will connect with the Hong Kong – Zhuhai – Macao Bridge Hong Kong Boundary Crossing Facilities (HZMB HKBCF) and North Lantau via the Tuen Mun – Chek Lap Kok Link (TM-CLKL), which will also link up with the proposed Tuen Mun Western Bypass (TMWB) to the Northwest New Territories. The enhanced accessibility of Tuen Mun Areas 40 and 46 will provide opportunities for optimizing the development potential. Hence, a comprehensive review and planning of the land uses in the areas are required.

The Planning Department and the Civil Engineering and Development Department jointly commissioned the Study. The areas under the Study include Tuen Mun Areas 40 and 46 and the adjoining areas at the western part of the Tuen Mun District.

## 圖例 LEGEND

-  現有行車通道  
Existing Road Link
-  擬議的行車通道  
Proposed Road Link
-  興建中的行車通道  
Road Link (under Construction)



此圖只作指示用途  
This plan is indicative only.



# 現況及興建中的屯門至赤鱗角連接路 Current Condition and TM-CLKL (under Construction)

已修復望后石谷堆填區  
Restored Pillar Point Valley Landfill

小冷水具特殊  
科學價值地點  
(已修復小冷水堆填區)  
Siu Lang Shui Site of  
Special Scientific Interest (SSSI)  
(Restored Siu Lang Shui Landfill)

前採泥區  
Former Borrow Area

前採泥區  
Former Borrow Area

興建中的屯門至赤鱗角  
連接路收費廣場  
TM-CLKL Toll Plaza  
(under Construction)

龍門路 Lung Mun Road

環保園  
EcoPark

臨時公眾填料庫  
Temporary Public Fill Bank

龍門路 Lung Mun Road

污水處理廠  
Sewage Treatment Plant

工業地區  
Industrial Area

內河貨運碼頭  
River Trade Terminal

興建中的屯門至赤鱗角連接路  
TM-CLKL (under Construction)





屯門40區及46區一帶可分為南北兩部份。位於龍門路以南沿海旁一帶現時主要用作物流、特殊工業和工業用途，而龍門路以北主要為山坡和前採泥區形成的平台。

四幅土地被納入為具發展潛力區，總面積約50公頃。

研究的目的是為各具發展潛力區制訂合適的土地用途及發展參數。

Tuen Mun Areas 40 and 46 and the vicinity can be divided into southern and northern portions. At present, the areas to the south of Lung Mun Road mainly comprise logistics, special industries and industrial uses, while the areas to the north are mainly slopes and platforms created after former borrowing activities.

Four parcels of land are identified as Potential Development Areas (PDAs), which cover a total area of about 50 hectares.

The Study aims to formulate appropriate land uses and development parameters for the PDAs.

