圖例
NOTATION

ZONES 地帶

COMMERCIAL	C	商業
COMPREHENSIVE DEVELOPMENT AREA	C/DA	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)	MTR STATION	鐵路及車站（地下）
RAILWAY AND STATION (ELEVATED)	MTR STATION	鐵路及車站（高架）
LIGHT RAIL		輕鐵
MAJOR ROAD AND JUNCTION		主要道路及路口
ELEVATED ROAD		高架道路

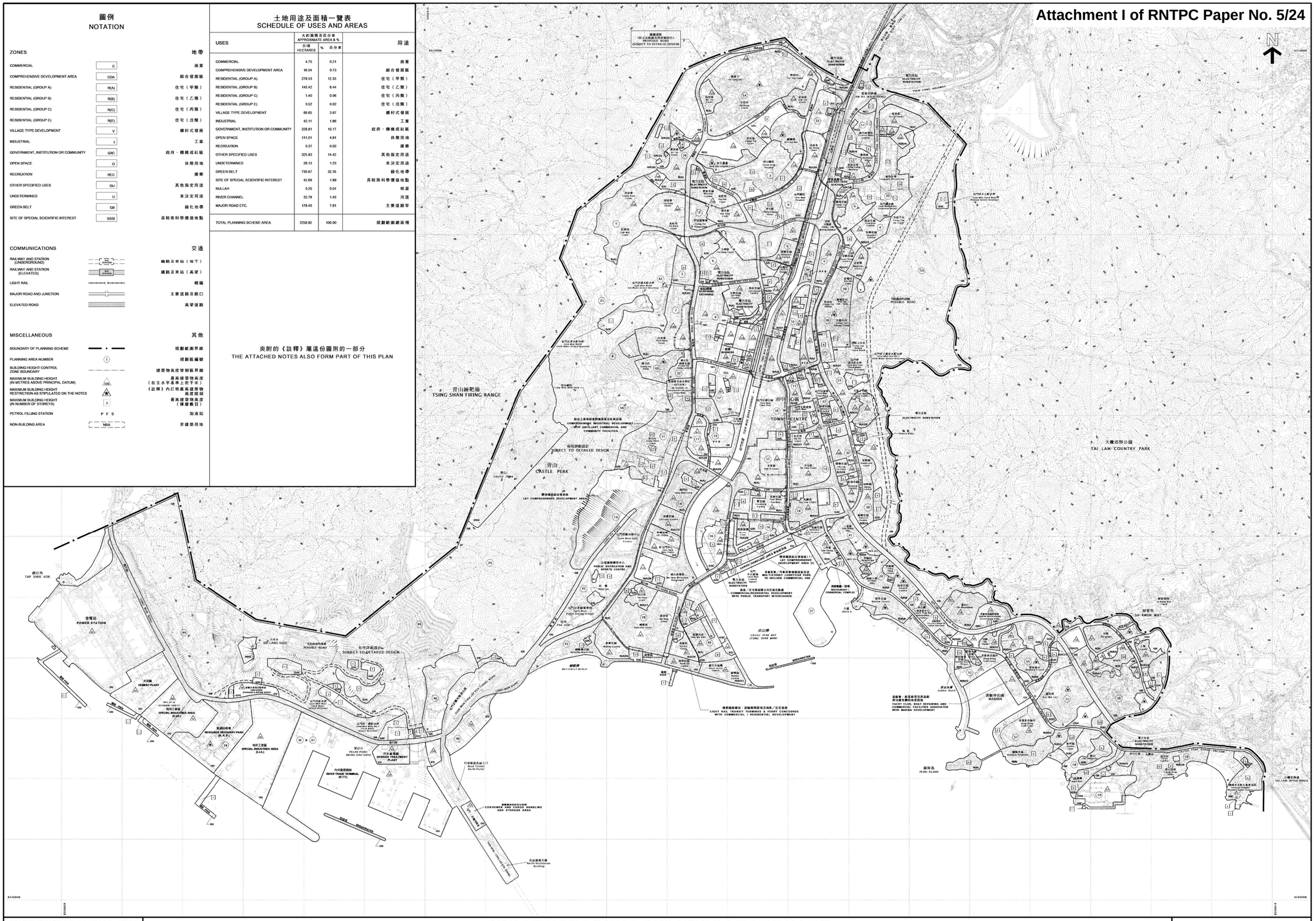
MISCELLANEOUS 其他

BOUNDARY OF PLANNING SCHEME		規劃範圍界線
PLANNING AREA NUMBER	(1)	規劃區編號
BUILDING HEIGHT CONTROL ZONE BOUNDARY		建築物高度管制區界線
MAXIMUM BUILDING HEIGHT (IN METRES ABOVE PRINCIPAL DATUM)	100	最高建築物高度（在主水平基準上若干米）
MAXIMUM BUILDING HEIGHT RESTRICTION AS STIPULATED ON THE NOTES	3	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	4.75	0.21	商業
COMPREHENSIVE DEVELOPMENT AREA	16.54	0.73	綜合發展區
RESIDENTIAL (GROUP A)	278.53	12.33	住宅（甲類）
RESIDENTIAL (GROUP B)	145.42	6.44	住宅（乙類）
RESIDENTIAL (GROUP C)	1.40	0.06	住宅（丙類）
RESIDENTIAL (GROUP E)	0.52	0.02	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	229.81	10.17	政府、機構或社區
OPEN SPACE	111.01	4.91	休憩用地
RECREATION	0.37	0.02	康樂
OTHER SPECIFIED USES	325.83	14.42	其他指定用途
UNDETERMINED	28.13	1.25	未決定用途
GREEN BELT	730.67	32.35	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.	178.45	7.91	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



行政長官會同行政會議於２０２４年７月１６日 根據城市規劃條例第９（１）（ａ）條核准的圖則
APPROVED BY THE CHIEF EXECUTIVE IN COUNCIL UNDER SECTION 9(1)(a) OF THE TOWN PLANNING ORDINANCE ON 16 JULY 2024

Signed Ms Carmen KONG 江嘉敏女士 簽署
CLERK TO THE EXECUTIVE COUNCIL 行政會議秘書

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

SCALE 1:10 000 比例尺

0 500 1 000 1 500 METRES 米

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

圖則編號 PLAN No. S/TM/39

圖例
NOTATION

ZONES 地帶

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

COMMUNICATIONS 交通

RAILWAY AND STATION (UNDERGROUND)	鐵路及車站（地下）
RAILWAY AND STATION (ELEVATED)	鐵路及車站（高架）
LIGHT RAIL	輕鐵
MAJOR ROAD AND JUNCTION	主要道路及路口
ELEVATED ROAD	高架道路

MISCELLANEOUS 其他

BOUNDARY OF PLANNING SCHEME	規劃範圍界線
PLANNING AREA NUMBER	規劃區編號
BUILDING HEIGHT CONTROL ZONE BOUNDARY	建築物高度管制區界線
MAXIMUM BUILDING HEIGHT (IN METRES ABOVE PRINCIPAL DATUM)	最高建築物高度（在主水平基準上若干米）
MAXIMUM BUILDING HEIGHT RESTRICTION AS STIPULATED ON THE NOTES	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)	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

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RESIDENTIAL (GROUP C)	1.40	0.06	住宅（丙類）
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GOVERNMENT, INSTITUTION OR COMMUNITY	229.35	10.15	政府、機構或社區
OPEN SPACE	111.03	4.92	休閒用地
RECREATION	0.37	0.02	康樂
OTHER SPECIFIED USES	325.83	14.42	其他指定用途
UNDETERMINED	28.13	1.25	未決定用途
GREEN BELT	730.37	32.33	綠化地帶
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NULLAH	0.25	0.01	明渠
RIVER CHANNEL	32.79	1.45	河道
MAJOR ROAD ETC.	178.43	7.91	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/39 的修訂
AMENDMENTS TO APPROVED PLAN No. S/TM/39

