

**Broad Development Parameters of the Indicative
Development Proposal in Respect of Application No. Y/TM/28**
關乎申請編號 Y/TM/28 而只作指示用途的擬議發展計劃的概括發展規範

Application No. 申請編號	Y/TM/28		
Location/address 位置／地址	Tuen Mun Town Lots 79, 80, 81 and Adjoining Government Land, Tuen Mun, New Territories 新界屯門屯門市地段第 79, 80, 81 號和毗連政府土地		
Site area 地盤面積	37,230 sq. m 平方米 (Includes Government Land of about 包括政府土地 約 16,882 sq. m 平方米)		
Plan 圖則	Approved Tuen Mun Outline Zoning Plan No. S/TM/35 屯門分區計劃大綱核准圖編號 S/TM/35		
Zoning 地帶	"Comprehensive Development Area (1)", "Comprehensive Development Area (2)" and area shown as 'Road' 「綜合發展區(1)」、「綜合發展區(2)」及顯示為「道路」的地方		
Proposed Amendment(s) 擬議修訂	To rezone the application site from "Comprehensive Development Area (1)", "Comprehensive Development Area (2)" and area shown as 'Road' to "Commercial (2)" 把申請地點由「綜合發展區(1)」、「綜合發展區(2)」及顯示為「道路」的地方地帶 改劃為「商業(2)」地帶		
Gross floor area and/or plot ratio 總樓面面積及／ 或地積比率		sq. m 平方米	Plot ratio 地積比率
	Domestic 住用	-	-
	Non-domestic 非住用	About 約 193,306	9.5
No. of block 幢數	Domestic 住用	-	
	Non-domestic 非住用	3	
	Composite 綜合用途	-	

Building height/No. of storeys 建築物高度／層數	Domestic 住用	-	m 米
		-	mPD 米(主水平基準上)
		-	Storey(s) 層
	Non-domestic 非住用	-	m 米
		Lots 79 and 80 - Not more than 不多於 140 Lot 81 - Not more than 不多於 120	mPD 米(主水平基準上) mPD 米(主水平基準上)
		27-32 3-4	Storey(s) 層 exclude 不包括 Basement 地庫
	Composite 綜合用途	-	m 米
		-	mPD 米(主水平基準上)
		-	Storey(s) 層
Site coverage 上蓋面積	Lot 79 - 不超過 15 米 Not exceeding 15m : 不超過 Not more than 100 % Lot 80 - 15 米以上但不超過 18 米 over 15m but not exceeding 18m : 不超過 Not more than 97.5 % Lot 81 - 18 米以上但不超過 21 米 over 18m but not exceeding 21m : 不超過 Not more than 92 % Lots 79, 80 and 81 - 61 米以上 above 61m : 不超過 Not more than 65 %		
No. of units 單位數目	-		
Open space 休憩用地	Private 私人	-	sq. m 平方米
	Public 公眾	-	sq. m 平方米
No. of parking spaces, loading / unloading spaces and other transport-related facilities 停車位，上落客貨車位數目及其他與運輸有關的設施	Total no. of vehicle spaces 停車位總數		922
	Private Car Parking Spaces 私家車車位		877
	Motorcycle Parking Spaces 電單車車位		45
	Total no. of vehicle loading/unloading bays/lay-bys 上落客貨車位／停車處總數		114
	Taxi Space 的士車位		14
	Coach Spaces 輕型貨車車位		5
	Light Goods Vehicle Spaces 輕型貨車車位		62
	Heavy Goods Vehicle Spaces 重型貨車車位		33
	Total no. of Public Vehicle parking spaces		105
	Private Car Parking Spaces 私家車車位		43
	Motorcycle Parking Spaces 電單車車位		45
	Heavy Goods Vehicle Spaces 重型貨車車位		13
	Coach Spaces 輕型貨車車位		4

* 有關資料是為方便市民大眾參考而提供。對於所載資料在使用上的問題及文義上的歧異，城市規劃委員會概不負責。若有任何疑問，應查閱申請人提交的文件。

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Submitted Plans, Drawings and Documents 提交的圖則、繪圖及文件		
	<u>Chinese</u> 中文	<u>English</u> 英文
<u>Plans and Drawings 圖則及繪圖</u>		
Master layout plan(s)/Layout plan(s) 總綱發展藍圖／布局設計圖	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Block plan(s) 樓宇位置圖	<input type="checkbox"/>	<input type="checkbox"/>
Floor plan(s) 樓宇平面圖	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Sectional plan(s) 截視圖	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Elevation(s) 立視圖	<input type="checkbox"/>	<input type="checkbox"/>
Photomontage(s) showing the proposed development 顯示擬議發展的合成照片	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Master landscape plan(s)/Landscape plan(s) 園境設計總圖／園境設計圖	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Others (please specify) 其他（請註明）	<input type="checkbox"/>	<input type="checkbox"/>
<u>Reports 報告書</u>		
Planning Statement / Justifications 規劃綱領 / 理據	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Environmental assessment (noise, air and/or water pollutions) 環境評估（噪音、空氣及／或水的污染）	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Traffic impact assessment (on vehicles) 就車輛的交通影響評估	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Traffic impact assessment (on pedestrians) 就行人的交通影響評估	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Visual impact assessment 視覺影響評估	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Landscape impact assessment 景觀影響評估	<input type="checkbox"/>	<input type="checkbox"/>
Tree Survey 樹木調查	<input type="checkbox"/>	<input type="checkbox"/>
Geotechnical impact assessment 土力影響評估	<input type="checkbox"/>	<input type="checkbox"/>
Drainage impact assessment 排水影響評估	<input type="checkbox"/>	<input type="checkbox"/>
Sewerage impact assessment 排污影響評估	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Risk Assessment 風險評估	<input type="checkbox"/>	<input type="checkbox"/>
Others (please specify) 其他（請註明）	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<u>Landscape Proposal (including Tree Survey) 園境建議書（包括樹木調查）</u>		
<u>Open Space Enhancement Strategy 休憩用地改善策略</u>		
<u>Air Ventilation Assessment 空氣流通評估</u>		
<u>Water Supplies Impact Assessment 供水影響評估</u>		
Note: May insert more than one 「✓」. 註：可在多於一個方格內加上「✓」號		

Note: The information in the Gist of Application above is provided by the applicant for easy reference of the general public. Under no circumstances will the Town Planning Board accept any liabilities for the use of the information nor any inaccuracies or discrepancies of the information provided. In case of doubt, reference should always be made to the submission of the applicant.

註：上述申請摘要的資料是由申請人提供以方便市民大眾參考。對於所載資料在使用上的問題及文義上的歧異，城市規劃委員會概不負責。若有任何疑問，應查閱申請人提交的文件。



位置圖 LOCATION PLAN

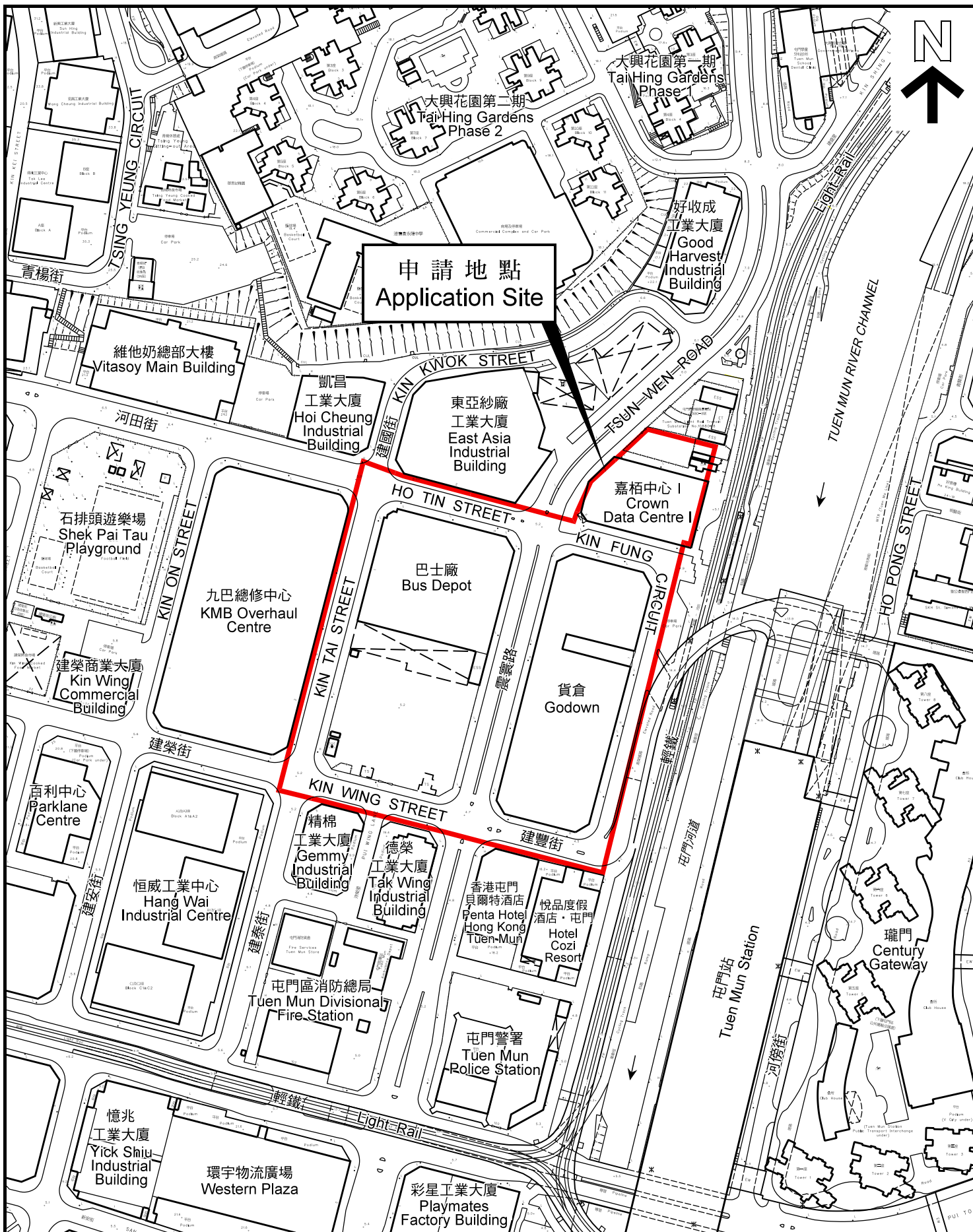
本摘要圖於2022年2月25日擬備，
所根據的資料為於2018年12月11日
核准的分區計劃大綱圖編號 S/TM/35
EXTRACT PLAN PREPARED ON 25.2.2022
BASED ON OUTLINE ZONING PLAN No.
S/TM/35 APPROVED ON 11.12.2018

SCALE 1:10 000 比例尺
100 0 100 200 300 400 500 米
METRES

申請地點界線只作識別用
APPLICATION SITE BOUNDARY
FOR IDENTIFICATION PURPOSE ONLY

參考編號
REFERENCE No.