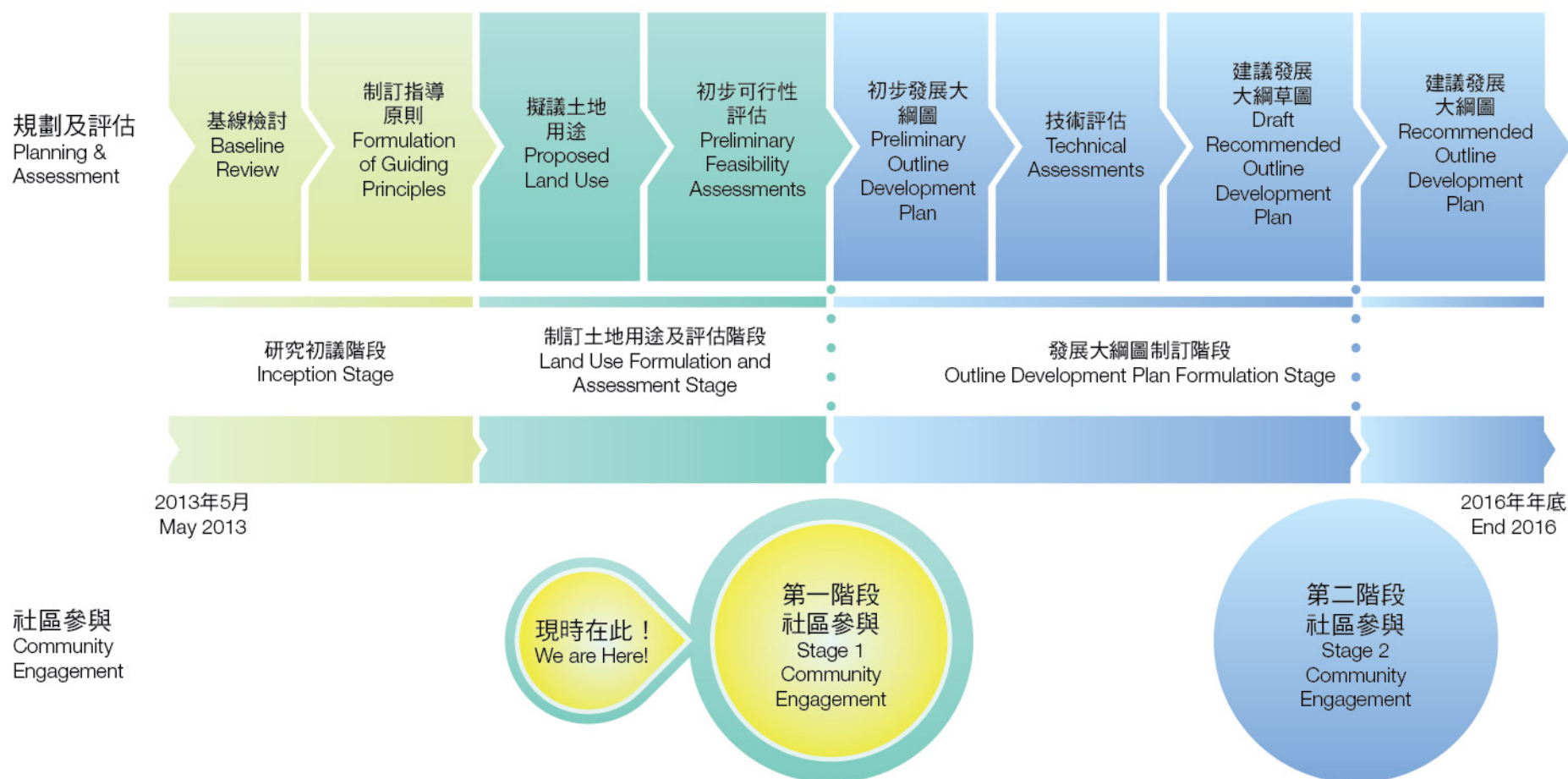


# 第一階段社區參與

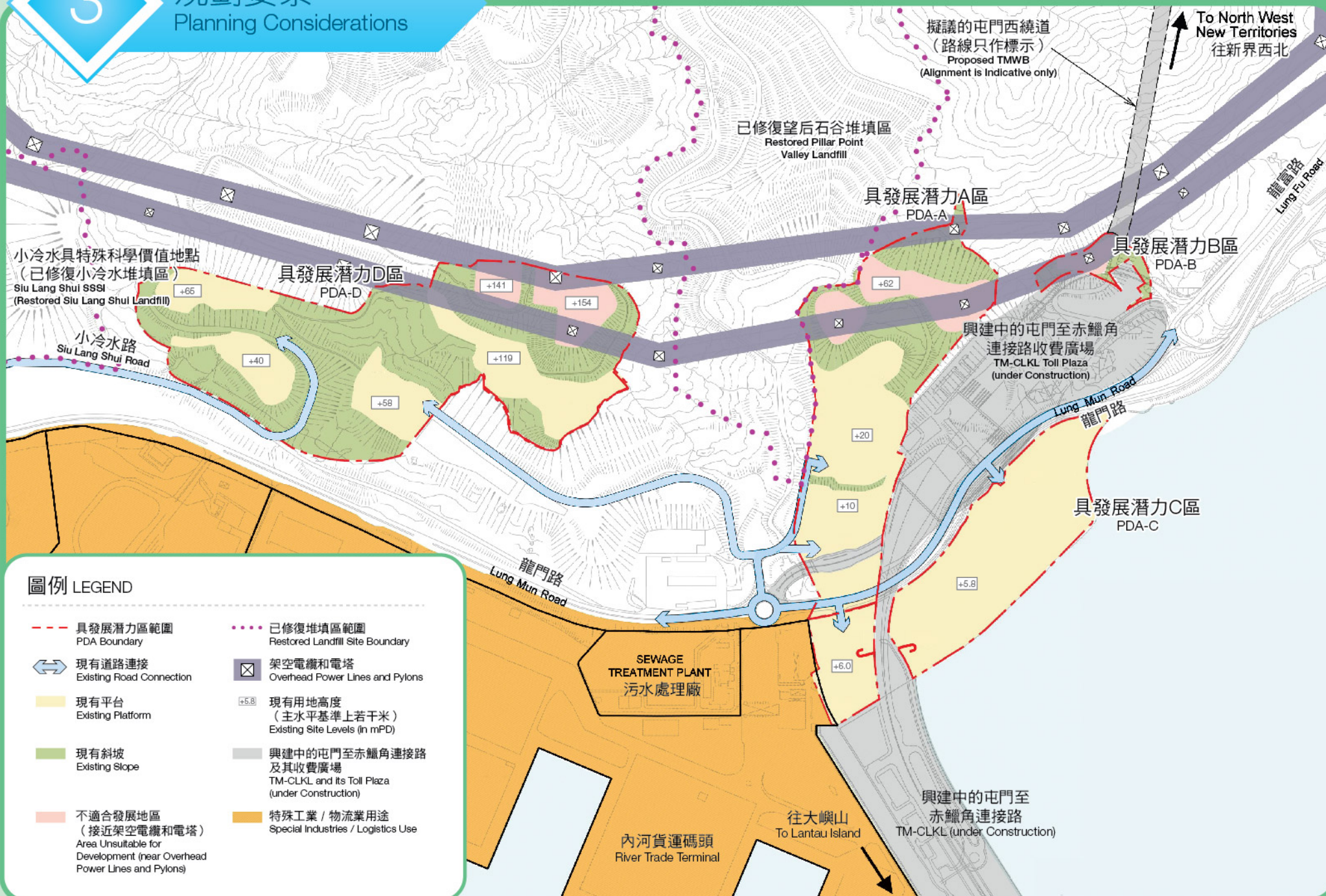
## Stage 1 Community Engagement

本研究將包括兩個階段的社區參與。第一階段社區參與於2015年9月展開，為期兩個月，主要收集公眾對各具發展潛力區的擬議土地用途的意見。所收集到的公眾意見，將會在下一階段制訂初步發展大綱圖時充分考慮。

Community Engagement will be conducted in two stages. The two-month Stage 1 Community Engagement, which focuses on collecting public views on the proposed land use for the PDAs, is launched in September 2015. Public views collected would duly be taken into consideration in formulating the Preliminary Outline Development Plan at the next stage of the Study.









## 1 提升可達性和連繫 Enhanced Accessibility and Connectivity



興建中的屯門至赤鱗角連接路及擬議的屯門西繞道，將大大提升屯門40區和46區的可達性及連繫。舉例來說，屯門至香港國際機場的行車時間將由約30分鐘大幅縮減至約10分鐘。

The TM-CLKL under construction and the proposed TMWB will greatly enhance the accessibility and connectivity of Tuen Mun Areas 40 and 46. For example, the journey time between Tuen Mun and Hong Kong International Airport will be significantly reduced from about 30 minutes to about 10 minutes.

## 2 配合其他鄰近發展 Complementary with Other Adjacent Developments



具發展潛力區的發展可配合更廣泛地區的未來發展，包括洪水橋新發展區、元朗南、港珠澳大橋香港口岸上蓋發展及大嶼山北部，以發揮不同功能。

Development of PDAs can be complementary to future developments serving different functions in wider areas, including Hung Shui Kiu New Development Area, Yuen Long South, Topside Development at HKBCF Island of HZMB and North Lantau.

## 3 新增土地以應付需求 New Land to meet Imminent Demand



具發展潛力區的土地資源有助紓緩迫切的土地需求，特別是現代物流設施用地的短缺。

The land resources of the PDAs would help relieve pressure for imminent land demand, in particular there is a shortage of sites for modern logistics facilities.

## 4 創造就業機會 Create Job Opportunities



利用區域位置的優勢，具發展潛力區可用作發展合適產業，以促進屯門區及本港的經濟發展及創造就業機會。

Leveraging the strategic location, the PDAs have potential for development of suitable industries to promote economic activities and create job opportunities for the Tuen Mun District and the Territory.

## 5 提供臨海用地 Availability of Waterfront Flat Land



具發展潛力C區是一幅已平整的填海用地，擁有臨海位置的優勢，尤其適合與海上作業和需要海路運輸的相關用途。

PDA-C is a piece of reclaimed waterfront flat land and the availability of sea frontage is particularly suitable to accommodate marine-related uses which require marine transport.