按照城市規劃條例第 5 條展示的修訂
AMENDMENTS EXHIBITED UNDER SECTION 5 OF THE TOWN PLANNING ORDINANCE

修訂項目 A 1 項 AMENDMENT ITEM A1
修訂項目 A 2 項 AMENDMENT ITEM A2
修訂項目 B 項 AMENDMENT ITEM B
修訂項目 C 項 AMENDMENT ITEM C

（參看附表）
(SEE ATTACHED SCHEDULE)

N
833000N
824000N
擬議道路（制式及路線有待詳細設計）PROPOSED ROAD (SUBJECT TO DETAILED DESIGN)
青山練靶場 TSING SHAN FIRING RANGE
TOWN CENTRE
A1
A2
B
C
青山 CASTLE PEAK
TAI LAM COUNTRY PARK
大欖郊野公園
TAP SHEK KOK
路石角
發電站 POWER STATION
SIU LANG SHUI
小浪水
CEMENT PLANT
水泥廠
SPECIAL INDUSTRIES AREA (S.I.A.)
特殊工業區
RESOURCE RECOVERY PARK (R. R. P.)
資源回收場
RIVER TRADE TERMINAL (R.T.T.)
內河貨運碼頭
PILLAR POINT (NONG HAU SHEK)
望夫石
SEWAGE TREATMENT PLANT
污水處理廠
CONTAINER AND CARGO HANDLING AND STORAGE AREA
貨櫃裝卸搬運及存放區
BREAKWATER
防波堤
TUEN MUN - CHEK LAP KOK TUNNEL
屯門至赤鱲角隧道
北面通風大樓 North Ventilation Building
行車隧道北面入口 Road Tunnel North Portal
LRT COMPREHENSIVE DEVELOPMENT AREA
輕鐵鐵路綜合發展區
SUBJECT TO DETAILED DESIGN
有待詳細設計
POSSIBLE ROAD
可建造的道路
COMPREHENSIVE INDUSTRIAL DEVELOPMENT WITH ANCILLARY COMMERCIAL AND COMMUNITY FACILITIES
綜合工業發展連附屬商業及社區設施
PUBLIC RECREATION AND SPORTS CENTRE
公眾康樂體育中心
ELECTRICITY SUBSTATION
電力支站
COMMERCIAL/RESIDENTIAL DEVELOPMENT WITH PUBLIC TRANSPORT INTERCHANGE
商業／住宅發展暨公共交通交匯處
LIGHT RAIL TRANSIT TERMINUS & FERRY CONCOURSE WITH COMMERCIAL / RESIDENTIAL DEVELOPMENT
輕鐵總站及碼頭，連商業及住宅發展
MULTI-STOREY (VEHICULAR) PARK TO INCLUDE COMMERCIAL USE
多層貨車／汽車停車場暨商業用途
RESTAURANT / COMMERCIAL COMPLEX
酒樓餐廳／商場
MARINA
遊艇停泊處
YACHT CLUB, BOAT REPAIRING AND COMMERCIAL FACILITIES ASSOCIATED WITH MARINA DEVELOPMENT
遊艇會、船隻修理及與遊艇停泊處有關的商業設施
PEARL ISLAND
龍珠島
SUI LAM INTERCHANGE
小欖交匯處
SO KWUN WAT
掃管笏
TUEN MUN - CHEK LAP KOK TUNNEL
屯門至赤鱲角隧道
TUEN MUN FERRY PIER
屯門碼頭
TUEN MUN CENTRAL PARK
屯門中央公園
TUEN MUN HOSPITAL
屯門醫院
TUEN MUN TOWN HALL
屯門大會堂
TUEN MUN PUBLIC LIBRARY
屯門公共圖書館
TUEN MUN GOVERNMENT OFFICES
屯門政府合署
TUEN MUN MAGISTRACY
屯門裁判法院
TUEN MUN FIRE STATION & AMBULANCE DEPOT
屯門消防局及救護車站
TUEN MUN POLICE STATION
屯門警署
TUEN MUN SPORTS CENTRE
屯門體育中心
TUEN MUN SWIMMING POOL
屯門游泳池
TUEN MUN PUBLIC CARGO WORKING AREA
屯門公眾貨物裝卸區
TUEN MUN MAIN FRESH WATER SERVICE RESERVOIR
屯門總配水庫
TUEN MUN FRESH WATER SERVICE RESERVOIR
屯門食水配水庫
TUEN MUN FRESH WATER PRIMARY SERVICE RESERVOIR
屯門食水初級配水庫
TUEN MUN SEA WATER SERVICE RESERVOIR
屯門海水配水庫

~~APPROVED~~ *DRAFT* TUEN MUN OUTLINE ZONING PLAN NO. S/TM/39*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/39***A***

Schedule of Uses

COMMERCIAL	1
COMPREHENSIVE DEVELOPMENT AREA	4
RESIDENTIAL (GROUP A)	10
RESIDENTIAL (GROUP B)	15
RESIDENTIAL (GROUP C)	20
RESIDENTIAL (GROUP E)	22
VILLAGE TYPE DEVELOPMENT	25
INDUSTRIAL	27
GOVERNMENT, INSTITUTION OR COMMUNITY	30
OPEN SPACE	34
RECREATION	35
OTHER SPECIFIED USES	37
GREEN BELT	66
SITE OF SPECIAL SCIENTIFIC INTEREST	67

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 Bus Depot (on land designated "C(2)" only) Flat Government Refuse Collection Point Industrial Use (not elsewhere specified) (on land designated "C(2)" only) Non-polluting Industrial Use (excluding industrial undertakings involving the use / storage of Dangerous Goods[Δ]) (on land designated "C(2)" only) Petrol Filling Station Residential Institution Social Welfare Facility (involving residential care on land designated "C(1)" only) Warehouse (excluding Dangerous Goods Godown) (on land designated "C(2)" only)

[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).

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) On land designated "Commercial (2)" ("C(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 the maximum PR specified below. Transport lay-bys and public vehicle park shall also be provided as specified below:

Site	Development Restrictions
The site bounded by Kin Fung Circuit to the south and Tsun Wen Road to the west	A maximum PR of 9.5 or the PR of the existing building, whichever is the greater
The site bounded by Kin Fung Circuit to the north/east/south and Tsun Wen Road to the west	A maximum PR of 9.5 or the PR of the existing building, whichever is the greater, and to provide additional transport lay-bys with a GFA not less than 3,000m^2 and a public vehicle park of not less than 62 parking spaces
The site bounded by Ho Tin Street to the north, Tsun Wen Road to the east, Kin Wing Street to the south and Kin Tai Street to the west	A maximum PR of 9.5 or the PR of the existing building, whichever is the greater, and to provide additional transport lay-bys with a GFA not less than 2,000m^2

(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) 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.

(f) In determining the maximum GFA/PR for the purposes of paragraphs (a) to (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.

(please see next page)

COMMERCIAL (cont'd)

Remarks (cont'd)

(g) In determining the maximum PR for the purposes of paragraph (c) above, any floor space that is constructed or intended for use solely as public vehicle park and Government, institution or community (GIC) facilities, as required by the Government, may be disregarded.

(h) 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) to (c) 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) to (c) above may thereby be exceeded.

(i) 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 vehicle parking spaces as 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.