Y/TM/28



平面圖 SITE PLAN

本摘要圖於2022年2月25日擬備，
所根據的資料為測量圖編號
5-SE-5D、10B、6-SW-1C 及 6A
EXTRACT PLAN PREPARED ON 25.2.2022
BASED ON SURVEY SHEETS No.
5-SE-5D, 10B, 6-SW-1C & 6A

申請地點界線只作識別用
APPLICATION SITE BOUNDARY
FOR IDENTIFICATION PURPOSE ONLY

參考編號
REFERENCE No.
Y/TM/28

EXECUTIVE SUMMARY

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此頁摘自申請人提交的文件。

This page is extracted from applicant's submitted documents.

1. INTRODUCTION

This rezoning application is submitted to the Town Planning Board (the Board) to rezone an area zoned “Comprehensive Development Area (1)” (“CDA(1)”) and “Comprehensive Development Area (2)” (“CDA(2)”) together with an area falling within ‘Road’, to a new sub-zone of the “Commercial” (“C”) zone, i.e. “C(2)” zone on the Approved Tuen Mun Outline Zoning Plan No. S/TM/35 (the OZP) in support of proposed commercial development (hereafter referred to as the “Proposed Reozning Scheme / Proposed Development”) in Tuen Mun Town Lots (TMTL) No. 79, 80 and 81 and Adjoining Government Land (hereafter referred to as the “Application Sites”) under Section 12A (S12A) of the Town Planning Ordinance (the Ordinance) (CAP. 131).

2. DEVELOPMENT CONTEXT

At the global scale, the outbreak of the Coronavirus Disease 2019 (COVID-19) has resulted in a “new normal”, changing the way people live, work and interact with each other. For businesses around the world, employees have gradually begun to avoid congested areas such as the Central Business Districts (CBDs) in favour of working in suburban areas, aspiring to have better working environments. This has led to an increase in demand for workplaces in areas outside CBDs worldwide.

At the regional level, the Outline Development Plan of the Greater Bay Area (GBA) positions the nine municipalities and two Special Administrative Regions including Hong Kong to be a quality living circle to improve people’s livelihood and offer Hong Kong opportunities to explore beyond its administrative boundaries. Comprehensive transport networks and infrastructures have been laid to facilitate this vision. The western part of Hong Kong, particularly the Northwest New Territories (NWNT), is geographically well-positioned to grasp these golden development opportunities to be a future business hub. Furthermore, the strategic planning framework of Hong Kong outlined in “Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030” (Hong Kong 2030+) proposes a Western Economic Corridor in the NWNT region reflecting Government’s aspiration to develop the NWNT. However, it takes a lengthy period to realise these strategic visions. In order to kick-start and accelerate the realisation of this vision, a local business hub situated along this Western Economic Corridor would make up for the time lag and cater for the gravitation of businesses to the NWNT.

At the district level, the current uneven distribution of working and living population in Northwest New Territories (NWNT) has led to heavy burden on the existing transport infrastructure network connecting to the conventional urban areas. This uneven distribution is further exacerbated by the planned increase in housing supply in traditional new towns such as Tuen Mun without the corresponding increase in employment opportunities and economic land uses in NWNT.

Upon study of the local development profile of Tuen Mun Town Core, although it was planned to be a self-sufficient new town in the 1970s with sufficient employment opportunities for local residents, the current lack of provision for “Commercial” zones is unable to cater for the office-based workforce of local residents, thereby unable to realise the vision of self-sufficiency. The western bank of Tuen Mun River which is predominantly

a non-residential area (Tuen Mun Industrial Area) presents an opportunity to create a local commercial node.

In addition, open spaces in the Tuen Mun area have been identified to have various deficiencies that cannot meet the needs of the residents. Furthermore, key issues identified in the existing conditions include insufficient pedestrian connections, linkages with transport nodes, riverside treatment and parking spaces at the Application Site and the surroundings have limited social activities. In view of the Application Site's strategic location, there is opportunity to review and re-plan the surrounding open spaces near the Proposed Development.

The Applicants hereby submit this rezoning application with an aim to optimising the use of the Application Sites by comprehensively redeveloping the existing old industrial premises into a commercial hub development.

3. REZONING PROPOSAL

The unique site and planning context creates opportunities for redevelopment of the Application Site into a new commercial hub development, aiming to provide ample levels of employment opportunities suitable for the workforce type of local residents and to serve as a catalyst to regenerate the Tuen Mun Industrial Area by enhancing the environment with quality open space provisions along the western bank of Tuen Mun River. To realise this planning intention, it is proposed to rezone the Application Site from "CDA(1)" (for TMTL 79 and 80), "CDA(2)" (for TMTL 81) zones and an area falling within 'Road' to "C(2)" to facilitate implementation of the Proposed Rezoning Scheme.

Development restriction of a maximum plot ratio (PR) of 9.5 and a maximum building height of not more than 140mPD (for TMTL 79 and 80) and 120mPD (for TMTL 81) are proposed. Under the Proposed Rezoning Scheme, 3 commercial blocks are proposed within the Development Sites, providing a critical mass of commercial GFA of about 193,310m². Other commercial uses like shop and services, eating place, private club, place of entertainment, place of recreation, sports or culture etc. will also be provided in the commercial development. A kindergarten is proposed in the Proposed Rezoning Scheme to serve the educational needs of the neighbourhood. A public vehicle park is also proposed at the basement levels in TMTL 80 and 81 to accommodate the existing metered car park at Kin Fung Circuit and to provide additional private car parking spaces for the use of public.

Associated with the Proposed Development, the Applicants have proposed to provide a range of planning and design merits adhering to 3 major design principles namely: (i) a people-centric urban design; (ii) a pedestrian-friendly network; and (iii) a "boundaryless" open space to activate the public realm. The Proposed Development will not only enhance the urban built environment with sensible building design, it would also provide an intergenerational and multi-functional open space to promote social inclusion for all users.

Major development justifications and merits in support of this planning application are summarised as follows:

- The Proposed Rezoning Scheme is in line with the latest business decentralisation trend in post COVID-19 era;

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- The Proposed Rezoning Scheme complements with the strategic regional and local district development context;
- The Proposed Rezoning Scheme serves as a catalyst to redevelop old industrial premises and realise the planned intention of the extant OZP Explanatory Statement requirement of revitalising the Tuen Mun Industrial Area in a more practical manner;
- The Proposed Rezoning Scheme is an intended iconic landmark to connect people in Tuen Mun Town Core with the western bank of Tuen Mun River;
- Increase in building height in the Proposed Rezoning Scheme is essential for a better overall townscape and streetscape;
- The Applicants have proposed to provide a “Boundaryless” intergenerational and multi-dimensional open space for the community;
- The Proposed Rezoning Scheme is sustainable in technical and infrastructural terms;
- Full ownership by the Applicants (of TMTL 80 and TMTL 81) offers opportunities for the development to be implemented by phases to facilitate early completion; and
- Better utilization of land resources that are unsuitable for residential development.

In light of the above presented in this Planning Statement, the Board is cordially invited to consider the subject application favourably.

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行政摘要 (聲明：此中文譯本僅供參考，如中文譯本和英文原文有歧異時，應以英文原文為準。)

1. 申請目的

申請人現根據城市規劃條例第 12A 條 (第 131 章)，向城市規劃委員會 (下稱「城規會」) 遞交改劃申請，擬對屯門分區計劃大綱核准圖 S/TM/35 (下稱「大綱圖」) 作出修訂，將屯門市地段第 79 號、第 80 號及第 81 號及毗連政府土地，由「綜合發展區 (1)」及「綜合發展區 (2)」以及小部分顯示為「道路」的土地用途地帶改劃為「商業 (2)」，以容許擬議的商業發展 (下稱「擬議改劃發展」)。

2. 申請背景

在全球層面上，2019 冠狀病毒病的爆發製造了社會上在住屋、工作及社交等範疇的「新常態」。為了減少不必要的出行及追求較佳的工作環境，不少企業及員工傾向離開傳統市中心擠擁的環境，因此在市郊地區對辦公室的需求因而增加。

在區域層面上，《粵港澳大灣區發展規劃綱要》提及要為廣東省九市及香港、澳門兩個特別行政區打造一個優質生活圈，亦為香港帶來新機遇。聯繫大灣區各城市的交通基建將進一步促進大灣區互聯互通。就此而言，香港西面尤其是新界西北一帶佔有地理優勢，能把握區域發展的機遇以發展為未來的商業中心。除此之外，香港的策略規劃 - 《香港 2030+：跨越 2030 年的規劃遠景與策略》所提議的西部經走廊亦支持上述論點。然而，相關的擬議發展發展時間冗長，未能及時實現願景。因此，擬議改劃發展可以發揮其位於西部經濟走廊上的獨特地理優勢，支持香港西部地區的商業發展。

在地區層面上，現時新界西北工作及住屋人口分配不均，對現時連接市區的交通基建造成沉重壓力。而在屯門已規劃新增的房屋供應，加上缺乏在新界西北提供相應的工作機會及經濟用地將進一步惡化分配不均問題。

屯門新市鎮最初的規劃原意是整區能自給自足，區內通過預留工業區提供足夠就業機會予當區居民原區就業。可是，隨着經濟發展模式的改變，工業區已未能符合人口需要，有必要轉型作商業用途，但現時屯門市商業用地不足令規劃原意難以實現。有見屯門河以西的地方現時已主要發展成為非住宅區，從而為申請地盤提供了一個轉化為地區商業中心的契機。