# 限制 Constraints



## 1 道路容量限制 Limited Road Capacity

龍門路是該區的主要道路，需要進行道路改善工程以增加其容量。而進出該區的車輛大多須使用皇珠路和屯門公路，但該兩條道路的容量已接近飽和。

Lung Mun Road is the major road serving the area and road improvement works are required to enhance its capacity. Most of the traffic to / from the area is via Wong Chu Road and Tuen Mun Road. The traffic condition of these two roads is reaching their capacities.



## 2 架空電纜和電塔 Overhead Power Lines and Pylons

現有架空電纜和電塔對具發展潛力A區及D區北面平台及具發展潛力B區的發展造成限制。

The existing overhead power lines (OHL) and pylons pose development constraints to the northern platforms of PDA-A and D, as well as PDA-B.

- ◆ 除架空電纜和電塔外，具發展潛力B區位處斜坡，地底亦有擬議的屯門西繞道的行車隧道，因此不建議作發展。

Apart from the OHL and pylons, PDA-B is not recommended for development due to its steep terrain and the proposed TMWB tunnel underneath.

## 3 鄰近已修復堆填區 Near to Restored Landfills

具發展潛力A區及D區鄰近已修復望后石谷堆填區及已修復小冷水堆填區，對其擴展造成限制。

PDA-A and D are located near to the restored Pillar Point Valley Landfill and the restored Siu Lang Shui Landfill which limit the scope for future expansion of the PDAs.



#### 4 環境限制 Environmental Constraints



規劃各具發展潛力區時，需妥善考慮和處理鄰近的工業 / 物流用途、屯門至赤鱸角連接路及收費廣場可能引致的環境及視覺影響。

In planning the PDAs, due consideration should be given to the nearby industrial / logistics uses, TM-CLKL and its toll plaza in order to appropriately address the possible environmental and visual impacts associated with these developments.

#### 5 自然保育 Nature Conservation



小冷水具特殊科學價值地點是香港已知最大的蝴蝶過冬棲息地，在規劃具發展潛力D區時，不應對該處的生態環境造成負面影響。

The Siu Lang Shui Site of Special Scientific Interest (SSSI) is the largest known butterfly overwintering site in Hong Kong. In planning PDA-D, the habitats at the SSSI should not be adversely affected.

#### 6 機場高度限制 Airport Height Restrictions



具發展潛力區未來發展的高度，受機場高度限制。

Future development of the PDAs is subject to airport height restrictions.

#### 7 具發展潛力C區的現有用途 Current Uses in PDA-C



在具發展潛力C區進行發展或會影響現有的工業用途 / 運作。

Development at PDA-C may affect the current industrial uses / operation.



願景  
Vision

利用新道路和發展項目所帶來的地理優勢、更佳的交通連接及橋頭經濟的契機，開拓屯門40區及46區為新界西北的一個主要經濟活動區。

To transform Tuen Mun Areas 40 and 46 into a major economic activity area in Northwest New Territories, capturing the geographical advantage, enhanced accessibility and opportunity of bridgehead economy brought by new road infrastructure and development projects.

指導原則  
Guiding Principles

## 加強屯門西的策略性角色

Enhance Strategic Role of Tuen Mun West

- ◆ 利用地理上的優勢，透過促進屯門40區及46區的經濟活動，加強屯門西的策略性角色。

To capitalize on the geographical advantage and to promote economic activities in Tuen Mun Areas 40 and 46 in order to enhance the strategic role of Tuen Mun West.

## 與周邊的現有工業用途產生協同效應

Create Synergy with Surrounding Industrial Uses

- ◆ 與周邊現有及已規劃的工業用途產生協同效應，進一步支持香港現有核心行業的持續增長和新興的高科技、高增值行業，創造就業機會，並迎合屯門區的需要。

To create synergy with existing and planned uses in the surrounding areas and support the continued growth of Hong Kong's existing core industries, new high-tech and high-value added industries, with a view to creating job opportunities and addressing the needs of the Tuen Mun District.





## 避免不良的交通影響

### Avoid Negative Traffic Impact

- ◆ 考慮現有及已規劃發展所產生的車流量及道路網的交通容量，為具發展潛力區建議合適的發展策略。

To propose appropriate development strategy for the PDAs, taking into consideration the traffic generation of existing and planned developments and the traffic capacity of the road network.

- ◆ 如建議的發展會增加海上交通，便需採取適當措施確保海上交通安全。

To ensure marine traffic safety by implementing appropriate measure for any proposed developments that would generate more marine traffic.