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 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" and "Comprehensive Development Area (3)" shall prepare a Master Layout Plan for the approval of the Town Planning Board and include therein the following information:

(i) the area of proposed land uses, the nature, position, dimensions, and heights of all buildings to be erected in the area;

(ii) the proposed total site area and GFA for various uses, total number of flats and flat size, where applicable;

(iii) the details and extent of Government, institution or community (GIC) and recreational facilities, public transport and parking facilities, and open space to be provided within the area;

(iv) the alignment, widths and levels of any roads proposed to be constructed within the area;

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

(vi) programmes of development in detail;

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

(viii) a drainage and sewerage impact assessment report to examine any possible drainage and sewerage problems that may be caused by the proposed development and the proposed mitigation measures to tackle them;

(ix) a traffic impact assessment report to examine any possible traffic problems that may be caused by the proposed development and the proposed mitigation measures to tackle them; and

(x) such other information as may be required by the Town Planning Board.

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COMPREHENSIVE DEVELOPMENT AREA (cont'd)

Remarks (cont'd)

(b) The Master Layout Plan should be supported by an explanatory statement which contains an adequate explanation of the development proposal, including such information as land tenure, relevant lease conditions, existing conditions of the site, the character of the site in relation to the surrounding areas, principles of layout design, major development parameters, design population, types of GIC facilities, and recreational and open space facilities.

(c) On land designated "Comprehensive Development Area" in Area 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 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.

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

(g) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio/site coverage/building height restrictions stated in paragraphs (c) to (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 Off-course Betting Centre Office Petrol Filling Station Pier Place of Entertainment Place of Recreation, Sports or Culture Private Club Public Clinic Public Convenience Public Transport Terminus or Station Public Utility Installation Public Vehicle Park (excluding container vehicle) Recyclable Collection Centre Religious Institution Residential Institution School Shop and Services Social Welfare Facility Utility Installation for Private Project

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COMPREHENSIVE DEVELOPMENT AREA (2) (cont'd)

Planning Intention

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

Remarks

(a) Pursuant to section 4A(2) of the Town Planning Ordinance, and except as otherwise expressly provided that it is not required by the Town Planning Board, an applicant for permission for development on land designated "Comprehensive Development Area (2)" shall prepare a Master Layout Plan for the approval of the Town Planning Board and include therein the following information:

(i) the area of proposed land uses, the nature, position, dimensions, and heights of all buildings to be erected in the area;

(ii) the proposed total site area and GFA for various uses;

(iii) the details and extent of Government, institution or community (GIC) and recreational facilities, public transport and parking facilities, and open space to be provided within the area;

(iv) the alignment, widths and levels of any roads, walkways and footbridges proposed to be constructed within the area;

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

(vi) programmes of development in detail;

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

(viii) a drainage and sewerage impact assessment report to examine any possible drainage and sewerage problems that may be caused by the proposed development and the proposed mitigation measures to tackle them;

(ix) a traffic impact assessment report to examine any possible traffic problems that may be caused by the proposed development and the proposed mitigation measures to tackle them; and

(x) such other information as may be required by the Town Planning Board.

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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) and (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) Public Vehicle Park (excluding container vehicle) (on land designated "R(A)28" only) Religious Institution (Ancestral Hall only) (on land designated "R(A)28" only) 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) (not elsewhere specified) Religious Institution (not elsewhere specified) School (not elsewhere specified) Shop and Services (not elsewhere specified) Training Centre

(please see next page)

RESIDENTIAL (GROUP A) (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
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	

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.

(please see next page)

RESIDENTIAL (GROUP A) (cont'd)

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)27" ***and "R(A)30"***, 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. GIC facilities of GFA not less than 500m^2 ***for "R(A)27" zone and not less than 315m^2 for "R(A)30" zone*** shall be provided, as required by the Government. Any floor space that is constructed or intended for use as GIC facilities shall be included for plot ratio calculation.

(d) On land designated "R(A)", "R(A)1", "R(A)22", "R(A)23", "R(A)24"**,** ~~and~~ "R(A)27" ***and "R(A)30"***, 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) to (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 paragraphs (a) to (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.

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RESIDENTIAL (GROUP A) (cont'd)

Remarks

(e) On land designated "R(A)2" to "R(A)21", "R(A)25", "R(A)26"**,** ~~and~~ "R(A)28" ***and "R(A)29"***, 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

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RESIDENTIAL (GROUP A) (cont'd)

Remarks

R(A)26 & R(A)28	Maximum plot ratio of 6.5
R(A)29	***Maximum plot ratio of 6***

(f) 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.

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

(h) In determining the maximum plot ratio for the purposes of paragraphs (a) to (e) 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 GIC facilities including school(s) as may be required by the Government shall be deducted from calculation of the site area.

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

(j) In determining the maximum plot ratio on land designated "R(A)28" for the purposes of paragraph (e) above, any floor space that is constructed or intended for use solely as public vehicle parks, public transport facilities and GIC facilities, as required by the Government, may be disregarded.

(k) ***In determining the maximum plot ratio on land designated "R(A)29" for the purposes of paragraph (e) above, any floor space that is constructed or intended for use solely as public transport facilities and GIC facilities, as required by the Government, may be disregarded.***

(~~k~~***l***) In determining the maximum plot ratio/GFA for the purposes of paragraphs (a) to (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.

(~~l~~***m***) 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 (e) above applies may be increased by the additional plot ratio by which the permitted plot ratio is permitted to be

(please see next page)

RESIDENTIAL (GROUP A) (cont'd)

Remarks

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 (e)above may thereby be exceeded.

(~~m~~*n*) 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 (f) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

(~~n~~*o*) 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) 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".

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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

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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 95,180m^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 61,600m^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

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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.

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

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

(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.

(please see next page)

RESIDENTIAL (GROUP C) (cont'd)

Remarks

(a) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 0.4 and 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
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

(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

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
Rural Workshop
Utility Installation for Private Project
Warehouse (excluding Dangerous Goods Godown)
Office
Petrol Filling Station
Public Convenience
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 Refuse Collection Point*** Government Use (Police Reporting Centre, Post Office only) House (New Territories Exempted House only) On-Farm Domestic Structure ***Public Convenience*** Religious Institution (Ancestral Hall only) Rural Committee /Village Office	Eating Place ***Field Study/Education/Visitor Centre*** Flat ~~Government Refuse Collection Point~~ Government Use (not elsewhere specified) # House (not elsewhere specified) Institutional Use (not elsewhere specified) # Petrol Filling Station Place of Recreation, Sports or Culture Private Club Public Clinic ~~Public Convenience~~ Public Transport Terminus or Station Public Utility Installation # Public Vehicle Park (excluding container vehicle) Religious Institution (not elsewhere specified) # Residential Institution # School # Shop and Services Social Welfare Facility # Utility Installation for Private Project
In addition, the following uses are always permitted on the ground floor of a New Territories Exempted House :	
Eating Place Library School Shop and Services	

Planning Intention

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

(please see next page)

VILLAGE TYPE DEVELOPMENT (cont'd)

Remarks

(a) No new development, or addition, alteration and/or modification to or redevelopment of an existing building (except development or redevelopment to those annotated with #) shall result in a total development and/or redevelopment in excess of a maximum building height of 3 storeys (8.23m) or the height of the existing building, whichever is the greater.

(b) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height restriction stated in paragraph (a) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

INDUSTRIAL

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

(please see next page)

INDUSTRIAL (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
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, 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.

(please see next page)

INDUSTRIAL (cont'd)

Remarks

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

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

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

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

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

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

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

GOVERNMENT, INSTITUTION OR COMMUNITY

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

Planning Intention

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

(please see next page)

GOVERNMENT, INSTITUTION OR COMMUNITY (cont'd)

Remarks

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

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

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

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

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.

GOVERNMENT, INSTITUTION OR COMMUNITY (2) TO
GOVERNMENT, INSTITUTION OR COMMUNITY (~~45~~)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Columbarium 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 for columbarium and religious institution uses.

Remarks

(a) On land designated "Government, Institution or Community (2)" ("G/IC(2)"), the maximum number of niches for columbarium use shall not exceed 11,094.