另外，現時屯門區的休憩用地存在各種缺陷和不足，並不能滿足居民的需要。現時申請地盤及周邊的行人連接、與交通樞紐的連繫、河畔環境及泊車位等窒礙社區空間的發展。申請地盤位於屯門市的中心位置，擬議發展為這些空間提供重新規劃的機會。

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申請人現遞交此改劃申請，計劃將申請地盤內現有舊式工業樓宇，重建成為一個全新的商業發展，以有效地善用現有的工業用地。

3. 發展計劃概覽

申請地點獨特的地區及規劃環境提供了重建申請地點為商業中心的機遇，可以提供就業機會及作為催化劑鼓勵屯門工業區轉型，亦同時美化屯門河西岸的環境。為了實現擬議的改劃發展，申請擬議在屯門市地段第 79 號及第 80 號由「綜合發展區 (1)」及在屯門市地段第 81 號的「綜合發展區 (2)」以及小部分顯示為「道路」的土地用途地帶改劃為「商業 (2)」。

建議的最高地積比率為 9.5，最高建築物高度將不超過主水平基準以上 140 米 (屯門市地段第 79 號及第 80 號) 及 120 米 (屯門市地段第 81 號)。在擬議的改劃發展中，3 幢商業大廈提供約 193,310 平方米的商業樓面面積，足以發展為相當的商業規模。擬議商業發展亦會提供其他商業用途如商店及服務行業、食肆、私人會所、娛樂場所及康體文娛場所等。擬議改劃發展亦提供一個幼稚園以滿足社區的教育需求。另外，擬議改劃發展亦會在屯門市地段第 80 號及第 81 號地庫層提供公眾停車場，以重置現時在健豐街的時鐘車位並提供公眾私家車泊位。

就擬議的發展，申請人建議提供一系列規劃及設計的增益，並貫徹 3 個主要的設計準則：(1) 以人為本的城市設計；(2) 行人友善的连接系統；及(3) 獨特的休憩用地以活化公共空間。擬議發展細心的樓宇設計不單能優化區內的環境，亦能響應社區提供一個跨世代共融的休憩用地予所有用家。

以下為支持是次規劃申請的發展理據及增益：

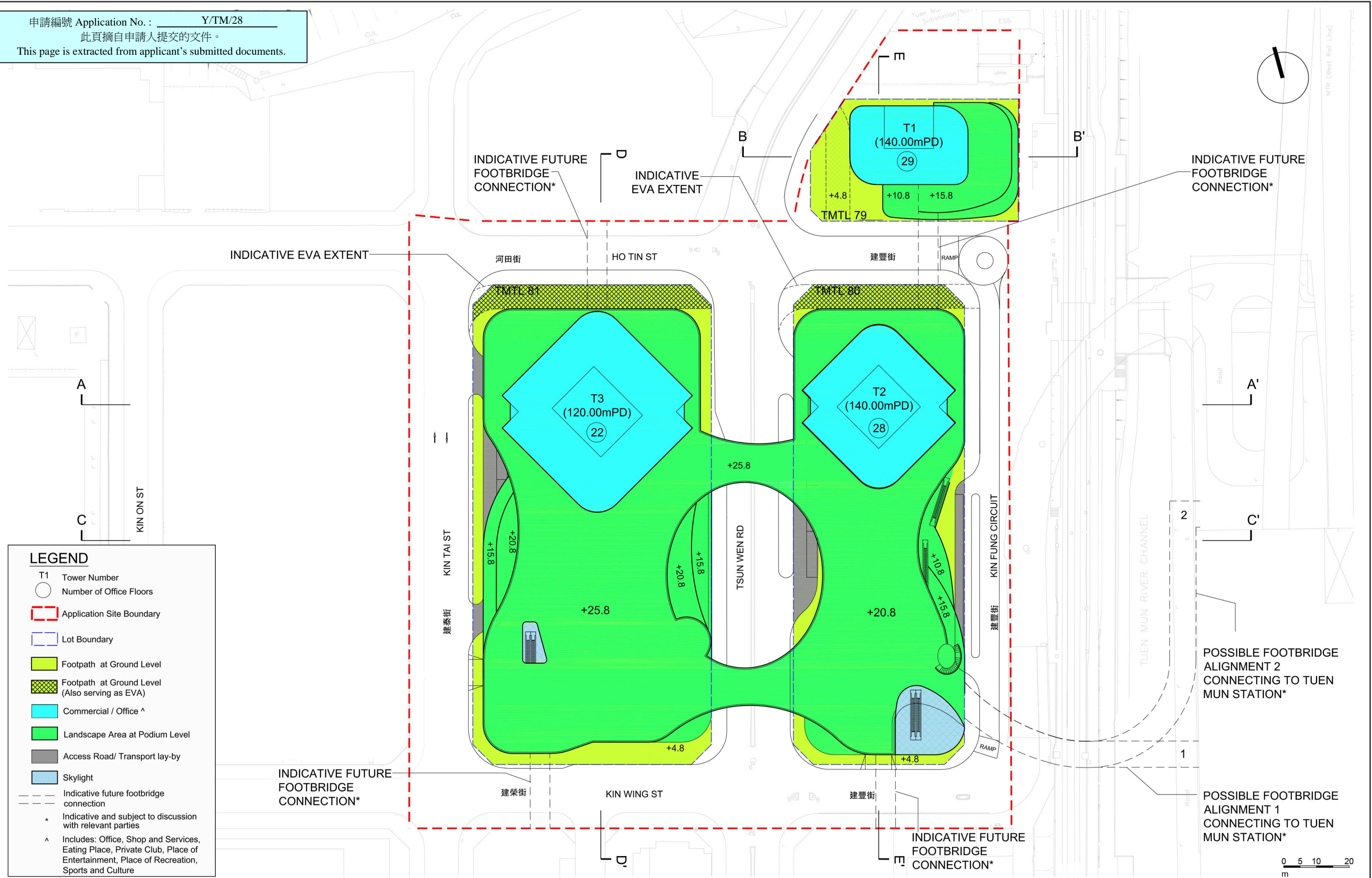
- 擬議改劃發展配合 2019 冠狀病毒病來襲後最新的商業去中心化趨勢；
- 擬議改劃發展在策略層面上補足區域及地區的發展；
- 擬議改劃發展促使重建舊式工廈，並實現分區計劃大綱圖說明書中的規劃意向，活化屯門工業區；
- 擬議改劃發展能成為地標，以連接屯門市中心及屯門河西岸；
- 擬議改劃發展中增加建築物高度能對城市及街道帶來更佳的整体效果；
- 擬建的「無邊界」公眾休憩空間設計為社區提供一個跨代共融的休憩空間；
- 擬議改劃發展從技術及基建上是可行及可持續；
- 申請人擁有屯門市地段第 80 及 81 號的業權，令發展可及早分階段落成；及
- 釋放不適合用作住宅用地的地塊，更有效善用土地資源。

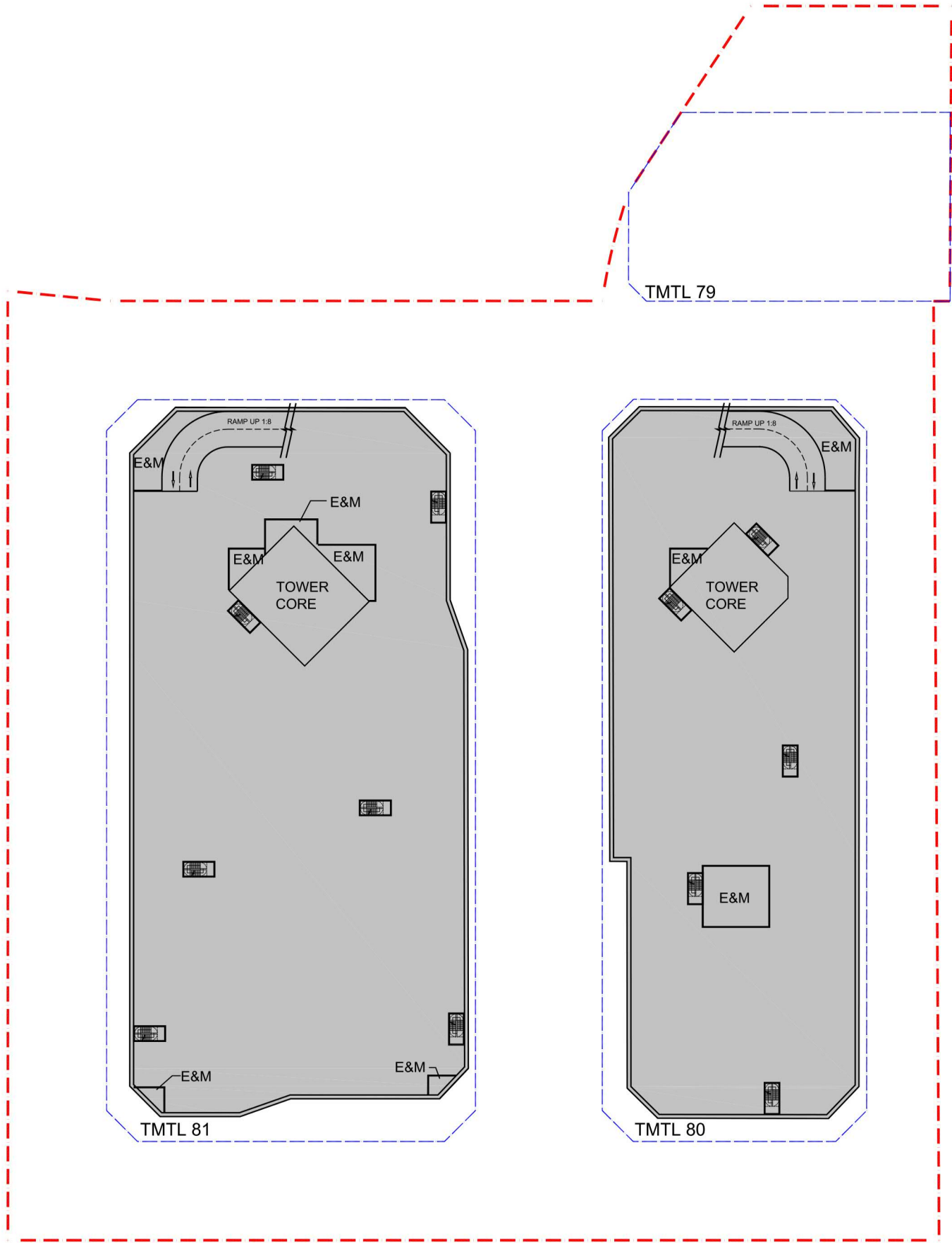
基於以上的發展理據，現懇請城規會對是次規劃申請予以贊同。

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此頁摘自申請人提交的文件。

This page is extracted from applicant's submitted documents.