## 顧及環境及生態考慮

### Respect Environmental and Ecological Considerations

- ◆ 建議較不易受現有及已規劃的用途 / 基礎設施所產生負面環境影響的用途。

To propose uses which are less sensitive to the adverse environmental impacts caused by existing and planned uses / infrastructure in the area.

- ◆ 保護鄰近現有的生態環境，減低對周邊敏感環境的滋擾及負面影響，尤其是小冷水具特殊科學價值地點。

To preserve the existing habitats nearby and to minimize disturbance and negative impact on the surrounding sensitive environment, particularly the Siu Lang Shui SSSI.



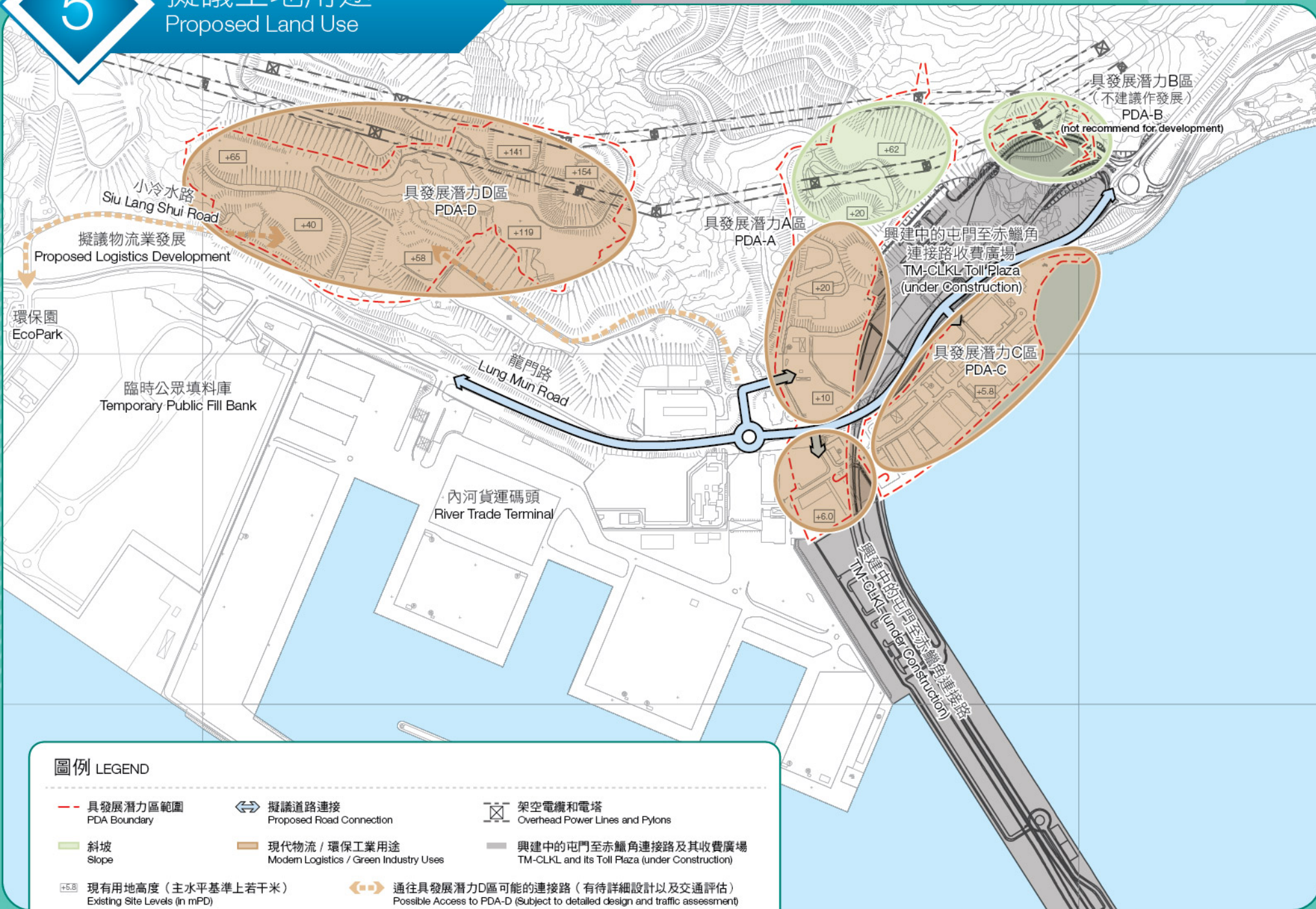
## 建立可持續發展的環境

### Create a Sustainable Environment

- ◆ 促進可持續和低碳的發展模式。

To promote sustainable and low-carbon mode of development.