(b) On land designated "G/IC(3)", the maximum number of niches for columbarium use shall not exceed 5,282.

(c) On land designated "G/IC(4)", the maximum number of niches for columbarium use shall not exceed 4,942.

(d) ***On land designated "G/IC(5)", the maximum number of niches for columbarium use shall not exceed 5,670.***

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

(e***f***) In determining the maximum number of storey(s) for the purposes of paragraph (~~d~~***e***) above, any basement floor(s) may be disregarded.

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

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 (not elsewhere specified) 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[△])
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 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	Government Use
Container Storage/Repair Yard	Utility Installation not Ancillary to the Specified Use

Planning Intention

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

Remarks

(a) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum GFA of 8,000m^2 and the maximum building height in terms of mPD as stipulated on the Plan, or the GFA and height of the existing building, whichever is the greater.

(b) In determining the maximum GFA for the purposes of paragraph (a) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.

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

(please see next page)

OTHER SPECIFIED USES (Cont'd)

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

For "Commercial/Residential Development with Public Transport Interchange" Only

Ambulance Depot
Eating Place
Educational Institution
Exhibition or Convention Hall
Flat
Government Refuse Collection Point
Government Use
Hotel
House
Information Technology and Telecommunications Industries
Institutional Use (not elsewhere specified)
Library
Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances
Off-course Betting Centre
Office
Place of Entertainment
Place of Recreation, Sports or Culture
Private Club
Public Clinic
Public Convenience
Public Transport Terminus or Station
Public Utility Installation
Public Vehicle Park (excluding container vehicle)
Recyclable Collection Centre
Religious Institution
Residential Institution
School
Shop and Services
Social Welfare Facility
Training Centre
Utility Installation for Private Project

Broadcasting, Television and/or Film Studio
Commercial Bathhouse/Massage Establishment
Petrol Filling Station

(please see next page)

OTHER SPECIFIED USES (Cont'd)

For "Commercial/Residential Development with Public Transport Interchange" Only (Cont'd)

Planning Intention

This zone is primarily intended for integrated development of the area for commercial and residential uses cum railway facilities and public transport interchange with the provision of riverside promenade, open space and Government, institution or 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 a maximum domestic GFA of 366,678m^2 and a maximum non-domestic GFA of 31,100m^2, 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 relevant 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. Any floor space that is constructed or intended for use solely as Government, institution or community facilities, public transport interchange, covered walkway, railway station and associated facilities as required by the Government 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 All Other Sites (Not Listed Above)	
As Specified on the Plan	Government Use Private Club Utility Installation not Ancillary to the Specified Use

Planning Intention

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

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 diversion of stream, 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 public works co-ordinated or implemented by Government, and maintenance, repair or rebuilding works) shall not be undertaken or continued on or after the date of the publication in the Gazette of the notice of the 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/39*A*

EXPLANATORY STATEMENT

EXPLANATORY STATEMENT

~~APPROVED~~ ***DRAFT*** TUEN MUN OUTLINE ZONING PLAN NO. S/TM/39***A***

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~~APPROVED~~ *DRAFT* TUEN MUN OUTLINE ZONING PLAN NO. S/TM/39*A*

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

EXPLANATORY STATEMENT

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

1. INTRODUCTION

This explanatory statement is intended to assist an understanding of the ~~approved~~ ***draft*** Tuen Mun Outline Zoning Plan (OZP) No. S/TM/39***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 seven times and exhibited for public inspection under section 5 or 7 of the Ordinance to reflect the changing circumstances.

2.6 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 eight times and exhibited for public inspection under section 5 or 7 of the Ordinance.

2.7 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.

2.8 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. Since then, the OZP had been amended twice and exhibited for public inspection under section 5 of the Ordinance.

2.9 On 3 November 2020, the CE in C referred the approved Tuen Mun OZP No. S/TM/35 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. The OZP was then amended and exhibited for public inspection under section 5 of the Ordinance on 22 July 2022.

2.10 On 2 May 2023, 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/37. On 12 May 2023, the approved Tuen Mun OZP No. S/TM/37 was exhibited for public inspection under section 9(5) of the Ordinance.

2.11 On 8 September 2023, the Secretary for Development referred the approved Tuen Mun OZP No. S/TM/37 to the Board for amendment under section 12(1A)(a)(ii) of the Ordinance. ~~The reference back of the OZP was notified in the Gazette on 15 September 2023 under section 12(2) of the Ordinance~~***The OZP was then amended and exhibited for public inspection under section 5 of the Ordinance on 20 October 2023***.

~~2.12 On 20 October 2023, the draft Tuen Mun OZP No. S/TM/38 was exhibited for public inspection under section 5 of the Ordiannce. The main amendments on the Plan include (i) the rezoning of a site at the upper section of Hong Po Road from "Green Belt" ("GB") and an area shown as 'Road' to "Residential (Group A)28" ("R(A)28"); (ii) the rezoning of a site at the junction of Hong Po Road, Tsing Lun Road and Ng Lau Road from "Residential (Group E)1" ("R(E)1") and an area shown as 'Road' to "R(A)28"; (iii) the rezoning of a site to the west of Ng Lau Road from "R(E)1" to "Government, Institution or Community" ("G/IC"); (iv) the rezoning of a site in Tuen Mun Area 9 from "Comprehensive Development Area (1)" ("CDA(1)"), "CDA(2)" and an area shown as 'Road' to "Commercial (2)" ("C(2)"); (v) the rezoning of a site adjacent to Ho Tin Light~~

~~Rail Station from "CDA(1)" to "Open Space" ("O"); and (vi) the rezoning of two sites to the west and further west of Hing Fu Street from "GB" to "G/IC(3)" and "G/IC(4)" respectively. During the two-month exhibition period, four representations were received. After giving consideration to the representations on 8 March 2024, the Board decided not to propose any amendment to the draft OZP to meet the representations.~~

2.12 On 16 July 2024, 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/39. On 26 July 2024, the approved Tuen Mun OZP No. S/TM/39 ~~(the Plan)~~ was exhibited for public inspection under section 9D(2) of the Ordinance.

2.13 On 11 September 2024, the Secretary for Development referred the approved Tuen Mun OZP No. S/TM/39 to the Board for amendment under section 12(1A)(a)(ii) of the Ordinance. The reference back of the OZP was notified in the Gazette on 20 September 2024 under section 12(2) of the Ordinance.

2.14 On XX November 2024, the draft Tuen Mun OZP No. S/TM/40 (the Plan) was exhibited for public inspection under section 5 of the Ordiannce. The main amendments on the Plan include (a) rezoning of a site to the north of Goodview Garden Light Rail Transit Station from "Government, Institution or Community" ("G/IC") to "Residential (Group A)29" ("R(A)29") for private housing development; (b) rezoning of a site adjoining residential development 'Oceania Heights' from "G/IC" to "R(A)" to reflect the as-built development; (c) rezoning of a site to the east of Tuen Mun Town Plaza from "Green Belt" ("GB") and an area shown as 'Road' to "R(A)30"; and (d) rezoning of a site to the west of Hing Fu Street from "GB" to "G/IC(5)".

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 (PlanD) 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 the 2021 Population Census, the population of the Area was about 465,400 persons. It is estimated that the total planned population of the Area would be about

~~595,100~~ ***597,100*** 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"), "Residential (Group A)" ("R(A)"), and "Industrial" ("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 site adjoining Tuen Ma Line Tuen Mun Station and the planned Tuen Ma Line Tuen Mun Area 16 station (the A16 station) site are centrally located in the Tuen Mun New Town and its southern gateway respectively and forming focal points of Tuen Mun New Town with their own retail and supporting facilities. To reflect the character of the "R(A)4" site adjoining the Tuen Mun Station and the "OU" annotated "Commercial/Residential Development with Public Transport Interchange" site with the A16 station, the highest height bands of 156mPD and 174mPD are proposed for the sites respectively. Gradually descending height bands from the highest height bands 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 with a view to maintaining visual and spatial relief to the Area as appropriate. 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 six 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. The AVA EE 2009, 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 impact 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 housing sites at the Ex-Perowne Barracks near Kwun Tsing Road (zoned "Residential (Group B) 14" ("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. Having regard to the location, size and development intensity of 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 Areas 16, 17, 23, 28 and 39, the AVA EEs 2017 recommend 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.