LEGEND

Application Site Boundary

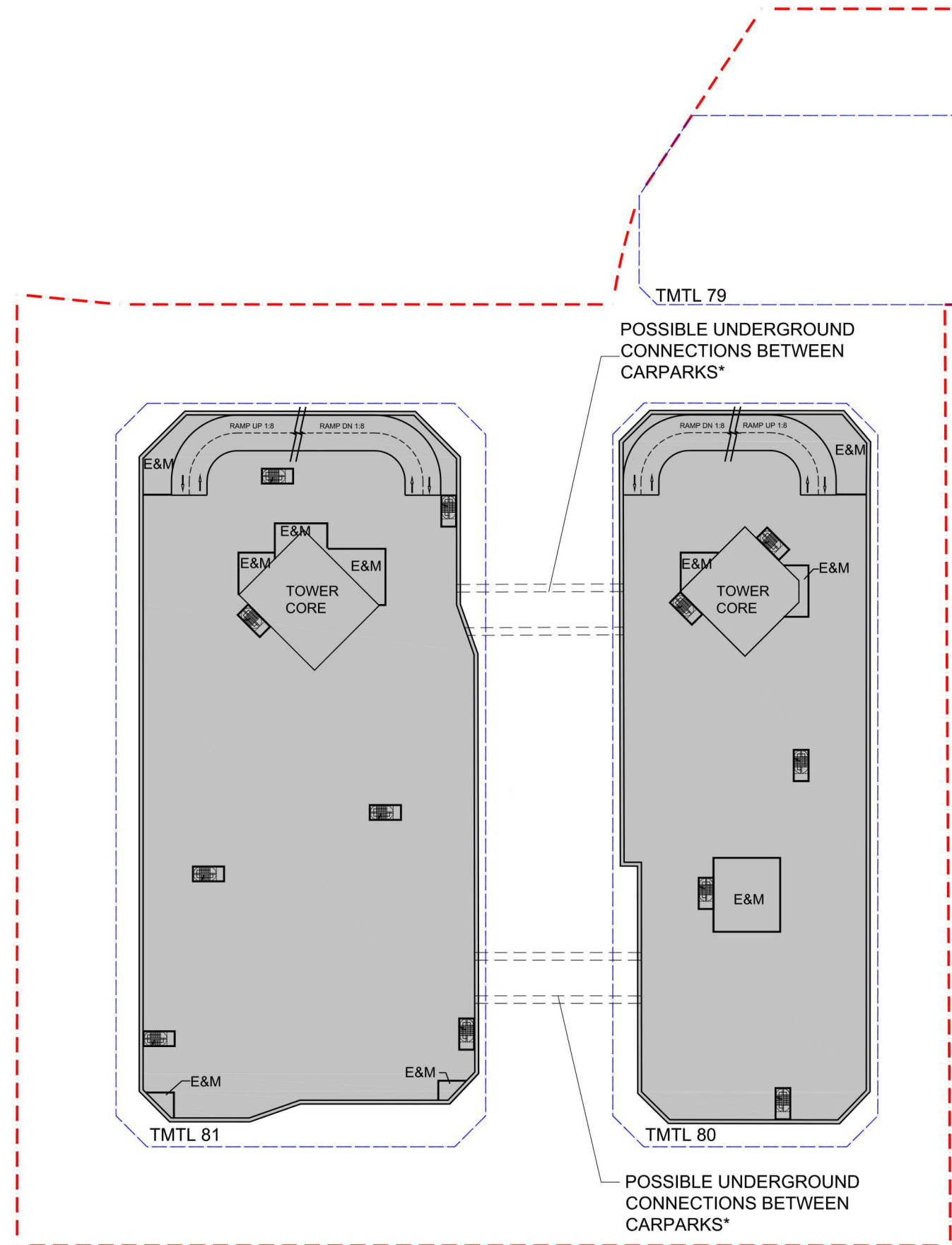
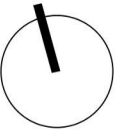
Lot Boundary