圖例 LEGEND

- |  |  |  |
|--|--|--|
| --- 具發展潛力區範圍<br>PDA Boundary                             | ↔ 擬議道路連接<br>Proposed Road Connection   | ⌵ 架空電纜和電塔<br>Overhead Power Lines and Pylons                             |
| ▨ 斜坡<br>Slope  | ▨ 現代物流 / 環保工業用途<br>Modern Logistics / Green Industry Uses  | ▨ 興建中的屯門至赤鱸角連接路及其收費廣場<br>TM-CLKL and its Toll Plaza (under Construction) |
| ±5.8 現有用地高度 (主水平基準上若干米)<br>Existing Site Levels (in mPD) | → 通往具發展潛力D區可能的連接路 (有待詳細設計以及交通評估)<br>Possible Access to PDA-D (Subject to detailed design and traffic assessment) |  |





## 擬議發展主題

- ◆ 為善用地理優勢，具發展潛力區適合發展為一個現代物流 / 環保工業樞紐，以應付本港在這方面用地的需求，並為屯門區及本港創造就業機會。

## Proposed Development Theme

- ◆ To capture the geographical advantage, the PDAs are suitable to be developed as a modern logistics / green industry hub to address the demand for sites in Hong Kong, and to create job opportunities for the Tuen Mun District and the Territory.



## 現代物流 / 環保工業用途

- ◆ 具發展潛力區擬議作現代物流用途，例如配送和包裝中心及現代貨倉設施和相關檢測和認證服務，處理高價值貨品及提供高增值的物流服務；以及環保工業用途，例如高增值循環再造業（如製造環保地磚）。
- ◆ 擬議的用途及具發展潛力C區的臨海位置可提供較大彈性，以增設與擬議用途配合的設施，例如公眾貨物裝卸區、避風塘及其他支援設施，但仍有待進一步檢討。

## Modern Logistics / Green Industry Uses

- ◆ The PDAs are proposed for modern logistics uses, such as distribution and packaging centres with modern warehouse facilities and related testing and certification services, to handle high value goods and to provide high-value added logistics services; as well as green industry uses, such as high value-added recycling process (e.g. the production of eco-paving blocks).
- ◆ The proposed uses and the availability of waterfront at PDA-C would allow greater flexibility to accommodate additional facilities such as public cargo working area, typhoon shelter, and other supporting facilities complimentary to the proposed uses, subject to further review.



## 擬議發展規模

- ◆ 參考青衣海旁的現代物流發展，建議地積比率為4倍（約6至8層高），以善用土地的發展潛力，符合現代物流用途在運作上的需要。
- ◆ 初步預計可發展的土地面積約為10公頃，可提供約400,000平方米的總樓面面積，創造約9,500個就業機會。

## Proposed Development Scale

- ◆ A plot ratio of 4 (about 6 to 8 storeys high) is proposed by making reference to the modern logistics developments in the waterfront of Tsing Yi to optimize land utilization and to cater for the operational requirement of modern logistics uses.
- ◆ It is initially estimated that about 10 hectares of developable land and about 400,000m<sup>2</sup> gross floor area can be provided creating about 9,500 job opportunities.