8.7 The AVA EEs also recommend 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: 4.75ha

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 within the "C" 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 Tuen Ma Line 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 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 The "C(2)" zone (including Tuen Mun Town Lots (TMTLs) 79, 80 and 81 and the adjoining roads) is at the fringe of the current industrial area in Area 9 and is adjacent to Tuen Ma Line Tuen Mun Station with good accessibility. The zone is now mainly occupied by the KMB bus depot, a bus depot which has ceased operation, an industrial building and adjoining public roads. It is intended for comprehensive redevelopment for commercial use. Development or redevelopment is subject to a maximum non-domestic plot ratio of 9.5 or the plot ratio of the existing

building, whichever is the greater. Additional GFA of not less than 3,000m^2 and 2,000m^2 are allowed for provision of transport lay-bys at TMTLs 80 & 81 respectively. A public vehicle park of not less than 62 parking spaces (45 numbers for motorcycles and 17 numbers for commercial vehicles) shall also be provided at TMTL 80. This public vehicle park is intended for the re-provisioning of the existing public metered parking spaces along Kin Fung Circuit and any floor space that is constructed or intended for such use, as required by the Government, may be disregarded in determining the maximum non-domestic plot ratio. Due to its strategic location at the core area of the Tuen Mun New Town adjoining the Tuen Ma Line Tuen Mun Station, developments in the "C(2)" zone shall serve as landmarks or focal points. Development or redevelopment is subject to maximum building heights of 140mPD for TMTLs 79 & 80 and 120mPD for TMTL 81 respectively. As the lots are separated by public roads and are adjacent to the river bank and the Tuen Ma Line Tuen Mun Station, the design concept of the commercial developments should foster integration within the zone, and with developments in the adjacent and across the river. Opportunity for provisions of at-grade setbacks along Ho Tin Street and the northern part of Kin Fung Circuit connected with Ho Tin Street shall be explored to improve the walking environment and/or enhance visual permeability. Besides, the future developer of TMTL 80 shall provide a pedestrian connection to the Tuen Ma Line Tuen Mun Station. GFA of not less than 713m^2 for provision of GIC facilities as required by the government shall be provided at TMTL 80. 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.

9.1.6 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.

~~9.1.7 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.~~

~~9.1.8 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.~~

~~9.1.9 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.~~

~~9.1.10 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.~~

9.1.11~~2~~ The plot ratio control under "C(2)" zone is regarded as being stipulated in a "new or amended statutory plan" according to the Joint Practice Note No. 4 "Development Control Parameters Plot Ratio/Gross Floor Area", and shall be subject to the streamlining arrangements stated therein.

9.2 Comprehensive Development Area ("CDA") Total Area: 16.54 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 Four "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(2)" zone in Area 9 near Kin On Street is intended for comprehensive redevelopment for commercial use. The site is currently occupied by the KMB Overhaul Centre. Development or redevelopment in this zone is subject to a maximum plot ratio of 9.5 and a maximum building height of 100mPD. The MLP 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 this site is considered important to create a more functional, interesting and aesthetically pleasing town core. While it is the planning intention to relocate the Overhaul Centre to redevelop the site primarily for commercial use in the long term, 'bus

depot' and 'flat' uses are included as Column 2 use under the "CDA(2)" zone 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.

9.2.4 The "CDA" in Area 55 which is to the north of Peridot Court in Area 58 is intended for private residential development. The "CDA" zoning is intended to provide incentive for comprehensive redevelopment of the site to residential use to improve the general environment. The maximum plot ratio, site coverage and building height for the site 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 MLP together with relevant technical assessments and information including development programme should be submitted to the Board for consideration under section 16 of the Ordinance.

9.2.5 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" 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.

9.2.6 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.~~

~~9.2.7 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: ~~278.53ha~~ ***279.29ha***

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.

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. "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, "R(A)25" zone to the north of Hing Fu Street in Area 54, 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), as well as two sites zoned "R(A)28" at San Hing Road and Hong Po Road are intended for public housing developments.

9.3.3 The major existing Public Rental Housing (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, ***Wo Tin Estate, Yan Tin Estate and Ching Tin 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 ***and Siu Tsui Court***. 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", "R(A)23"**,**

~~and~~"R(A)27" ***and "R(A)30"*** 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. Within "R(A)27" zone, GIC facilities of not less than 500m^2 as required by the Government should be provided. ***Within "R(A)30" zone, GIC facilities of not less than 315m^2 as required by the Government should be provided.*** 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" and "R(A)28" 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. Planning brief(s) setting out the planning parameters and the design requirements of public housing development will be prepared to guide the future development. Any plot ratio must be supported by relevant assessment on the infrastructural implications, e.g. traffic impact assessment, drainage impact assessment and sewerage 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 Ma Line Tuen Mun 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 (PTI) 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 The "R(A)29" zone to the northwest of Light Rail Transit Goodview Garden Station in Area 16 is intended for private housing development, which is subject to a maximum plot ratio of 6, or the plot ratio of the existing building, whichever is the greater. A public transport terminus and GIC facilities shall be provided, as required by the Government.

9.3.11 ***For the "R(A)30" zone, opportunities for landscape design sensitive to the neighbouring habitat in the adjacent "Green Belt" zone should be further explored.***

9.3.12 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 160mPD 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, 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 the "R(A)26" 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 east-north-easterly and easterly winds 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 considerations. 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.

9.3.15 For the four "R(A)26" sites in Areas 17, 23, 28 and 39, the AVA EEs 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 EEs 2017 have 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. For the two "R(A)28" sites, an AVA EE has been carried out which concluded that design measures, including building separations and setbacks, would

alleviate the potential air ventilation impacts on the surrounding wind environment. A quantitative AVA shall be carried out at the detailed design stage. Requirement for all air ventilation measures will be proposed for incorporation into the lease or planning brief(s) as appropriate.

9.3.16 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.

9.3.17 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.~~

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

~~9.3.19 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.~~

9.3.19 The plot ratio control under "R(A)27"~~, and~~ "R(A)28"***, "R(A)29" and "R(A)30"*** zones is regarded as being stipulated in a "new or amended statutory plan" according to the Joint Practice Note No. 4 "Development Control Parameters Plot Ratio/Gross Floor Area", and shall be subject to the streamlining arrangements stated therein.

9.4 Residential (Group B) ("R(B)") Total Area: 145.42 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".

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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, Jade Grove, the Hillgrove, Peridot Court in Area 58 and Avignon 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)) or mPD 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 the Antiquities and Monuments Office (AMO).

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. All structures, including roof-top structures of the development, should not exceed Airport Height Restriction (AHR) specified in the plans prescribed under the Hong Kong Airport (Control of Obstructions) Ordinance (Cap. 301).

9.4.7 The Dragon Inn Court in Area 20 which was redeveloped into residential and restaurant uses is zoned "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 "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 "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-Perowne 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 95,180m^2 and a maximum non-domestic GFA of 2,000m^2 for commercial uses. To create a stepped height profile,

the northern and southern parts of the "R(B)14" site is restricted to a maximum building height of 85mPD and 70mPD respectively as stipulated on the Plan. The "R(B)15" site is subject to a maximum GFA of 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 directions 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 revitalised as part of the development. AMO should be consulted on development/redevelopment of the sites. The So Kwun Wat Perowne 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.