Carpark / E&M

Title

Indicative Basement B3/F Plan

Checked	DH	Drawn	PW
Rev	0	Date	Jan 2022
Scale		Figure 3.4	



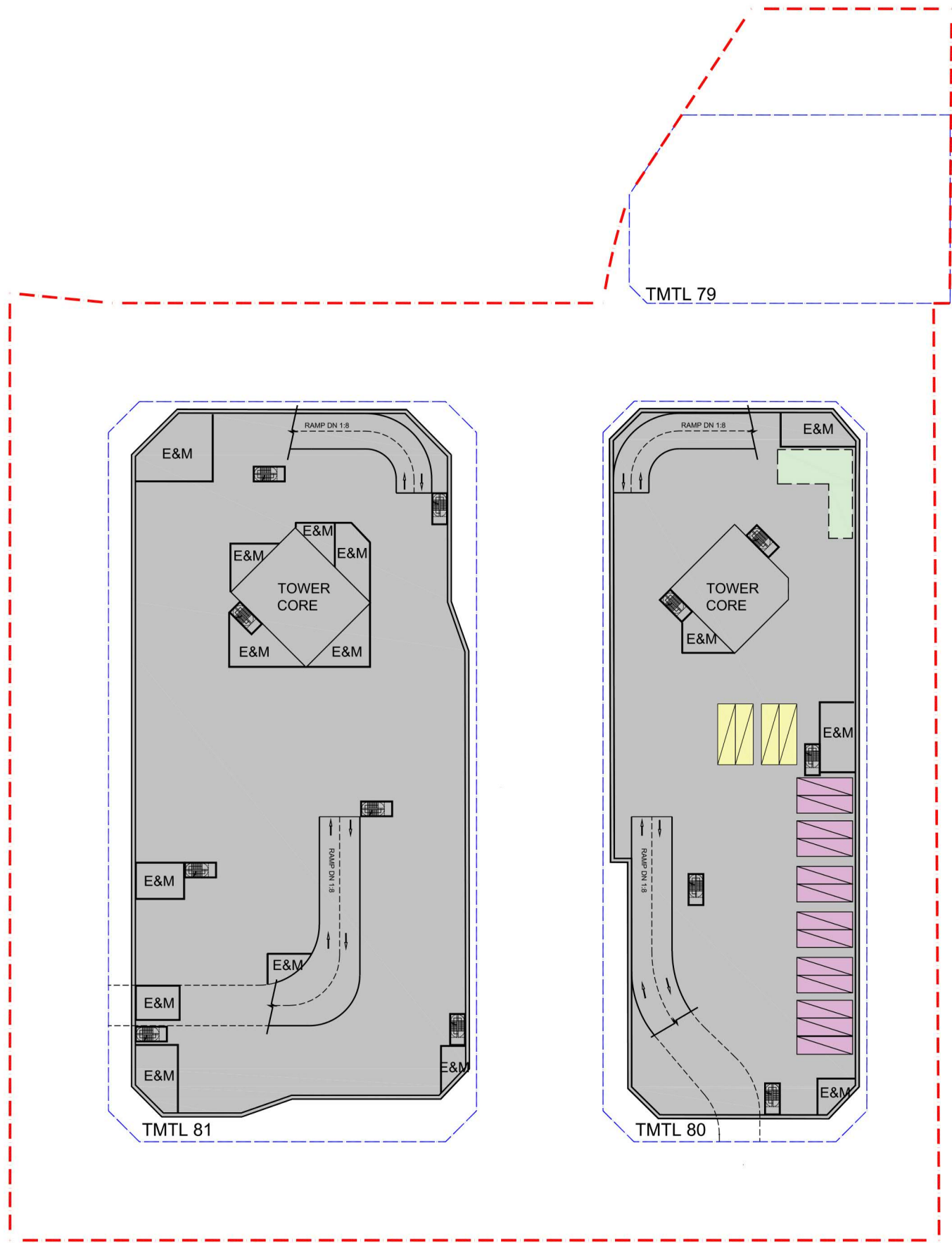
LEGEND

Application Site Boundary

Lot Boundary

Carpark / E&M

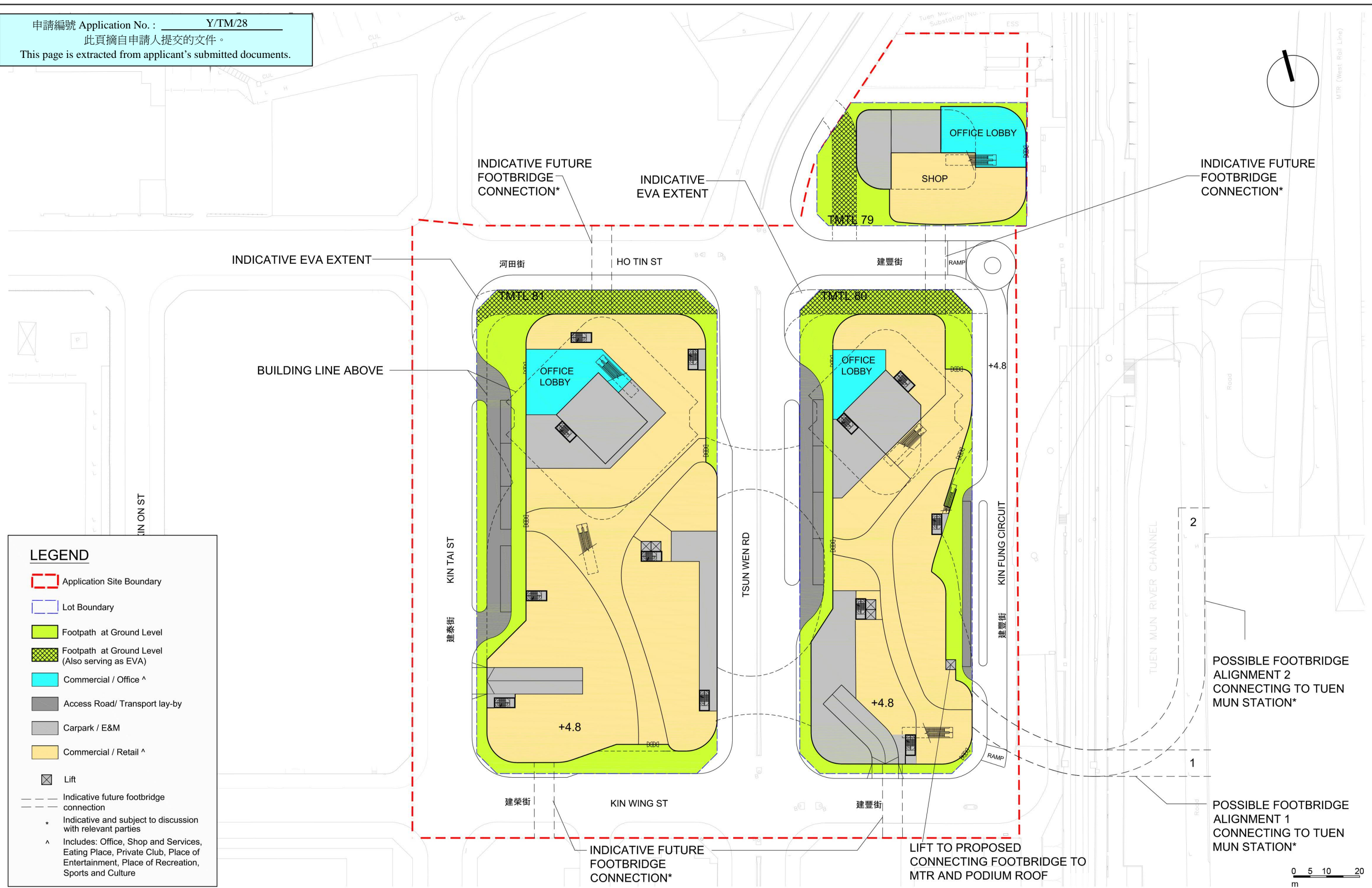
* Indicative and subject to discussion with relevant parties



- LEGEND**
- Application Site Boundary
 - Lot Boundary
 - Carpark / E&M
 - Reprovide on street parking for Coach
 - Reprovide on street parking for HGV
 - Reprovide on street parking for motorcycle

0 5 10 20
m

Checked	DH	Drawn	PW
Rev	0	Date	Jan 2022
Scale		Figure 3.6	



BUILDING LINE ABOVE

INDICATIVE FUTURE
FOOTBRIDGE
CONNECTION*

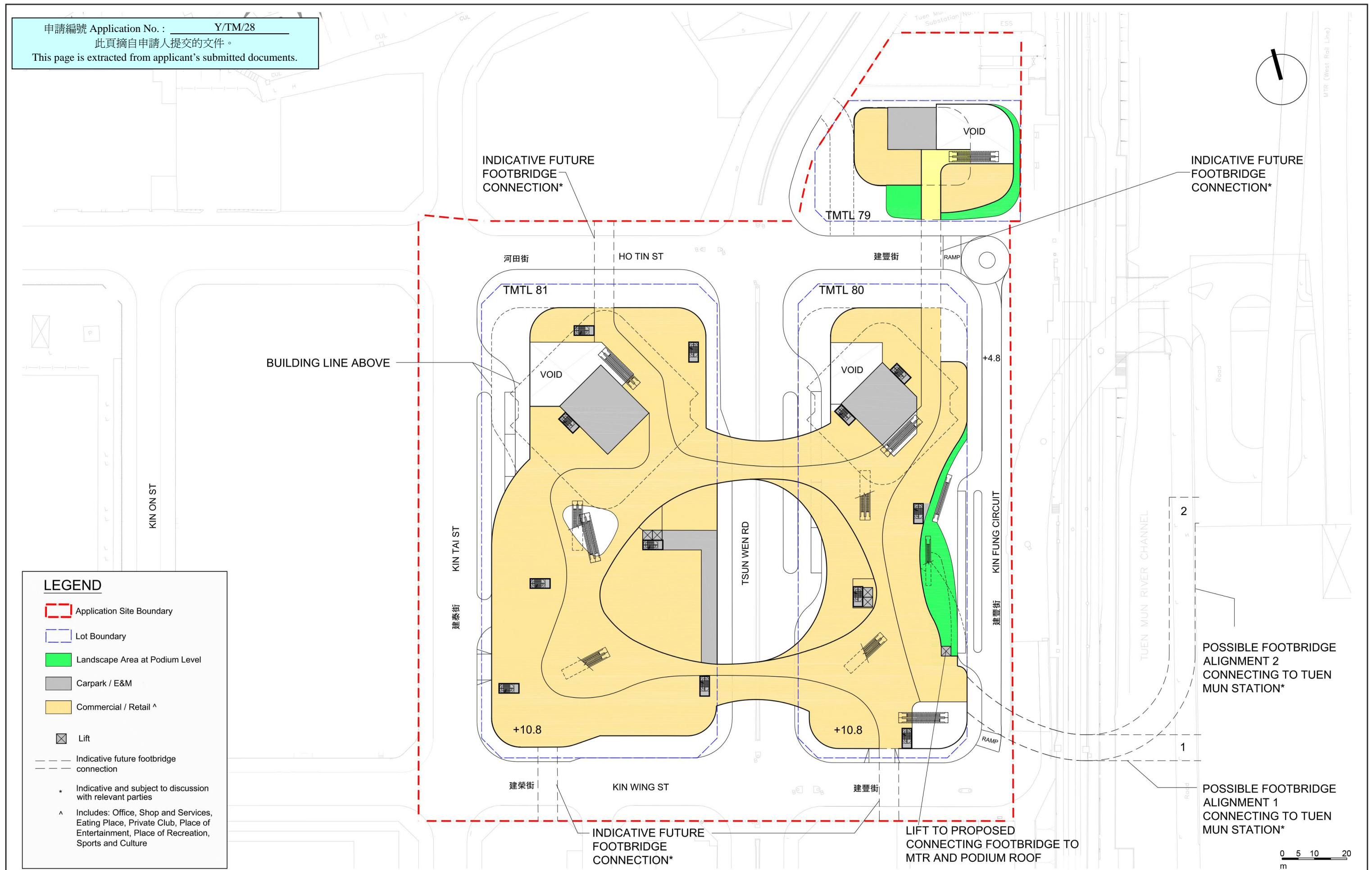
INDICATIVE FUTURE
FOOTBRIDGE
CONNECTION*