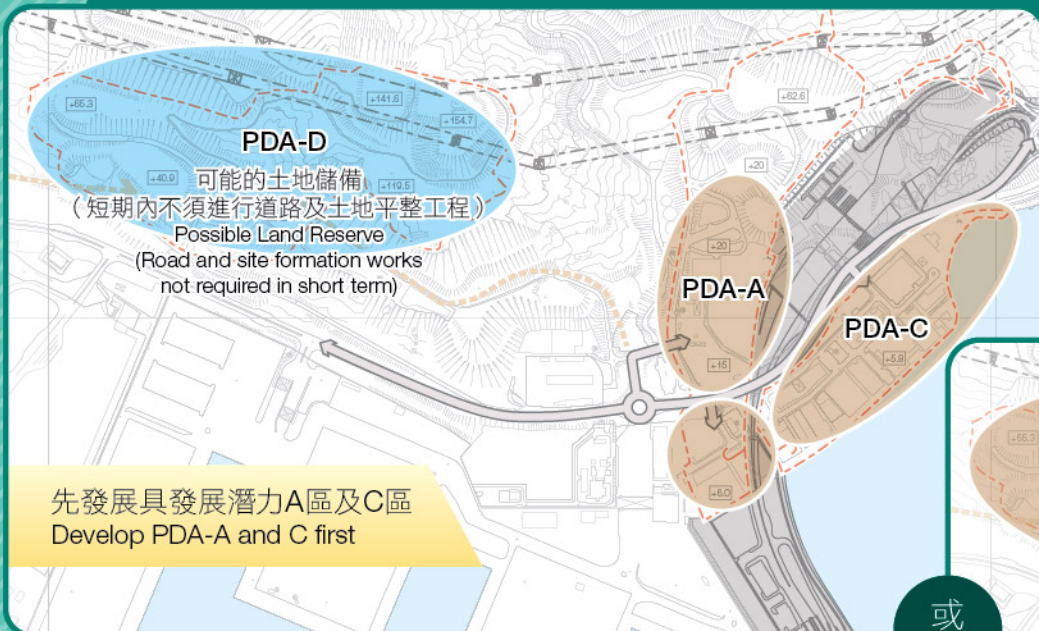
## 擬議發展策略



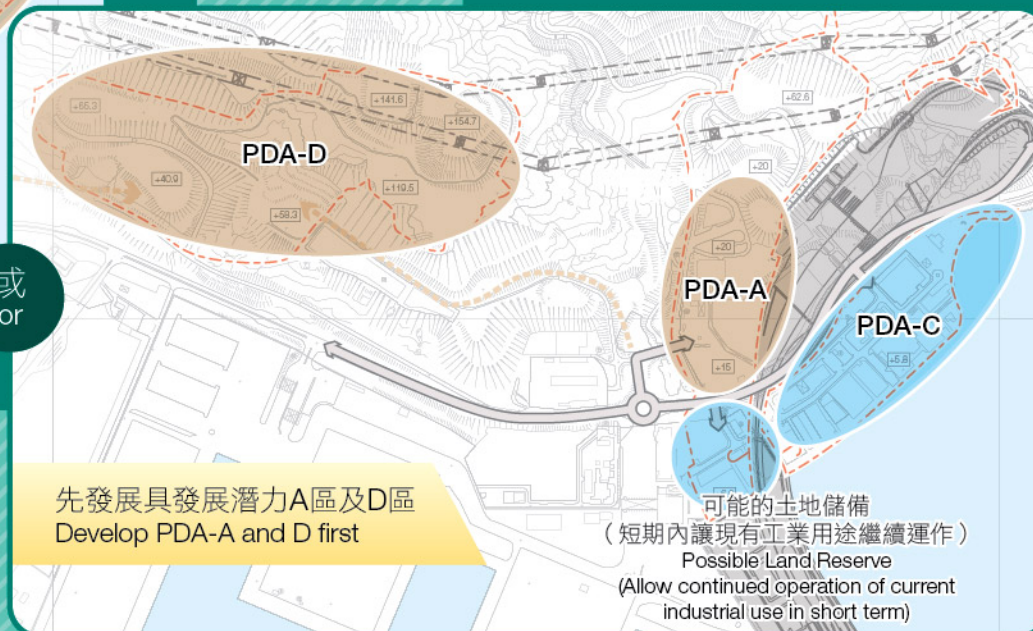
- 由於現時屯門公路及皇珠路的道路容量有限，建議先集中發展部分具發展潛力區，以應付短、中期的土地需求，並將其餘用地以土地儲備形式保留作未來發展，以達至靈活運用土地資源的目的。

## Proposed Development Strategy

- Due to the limited road capacity of Tuen Mun Road and Wong Chu Road, developments will concentrate at parts of the PDAs to meet the short and medium term demand for land. The remaining parts are kept as land reserve for future development to allow greater flexibility in the use of land resources.



或  
or





## 其他曾考慮的用途

### Other Uses that have been considered



#### 住宅用途

- ◆ 具發展潛力區附近一帶聚集的特殊工業和未來道路基礎設施所帶來大量的車流會產生負面的空氣質素影響，故不適宜作住宅用途。
- ◆ 在屯門38區的內河貨運碼頭屬24小時運作，會對易受影響及需靠打開窗戶通風的住宅發展造成負面噪音影響。

#### Residential Use

- ◆ The PDAs are undesirable for residential use due to adverse air quality impacts from clustering of special industries in the vicinity and heavy vehicular traffic flow from future road infrastructure.
- ◆ The 24-hour operation of the river trade terminal in Tuen Mun Area 38 would induce adverse noise impact on noise-sensitive residential developments that rely on open windows for ventilation.