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 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. All structures, including roof-top structures of the development, should not

exceed AHR specified in the plans prescribed under the Hong Kong Airport (Control of Obstructions) Ordinance (Cap. 301).

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.

9.4.20 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.~~

9.4.21 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.~~

~~9.4.22 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.~~

~~9.4.23 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: 0.52ha

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 and redeveloped. 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, 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: ~~229.81ha~~ ***229.35ha***

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 complex in Area 29, sports ground in Area 5, indoor recreation centres in Areas 1, 5, 10, 14, 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 Perowne 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 swimming pool complex in Area 19, 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, a seawater pumping station in Area 59, and indoor recreation centres in Areas 3 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. The existing Tuen Mun Clinic site in Area 10 will also be redeveloped into a joint-user complex providing various clinical/health care services, social welfare facilities and government offices.

9.9.4 The "G/IC" site to the west of Ng Lau Road is reserved for the provision of sewage pumping station.

9.9.5 Developments and redevelopments in the "G/IC" sites are subject to maximum 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, and the proposed joint-user complex in Area 10, so as to reflect the existing/planned building height of existing facilities/proposed development and/or to provide a more clear control over building height profile.

9.9.6 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.

9.9.7 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 maximum GFA of 2,825m^2, site coverage of 60% and 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.

9.9.8 The "G/IC(2)", "G/IC(3)"***,*** ~~and~~ "G/IC(4)" ***and "G/IC(5)"*** sites to the west of Hing Fu Street in Area 54 are intended for columbarium and/or religious institution uses. They are subject to maximum number of niches as follows:

Zoning	Number of Niches
"G/IC(2)"	11,094
"G/IC(3)"	5,282
"G/IC(4)"	4,942
"G/IC(5)"	***5,670***

The above sites are also subject to maximum building heights in terms of number of storeys (excluding basement floor(s)) as stipulated on the Plan, or the height of the existing building, whichever is greater.

9.9.9 ~~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: ~~111.01ha~~ ***111.03ha***

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 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 a pet garden in Area 9, an open space area 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 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: 325.83 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***, 52*** 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 AHR 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. The resource recovery park has commenced operation since 2007. 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. 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 of 20mPD does not apply to container stacks and crane structures.

(t) Commercial/Residential Development with Public Transport Interchange

(i) This zone is located in the prominent location in Area 16 as the southern gateway of Tuen Mun New Town. Capitalising on the enhanced accessibility brought about by the future Tuen Mun South Extension Line, the zone is primarily intended for integrated development of the area for commercial/residential uses cum railway station (the A16 station) and associated railway facilities and PTI with the provision of riverside promenade, open space and GIC facilities. Development and redevelopment within this zone is subject to maximum domestic GFA of 366,678m^2 and non-domestic GFA of 31,100m^2 (including a kindergarten). Social welfare facilities of GFA of not less than 6,615m^2 and a PTI of GFA of not less than 5,500m^2 shall be provided.

(ii) The site is subject to a maximum building height of 174mPD and a stepped height concept descending from the east to the west towards the riverfront of Tuen Mun River Channel and respecting the waterfront setting of Tuen Mun Typhoon Shelter would be adopted within the site. The layout of the development shall take due consideration of the better integration, connection and accessibility of the planned railway station with the commercial and residential uses, social welfare facilities, PTI, riverside promenade and open space within the zone as well as the surrounding communities on both sides of Tuen Mun River Channel. In addition, the layout shall also take into account the interfacing with the nearby planned sports ground and create a vibrant and unique riverside promenade and quality open space for public enjoyment. To ensure that development or redevelopment would be developed and designed in an integrated manner with the adoption of appropriate urban design concept and the above considerations, a master layout plan should be submitted, as an administrative measure under the lease, by the project proponent for development in this zone before development proceeds.

(iii) Assessment on air ventilation impact has been conducted based on the specific building height restriction. AVA recommends that wind enhancement features such as adequate setbacks at podium level and building blocks, building separations, and array of building blocks and open areas should be incorporated within the development to minimise the potential impacts to the surrounding wind environment. Project proponent is required to undertake AVA at detailed design stage to identify the NBAs and other enhancement measures and to ascertain their effectiveness. Such requirements will be incorporated into the lease. Other technical requirements including further assessments on air

quality and noise impact, as required by the Government, shall be fulfilled by the project proponent at detailed design stage.

(iv) In determining the maximum GFA, any floor space that is constructed or intended for use solely as GIC facilities, PTI, covered walkway, railway station and associated facilities as required by the Government may be disregarded.

(v) ***The GFA control under this "OU" zone is regarded as being stipulated in a "new or amended statutory plan" according to the Joint Practice Note No. 4 "Development Control Parameters Plot Ratio/Gross Floor Area", and shall be subject to the streamlining arrangements stated therein.*** ~~To provide flexibility for innovative design adapted to the characteristics of particular sites, minor relaxation of the GFA/building height restrictions may be considered by the Board through the planning permission system. Each proposal will be considered on its individual planning merits.~~

~~(vi) The GFA control under this "OU" zone is regarded as being stipulated in a "new or amended statutory plan" according to the Joint Practice Note No. 4 "Development Control Parameters Plot Ratio/Gross Floor Area", and shall be subject to the streamlining arrangements stated therein.~~

(u) <u>All Other Sites (Not Listed Above)</u>

(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 for 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: ~~730.67ha~~ ***730.37ha***

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 original TM-CLKL 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.

9.16 For the zones where minor relaxation of relevant restrictions is applicable, based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio/building height/GFA/site coverage restrictions and provision of public car parking spaces and public vehicle parking spaces as stated in the relevant paragraphs above 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 the assessment of minor relaxation of building height restrictions. Each application will be considered on its own merits.

9.17 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.

9.18 For the zones where minor relaxation of non-building area restriction is applicable, under exceptional circumstances, minor relaxation of non-building area restriction as stated in the relevant paragraphs above may be considered by the Board on application under section 16 of the Ordinance.

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 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 TM-CLKL is a strategic road linking the ~~Northwest New Territories~~NWNT~~)~~ with the Hong Kong-Zhuhai-Macao Bridge Hong Kong Port (Hong Kong Port), the Hong Kong International Airport at Chek Lap Kok and North Lantau. The full length of the TM-CLKL is about 9 km. It is a dual two-lane carriageway with sub-sea tunnel about 5 km long across Urmston Road linking up the NWNT and the Hong

Kong Port, and a sea viaduct and land viaducts in total of about 4 km long linking up Hong Kong Port with North Lantau. The Northern Landfall of TM-CLKL is to the east of the River Trade Terminal.

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 Tuen Ma Line, 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.~~ ***The Tuen Ma Line provides a sub-regional passenger link connecting the NWNT to the urban areas and the eastern New Territories.*** 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. With the opening of two new stations namely Sung Wong Toi and To Kwa Wan together with new platforms at Hung Hom and Ho Man Tin stations, Tuen Ma Line which linked up the original Ma On Shan Line and West Rail Line with the east end at Wu Kai Sha Station and west end at Tuen Mun Station was fully commissioned on 27 June 2021.~~ With a view to improving railway access to the community south of the Tuen Mun town centre, the proposed Tuen Mun South Extension project will extend the existing Tuen Ma Line from Tuen Mun Station southward by setting up a new railway station near Tuen Mun Ferry Terminal and an intermediate station at Tuen Mun Area 16 . The construction works are expected to be completed by 2030.

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. The locations of the declared monuments and sites of archaeological interest (SAIs) have been uploaded onto the Geographical Information System on Hong Kong Heritage (https://gish.amo.gov.hk/). Details of the declared monuments and SAIs are available for viewing at the Reference Library of Hong Kong Heritage Discovery Centre by appointment.