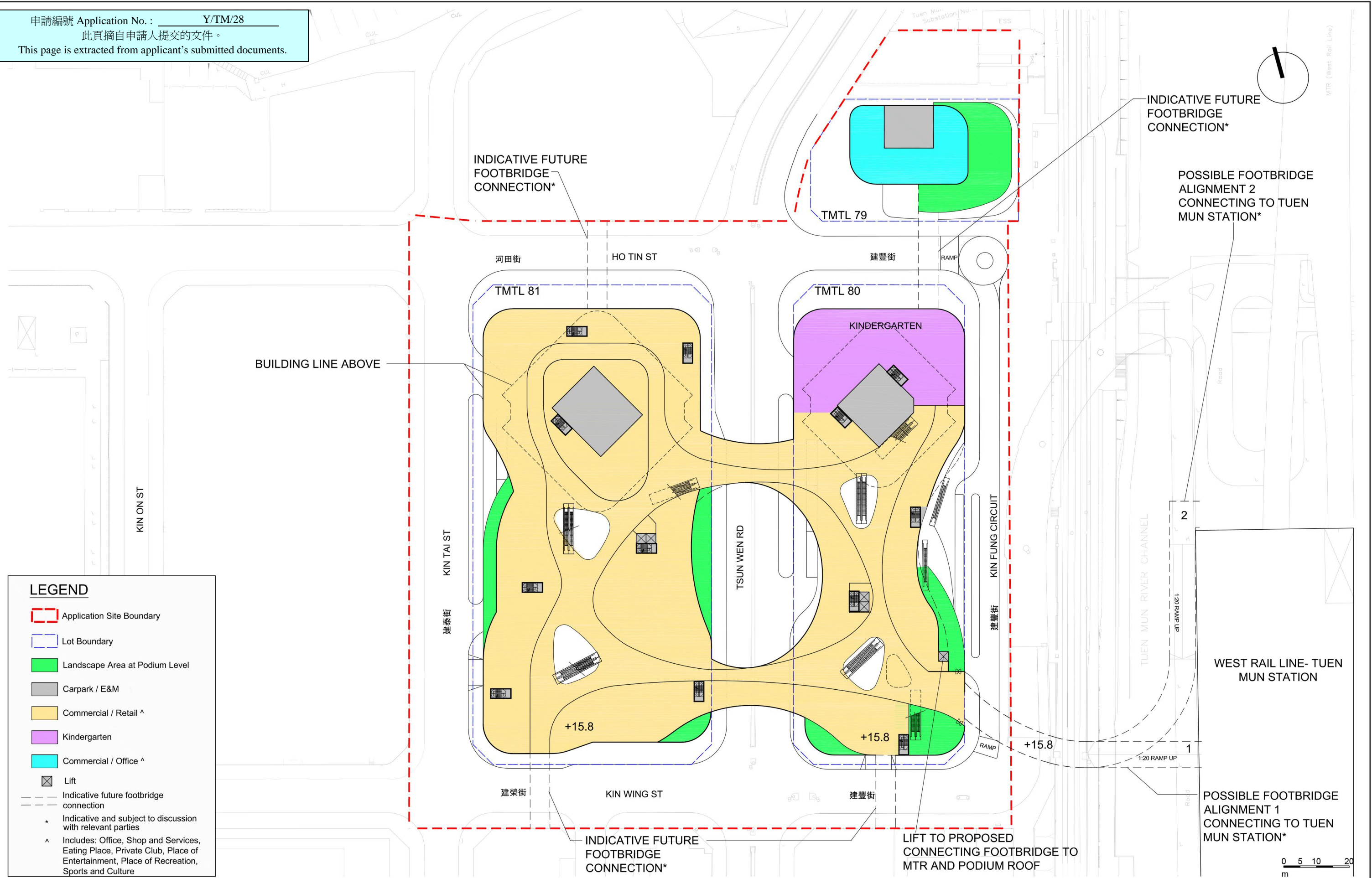
LEGEND

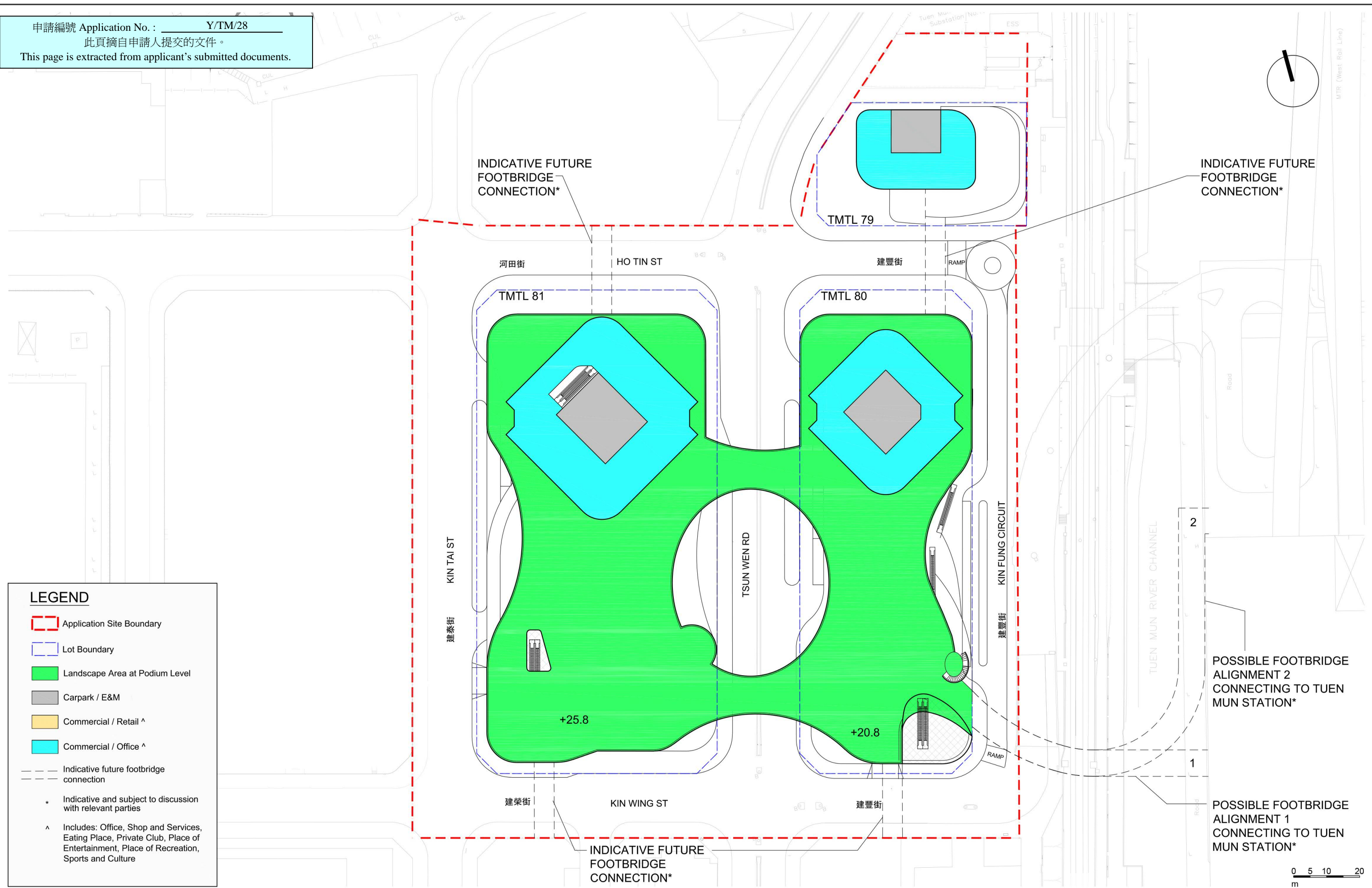
- Application Site Boundary
- Lot Boundary
- Landscape Area at Podium Level
- Carpark / E&M
- Commercial / Retail ^

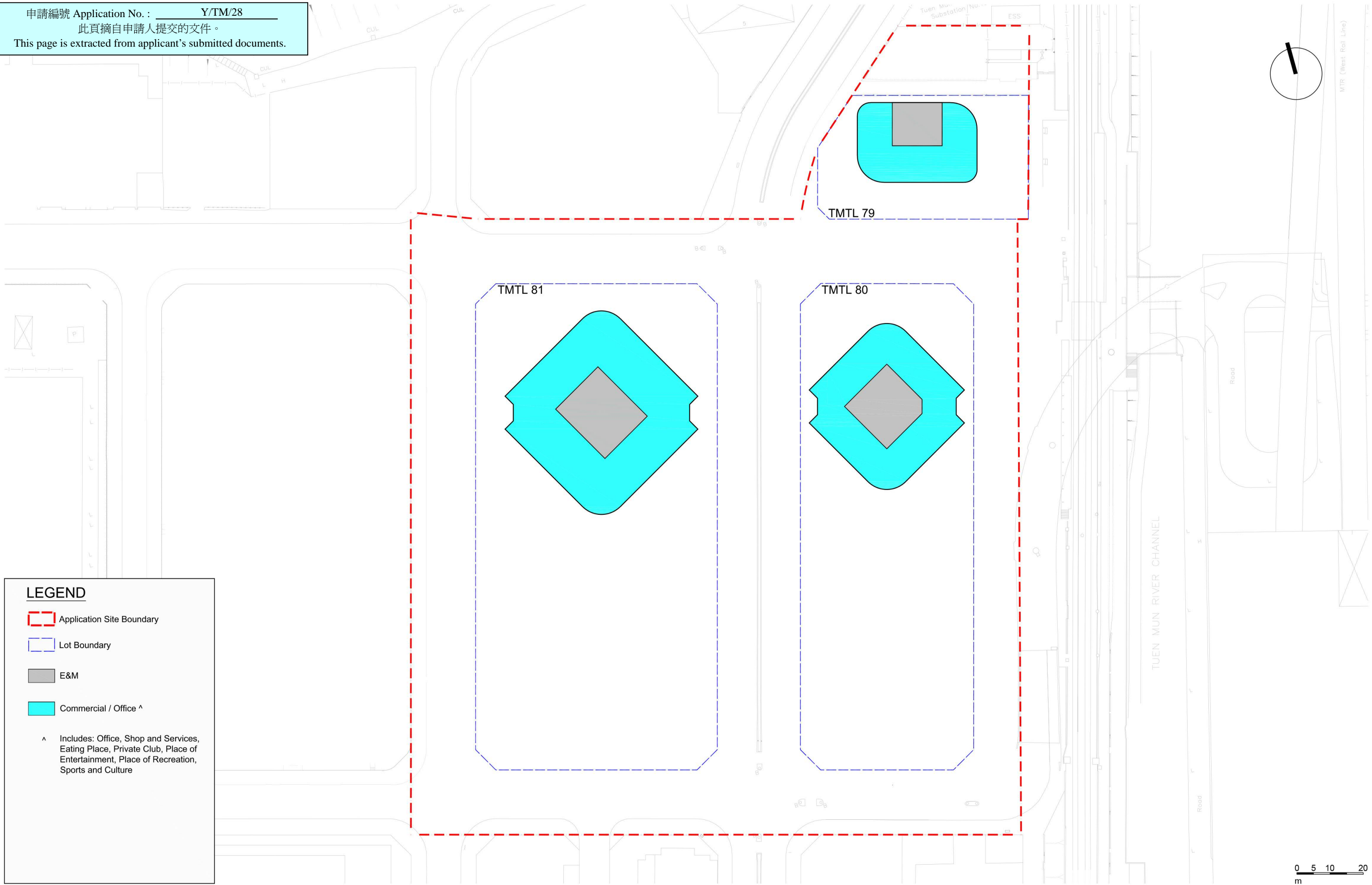
- Lift
- Indicative future footbridge connection

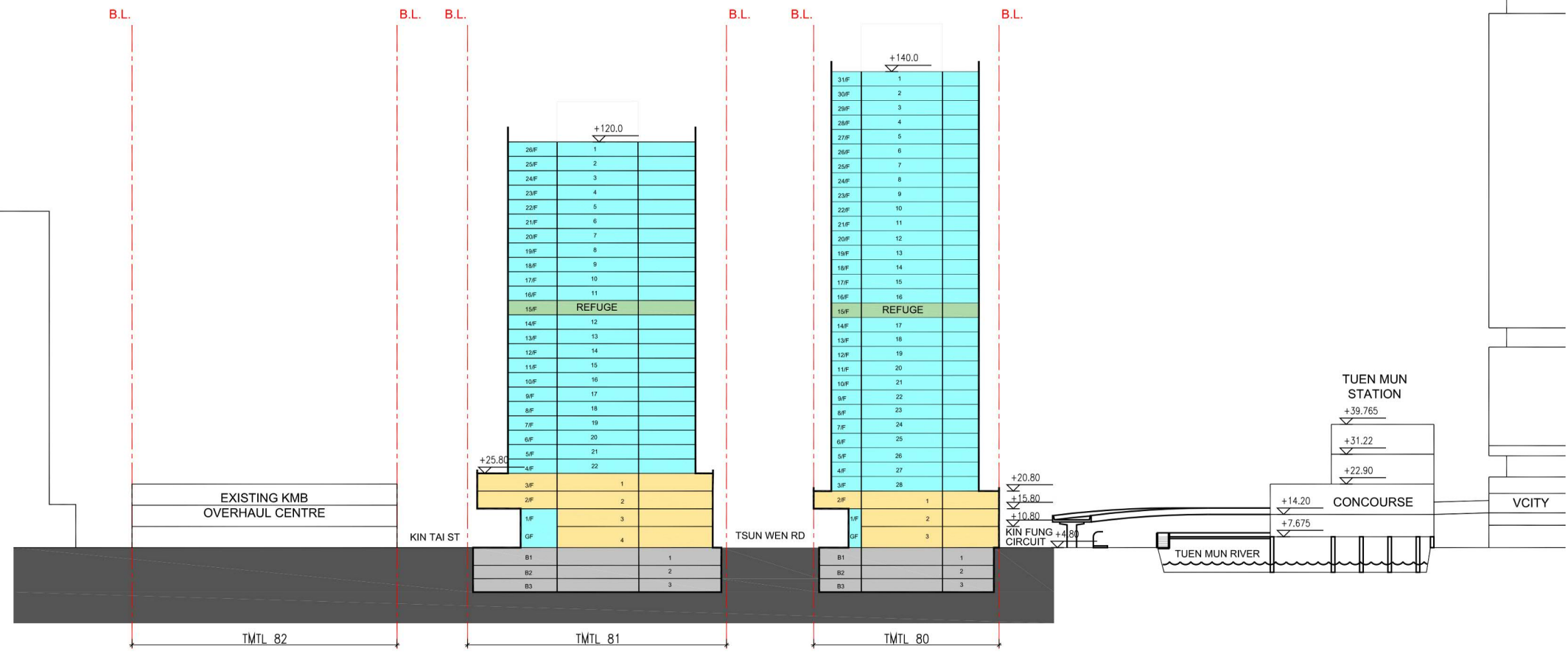
- * Indicative and subject to discussion with relevant parties
- ^ Includes: Office, Shop and Services, Eating Place, Private Club, Place of Entertainment, Place of Recreation, Sports and Culture