#### 與旅遊相關的用途



- ◆ 現有及已規劃的用途 / 道路基礎設施所帶來的負面空氣質素及交通噪音影響，局限了與旅遊相關的發展，如戶外康樂用途。
- ◆ 擬議土地用途比旅遊相關的用途更能充分發揮這區的地理優勢。

#### Tourism-related Uses

- ◆ Existing and planned uses / road infrastructure cause adverse air quality and traffic noise impacts which limit tourism-related uses such as outdoor recreational uses.
- ◆ Comparing with tourism-related uses, the proposed land use could better capitalize on the geographical advantage of this area.





發揮地理優勢  
Capitalize Geographical Advantage



高增值  
High Value-Added



優化環境  
Regeneration



就業  
Employment



善用土地  
Utilised Land Resources

擬議土地用途 Proposed Land Use

## 再想一想 Further Thoughts

### 土地用途 Land Use

你同意擬議的現代  
物流 / 環保工業用途嗎？

Do you agree with the proposed modern  
logistics / green industry uses ?

有沒有其他建議？

Any other suggestion?

### 發展規模 Development Scale

你認為擬議的地積比率4倍  
(約6至8層高) 是否已達至地盡其用？

Do you think the proposed plot ratio of 4  
(about 6 to 8 storeys high) has achieved optimal site utilization ?

或者是一個較高 / 較低的  
發展密度更為合適？

Or a higher / lower development  
intensity is more appropriate ?

### 發展策略 Development Strategy

基於交通方面的限制，  
你同意把部分的具發展潛力區預留  
作土地儲備嗎？

In view of the traffic constraint, do you agree  
parts of the PDAs be retained as land reserve ?

你認為應該先發展哪個  
具發展潛力區？

Which PDA(s) you think should  
be developed first ?



## 6

您的意見  
Your Views

歡迎您對本研究的規劃建議提出意見。

您的意見對我們在下一階段制訂初步發展大綱圖尤為重要。

歡迎您在2015年11月16日或之前將意見郵寄、傳真或電郵給我們。

You are invited to express views on the planning proposals of the Study.

Your views are vital to the formulation of the Preliminary Outline Development Plan at the next stage of the Study.

Please send your views to us by post, fax or email on or before 16<sup>th</sup> November 2015.

請瀏覽本研究的網頁，參閱更詳盡的資料：

For more information about the Study, please visit:



[www.tm4046.hk](http://www.tm4046.hk)

社區參與活動  
Community Engagement Programme社區工作坊 Community Workshop  
(請預先登記 Please Register)

蝴蝶灣社區會堂  
新界屯門蝴蝶邨地下

Butterfly Bay Community Hall  
G/F, Butterfly Estate, Tuen Mun,  
New Territories

2015年10月24日(星期六)  
下午2時至5時

24<sup>th</sup> October 2015 (Saturday),  
2:00 p.m. - 5:00 p.m.

土木工程拓展署  
Civil Engineering and  
Development Department

規劃署  
Planning Department

地址  
Address

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荃灣政府合署25樓

New Territories West  
Development Office, 25/F,  
Tsuen Wan Government Offices,  
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Tsuen Wan

屯門及元朗西規劃處  
新界沙田上禾輦路1號  
沙田政府合署14樓

Tuen Mun and Yuen Long  
West District Planning Office,  
14/F Shatin Government Offices,  
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[enquiry@tm4046.hk](mailto:enquiry@tm4046.hk)

備註：個人或團體如在《屯門40區及46區和毗連地區規劃及工程研究》過程中向規劃署或土木工程拓展署提供意見和建議，將被視作同意規劃署或土木工程拓展署可將部分或全部提供的內容（包括個人姓名及名稱）公布。如不同意這個安排，請於提供意見和建議時作出聲明。

Remarks: Persons or organizations providing any comments and suggestions to the Planning Department or the Civil Engineering and Development Department on the "Planning and Engineering Study for Tuen Mun Areas 40 and 46 and the Adjoining Areas" shall be deemed to have given consent to the Planning Department and the Civil Engineering and Development Department to partially or wholly publish the comments and suggestions (including the names of the individuals and organizations). If you do not agree to this arrangement, please state so when providing comments and suggestions.