12.3 Prior consultation with AMO should be made if any works, development, redevelopment or rezoning proposals might affect the above SAIs, declared monuments, graded/proposed graded historic buildings/structures, new items pending grading assessment, Government historic sites identified by AMO, as well as any other historic buildings/structures identified, both at grade and underground, and their immediate environs. For proposals affecting the SAI(s), the proposals will be considered on a case-by-case basis subject to the archaeological potential of the proposed areas and the level of disturbance to the proposed areas.

13. IMPLEMENTATION

13.1 Although existing uses non-conforming to the statutory zonings are tolerated, any material change of use and any other development/redevelopment must be always permitted in terms of the Plan or, if permission is required, in accordance with the permission granted by the Board. The Board has published a set of guidelines for the interpretation of existing use in the urban and new town areas. Any person who intends to claim an "existing use right" should refer to the guidelines and will need to provide sufficient evidence to support his claim. The enforcement of the zonings mainly rests with the Buildings Department, the Lands Department and the various licensing authorities.

13.2 The Plan provides a broad land use framework within which more detailed non-statutory plans for the Area have been and are being prepared by the Planning Department. These detailed plans are used as the basis for public works planning and site reservation within Government departments. Disposal of sites is undertaken by the Lands Department. Public works projects are coordinated by the Civil Engineering and Development Department in conjunction with the client departments and the works departments, such as the Highways Department and the Architectural Services Department. In the course of

implementing the Plan, the Tuen Mun District Council would also be consulted as appropriate.

13.3 Planning applications to the Board will be assessed on individual merits. In general, the Board's consideration of the planning applications will take into account all relevant planning considerations which may include the departmental outline development plans and layout plans, and the guidelines published by the Board. The outline development plans and layout plans are available for public inspection at the Planning Department. Guidelines published by the Board are available from the Board's website, the Secretariat of the Board and the Technical Services Division of the Planning Department. Application forms and Guidance Notes for planning applications can be downloaded from the Board's website and are available from the Secretariat of the Board and the Technical Services Division and the relevant District Planning Office of the Planning Department. Applications should be supported by such materials as the Board thinks appropriate to enable it to consider the applications.

TOWN PLANNING BOARD
~~JULY~~XXX 2024

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

AtkinsRéalis

Site Formation and Infrastructure Works for Housing Development adjacent to Light Rail Transit Goodview Garden Station, Tuen Mun – Feasibility Study

Planning Report for Amendment to Outline Zoning Plans (Rev.3)

(5218164/OR017-03)

September 2024

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Not Used

1. Introduction

1.1 Background

1.1.1 The Government is committed to facilitating steady and continued land supply, not only for providing people with a place to live and work, but also for the developments of Hong Kong's commerce, industry, innovation and technology and various emerging sectors. In the short to medium term, the Government will continue to optimise the use of built-up land and its surrounding areas to meet the demand of the public for land for housing and other purposes.

1.1.2 A potential site (the Site) located to the north of Light Rail Transit (LRT) Goodview Garden Station (GGS), Tuen Mun has been identified for private residential developments. The Site is located in Tuen Mun Area 16 in the southern part of Tuen Mun New Town. The site is currently zoned "Government, Institution or Community" ("G/IC") on the approved Tuen Mun Outline Zoning Plan (OZP) No. S/TM/39, and comprises solely Government Land (GL). The site is currently used as an amenity area, Yau Oi (South) Bus Terminus, a bus stop (Goodview Garden) and a green mini-bus (GMB) stop. It is accessible via Hoi Chu Road to its immediate north.

1.1.3 To support the rezoning of the Site for the proposed residential development (the Development), technical feasibility study has been conducted to ascertain the technical feasibility, with a view to determine the scope of infrastructure works to support the Development and formulate mitigation measures against the impacts arising from the Development and infrastructure works, as well as those arising from the surrounding areas onto the Development.

1.2 Structure of the Report

1.2.1 This Report contains the following sections in addition to this introduction:

- Section 2 reviews the Site and its planning context for identification of key issues and constraints to be addressed in formulating the Development;
- Section 3 summaries the findings from the technical assessments; and
- Section 4 presents the conclusion

1.3 Abbreviation

1.3.1 The following abbreviations are used in this Report:

ADWF	Average Dry Weather Flow
AQOs	Air Quality Objectives
ASRs	Air Sensitive Receivers
BH	Building Height
CLP	China Light and Power Ltd
DFC	Design Flow/Capacity Ratio
DP	Designated Project

DSD	Drainage Services Department
EAS	Environmental Assessment Study
EIAO	Environmental Impact Assessment Ordinance
EPD	Environmental Protection Department
FWSR	Fresh Water Service Reservoir
GESF	Guidelines for Estimating Sewage Flows for Sewage Infrastructure Planning
GFA	Gross Floor Area
GGS	Goodview Garden Station
GIC	Government, Institution and Community
G/IC	Government, Institution or Community
GMB	Green Minibus
HKPSG	Hong Kong Planning Standards and Guidelines
LCA	Landscape Character Areas
LTHS	Long Term Housing Strategy
LOP	Lok On Pai
LR	Landscape Resources
LRT	Light Rail Transit
LVIA	Landscape and Visual Impact Assessment
L/UL	Loading / Unloading
MDD	Mean Daily Demand
MLD	Million Litre Per Day
MTR	Mass Transit Railway
MTRCL	MTR Corporation Limited
NIA	Noise Impact Assessment
NSRs	Noise Sensitive Receivers
OU	Other Specified Uses
OZP	Outline Zoning Plan
PKSPS	Pak Kok Sewage Pumping Station
PPSTW	Pillar Point Sewage Treatment Works.
PTI	Public Transport Interchange
PDWF	Peak Dry Weather Flow
R(A)	Residential (Group A)
RC	Reserve Capacity
SDM	Stormwater Design Manual
SI	Site Investigation
SAI	Site of Archaeological Interest
SWPS	Salt Water Pumping Station
SWSR	Salt Water Service Reservoir

TD	Transport Department
TKT	Tan Kwai Tsuen
TM	Tuen Mun
TME	Tuen Mun East
TIA	Traffic Impact Assessment
TPEDM	Territorial Population and Employment Data Matrix
VPs	Viewing Points
WSD	Water Supplies Department
WSRs	Water Sensitive Receivers

2. Overview

2.1 Site Context

A. Location

2.1.1 The Site is located in Tuen Mun Area 16 in the southern part of Tuen Mun New Town. The Site is bounded by Hoi Chu Road to the north, LRT track to the south, Oceania Height to the west and Hoi Chu Road Playground to the east. Location plan of the Site is shown in **Figure 2.1**.

B. Land Use Zoning and Land Status

2.1.2 The Site falls into an area zoned "Government, Institution or Community" (G/IC) on the OZP subject to maximum building height (BH) of 1 storey excluding basement(s).

C. Existing Land Use

2.1.3 Currently, the Site covers an amenity area, a bus terminus, a bus stop, a GMB stop, and a pedestrian access. Total area of the Site is around 4,376m^2. The terminus and stops currently serve for twenty-four bus routes and five GMB routes. The pedestrian access currently connects Hoi Chu Road and LRT GGS.

D. Surrounding Land Uses and Development

2.1.4 The surrounding area of the Site is predominantly residential in nature with various Government, Institution and Community (GIC) facilities and open space and has the following characteristics.

D1 - Residential Developments

2.1.5 In proximity to the Site, there is a number of high-rise high-density residential developments including Oceania Heights, Goodview Garden, Tsui Ning Garden, Nerine Cove, The Sea Crest, Regency Bay, and Siu Tsui Court (under construction) with existing BHs ranging from 91mPD to 129mPD mixed with a number of GIC facilities. The details and location of the residential developments are indicated in **Table 2.1** and **Figure 2.2**.