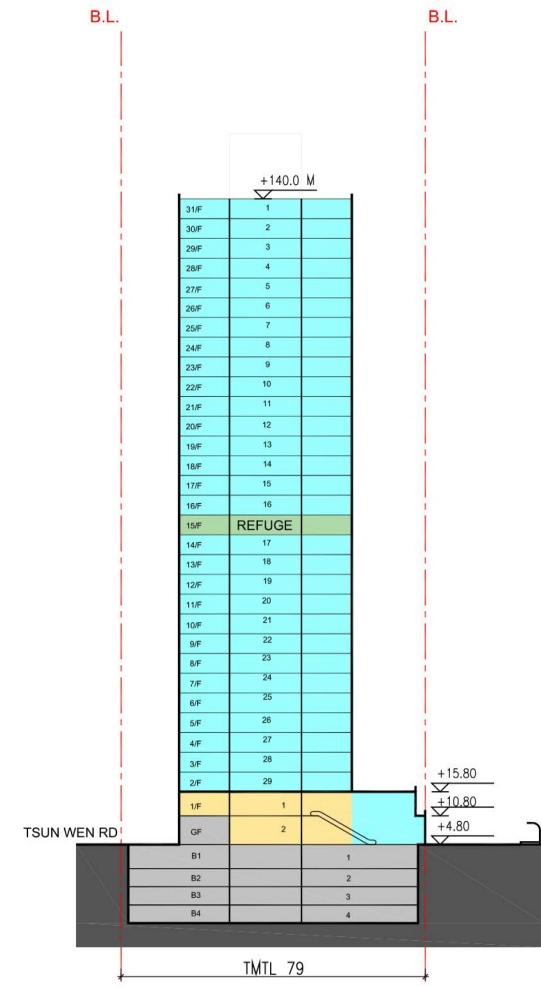




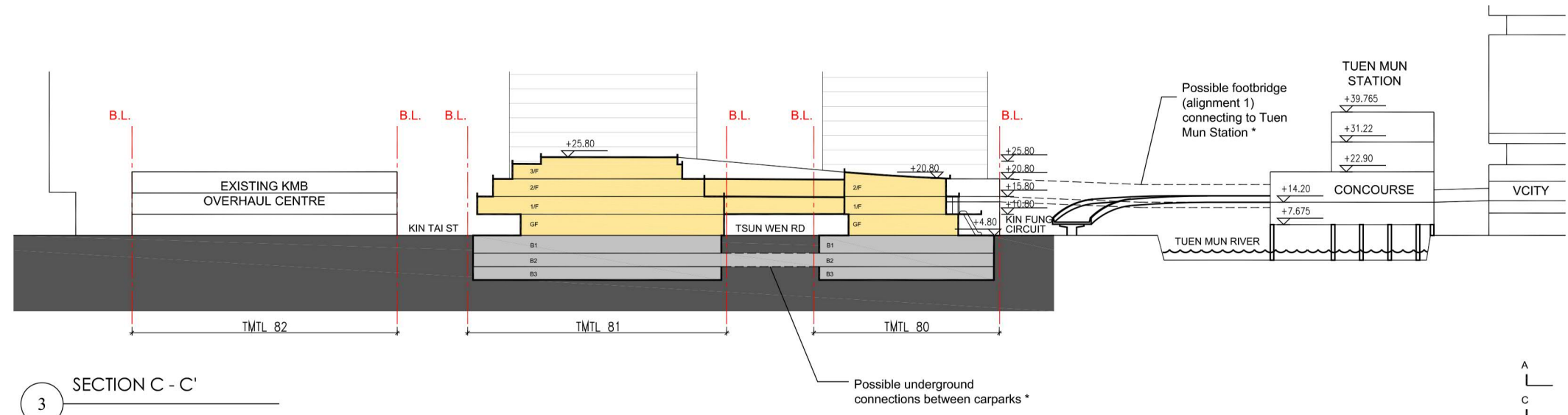




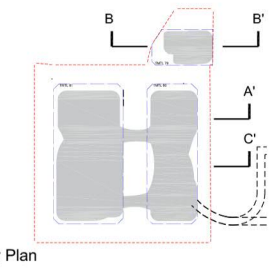
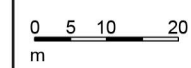
1 SECTION A - A'



2 SECTION B - B'



3 SECTION C - C'



LEGEND

Lot Boundary

Commercial / Office ^

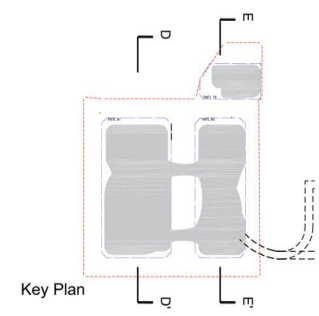
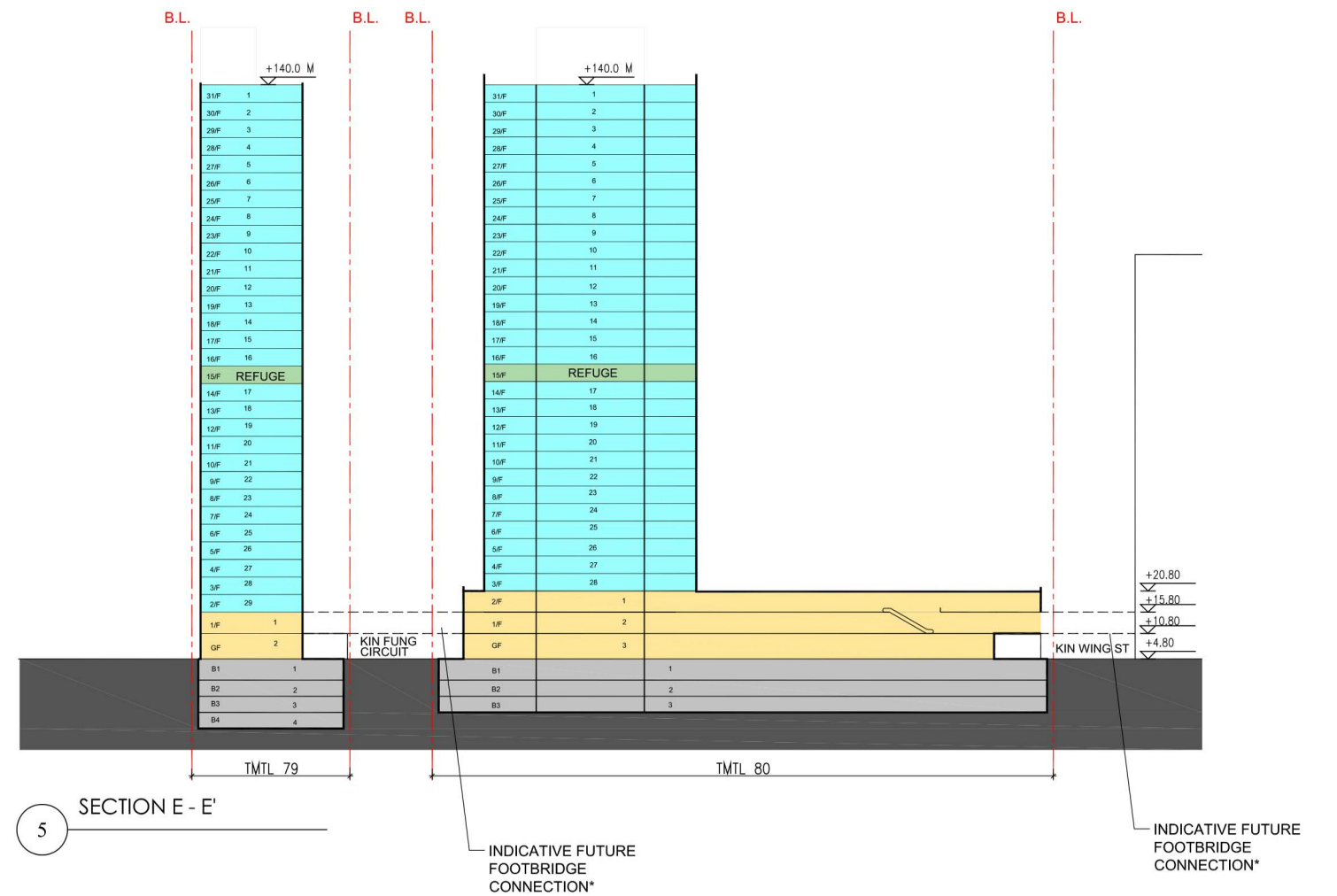
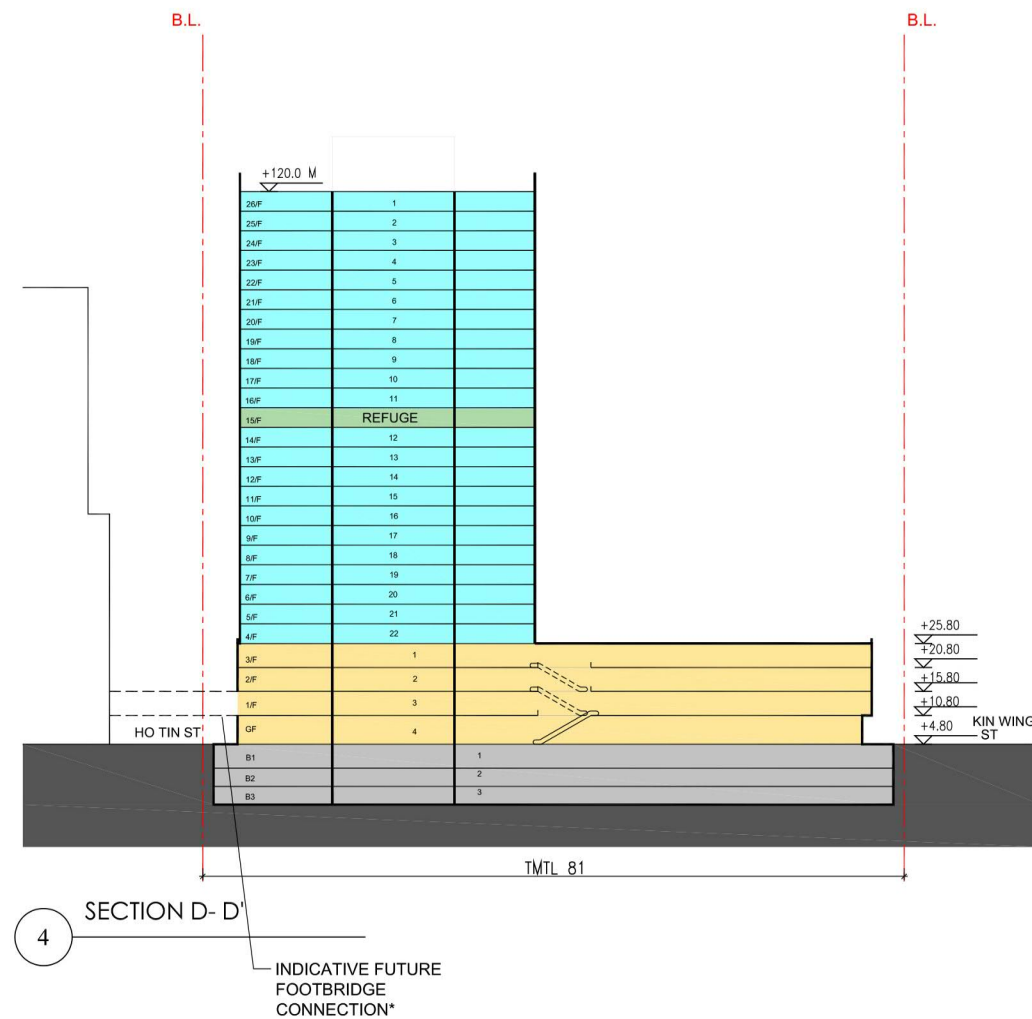
Refuge Floor

Commercial/ Retail ^

Carpark/ E&M

* Indicative and subject to discussion with relevant parties

^ Includes: Office, Shop and Services, Eating Place, Private Club, Place of Entertainment, Place of Recreation, Sports and Culture



LEGEND

- Lot Boundary
- Commercial / Office ^
- Refuge Floor
- Commercial/ Retail ^
- Carpark/ E&M

* Indicative and subject to discussion with relevant parties

^ Includes: Office, Shop and Services, Eating Place, Private Club, Place of Entertainment, Place of Recreation, Sports and Culture

① A **critical mass** to flourish the commercial hub development at Tuen Mun Town Core



② An **interesting building height profile** descending to the edges of Tuen Mun new town



③ Sensible **building disposition to promote permeability** in terms of visual connection and wind penetration as compared with adjacent developments



④ Relaxation of maximum building height leads to **smaller building footprint for more open spaces** at lower levels



⑤ Contemporary **iconic landmark design** (e.g. cascading podium design with landscape terrace) to reinforce the development as a focal point along the riverside at Tuen Mun Town Core



Existing Cluster of Industrial and Office Developments at the western edge of Tuen Mun New Town

Tuen Mun Industrial Centre

Hang Wai Industrial Centre (Block C1 & C2)

Hang Wai Industrial Centre (Block A & B)

Gemmy Industrial Building

Western Plaza

Tuen Mun Fire Station

Kin Tai Road
Tsun Wen Road

Tuen Mun Division Police Station

Playmates Factory Building

Hotel COZI Resort

Light Rail Ho Tin Station

Tuen Ma Line Tuen Mun Station

Century Gateway

Remarks: Settings on Kin Fung Circuit shown are subject to further liaison with relevant parties and approval with Government Departments.
Possible footbridge connections are subject to further liaison with relevant parties.
Alignment of the bridge connecting to Tuen Mun Station is for indicative purpose only..

**llewelyn
davies**

Title

Planning and Design Merits -
People-Centric Master Planning and Building Design to Realise the Vision of Developing an Iconic Commercial Hub

Checked	DH	Drawn	PW
Rev	0	Date	Jan 2022
Scale	Figure 3.17		

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Pedestrian Improvement Proposal

1

Proposed traffic calming measures along Kin Fung Circuit to ensure a pedestrian friendly walking environment



2

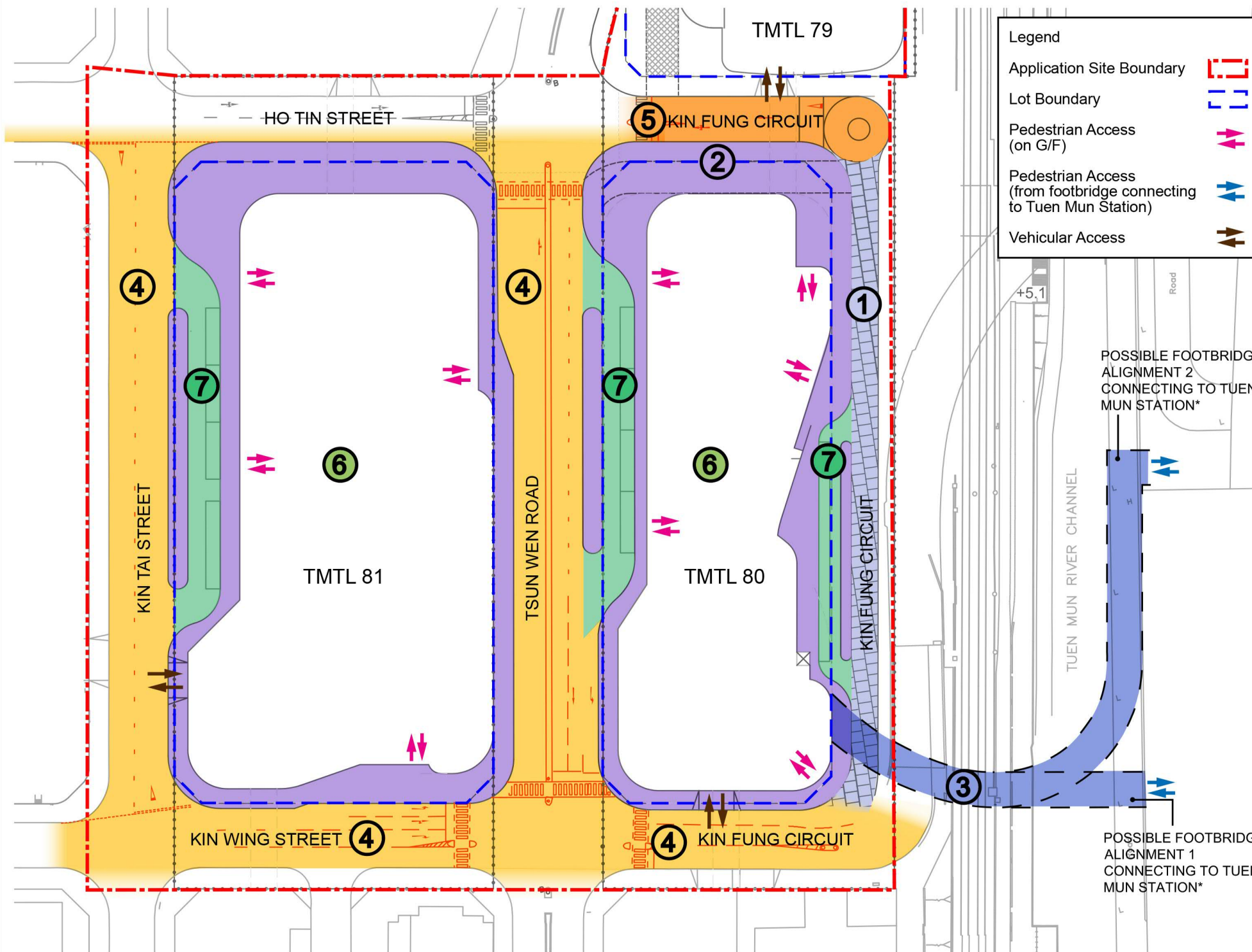
Widening of pedestrian footpath via G/F setback from lot boundaries to provide a more comfortable and safe walking environment



3

Barrier-free connections to link up public transport facilities and future open spaces at different levels





Traffic Improvement Proposal

4

Road widening of Kin Tai Street; Kin Wing Street and Kin Fung Circuit (southern section) to 13.5m to improve the vehicular circulation



5



Convert Kin Fung Circuit (northern section) to 2-way operation with a mini-roundabout to improve site access of various development lots



Parking and Lay-by Improvement Proposal

6

Public Vehicle Park within Development Sites for parking of heavy goods vehicles, coaches, motorcycles and private cars



7

Lay-bys for taxi, coaches, buses and GMBs within Lot boundaries to improve vehicular circulation along public roads