Table 2.1 - Nearby Residential Developments in Area 16

Residential Building/Development		Block Nos.	Max Residential Floor Nos.	Main Roof (mPD)	Flat Nos.
Goodview Garden	豐景園	5	33	105.5	1280
Tsui Ning Garden	翠寧花園	6	36	101.4	2100
Oceania Heights	海典軒	2	30	129	544
The Sea Crest	嘉悅半島	2	30	91.6	429
Nerine Cove	南浪海灣	5	32	114.1	1264
Regency Bay	御海灣	2	24	99.2	669
Siu Tsui Court	兆翠苑	2	30	100	518

2.1.6 Goodview Garden, Tsui Ning Garden, Oceania Heights, The Sea Crest and Nerine Cove have been built for more than 18 years. According to the OZP, these five residential developments fall within the zoning of "Residential (Group A)" ("R(A)"). According to the Notes of OZP for the subject "R(A)" zone, they are intended primarily for high-density residential developments and 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 subject to the case. The maximum BH of 100mPD is stipulated on the Plan for these residential developments.

2.1.7 Siu Tsui Court falls within the zoning of "Residential (Group A) 26" ("R(A)26") is for public housing development. As stipulated in the OZP, the maximum plot ratio shall be 6.5 and the BHs shall not exceed 100mPD. The target intake year of Siu Tsui Court is 2025.

2.1.8 Regency Bay is a new estate which flat intake was in 2021. The development falls within the zoning of "Residential (Group A) 22" ("R(A)22"). On the land designated "R(A)22", 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 subject to the case. The maximum BH is 100mPD.

2.1.9 There will be a new integrated development for commercial/residential uses cum railway station at the future A16 Station (i.e. existing Tuen Mun Swimming Pool as shown in the **Figure 2.2**). The development falls within an area zoned "Other Specified Uses" ("OU") annotated "Commercial/Residential Development with Public Transport Interchange" and is subject to a maximum domestic Gross Floor Area (GFA) of 366,678m^2, a maximum non-domestic GFA of 31,100m^2 and a maximum BH of 174 mPD. The tentative intake year of integrated development at A16 Station is 2039.

2.1.10 The planning context for the surrounding residential developments are summarized in the **Table 2.2**.

Table 2.2 - Planning Context of Surrounding Residential Developments under the OZP

Residential Building/Development		Zoning Types		Domestic Plot Ratio	Building Height(mPD)
Goodview Garden	豐景園	R(A)	/	5	100
Tsui Ning Garden	翠寧花園				
Oceania Heights	海典軒	R(A)	/	5	100
Sea Crest	嘉悅半島	R(A)	/	5	100
Nerine Cove	南浪海灣				
Regency Bay	御海灣	R(A)22	/	6	100
Siu Tsui Court	兆翠苑	R(A)26	Planning Intention: Public Housing Development	- (1)	100
Integrated Development at A16 Station		OU	Planning Intention: Commercial/Residential Development with Public Transport Interchange	~ 6(2)	174

Remark:
(1) The overall plot ratio is 6.5; and
(2) The maximum domestic GFA of 366,678m^2 and a maximum non-domestic GFA of 31,100m^2.

D2 - GIC Facilities

2.1.11 GIC facilities such as a sports centre (namely Yau Oi Sports Centre), a primary school (namely Yan Chai Hospital Ho Sik Nam Primary School), two secondary schools (namely NLSI Peace Evangelical Secondary School and Ching Chung Hau Po Woon Secondary School), a school for children with physical disability (namely Hong Kong Christian Service Pui Oi School), a telephone exchange building and a vocational training centre for people with disabilities (namely Shine Skills Centre (Tuen Mun)) are located in the vicinity of the Site. To facilitate the future A16 Station development, the existing Tuen Mun Swimming Pool located to the northwest of the Site will be re-provided at another location.

D3 - Open Space and Others Facilities/Uses

2.1.12 To the immediate east of Site is an Open Space, namely Hoi Chu Road Playground. Other surrounding open spaces includes Hang Kwai Street Playground and Fung On Street Children's Playground are located to the future southeast and north respectively.

2.1.13 Other facilities including Tuen Mun Central Square, ESSO (Hoi Wah Road), Tuen Mun Public Cargo Working Area and Citybus Tuen Mun Depot are located to the south of the Site.

2.1.14 The LRT GGS is located to the south of the Site as shown in **Figure 2.2**.

E. Accessibility

2.1.15 Pedestrian and vehicular accesses to the Site are available from the existing public road, i.e. Hoi Chu Road.

2.1.16 The Site has a good accessibility as it is adjacent to the LRT GGS. A future MTR Station (i.e. A16 Station) will be located within 500m from the Site. Both the LRT GSS and MTR A16 Station are within walking distance. It is well-served by a comprehensive public transport network and various modes of public transport services including MTR, LRT, franchised buses and GMB. The variety of public transport options provide the Site with convenient access to all parts of Hong Kong.

2.1.17 The existing pedestrian linkage to the Site is shown in **Figure 2.3**.

2.2 Key Considerations

2.2.1 Main issues and site constraints which might affect or to be affected by the Development have been identified.

A. MTR Protection Zone

2.2.2 The Site is next to the LRT GGS and majority of the Site is found within the MTR Protection Zone (Light Rail Transit) which may be subject to geotechnical and other controls and restrictions on building design and site works as well as the block disposition.

B. Existing Bus Stops, Yau Oi (South) Bus Terminus and GMB Stops

2.2.3 The existing bus terminus, bus stops and GMB stops will be affected by the Development. Temporary relocation of the affected public transport facilities may be required. Re-provision of permanent bus stops and public transport terminus will be incorporated into the Development within the proposed podium structure.

C. Size of the Site

2.2.4 The Site is relatively small and bounded by existing developments (i.e. Oceania Heights, Hoi Chu Road Playground), road (i.e. Hoi Chu Road) and railway (i.e. LRT GGS). The development potential is constrained.

D. Environmental (Noise Issues)

2.2.5 The Site is bounded by Hoi Chu Road and LRT to the north and south respectively. Orientation and arrangement of the proposed building blocks will be affected by the noise impact (e.g. air borne or ground borne noise including fixed plant noise and road traffic / railway traffic noise) from these nearby transportation infrastructures and should be taken into account in developing building layout. The building blocks shall be evaluated to take into account of environmental impact.

2.2.6 According to Section 4.2.10 in Chapter 9 of Hong Kong Planning Standards and Guidelines (HKPSG), the proposed building blocks shall be designed with a

sufficient buffer distance from the LRT. The required buffer distance is listed in **Table 2.3**.

Table 2.3 - Summary of Required Buffer Distance (LRT)

Polluting Uses	Sensitive Uses	Required Buffer Distance
LRT lines	Noise Sensitive Uses	>25m

E. Environmental (Air Quality Impact)

2.2.7 The Site is bounded by Hoi Chu Road and LRT track to the north and south respectively. Buffer distance shall be provided from sources of pollution (Hoi Chu Road) to the Development for acceptable air quality.

2.2.8 The proposed building blocks shall be designed and arranged out of the buffer zones. The recommendation of buffer distance from Table 3.1 in Chapter 9 of HKPSG for active and passive recreational uses from a district distributor is listed in **Table 2.4**.

Table 2.4 - Summary of Required Buffer Distance (Hoi Chu Road)

Road	Type of Road	Required Buffer Distance
Hoi Chu Road	District Distributor	>10m

F. Provision of GIC Facilities

2.2.9 The GIC facilities, the location, type and the actual provision will be subject to detailed design by the project proponent(s) in consultation with relevant government departments. For the purpose of this study, a GFA of 204m^2 for GIC facilities (Net Operational Floor Area of about 93 m^2) are being reserved.

2.3 Justifications for Residential Development and Zoning Amendment

A. Residential Development

2.3.1 To gradually avert supply-demand imbalance, the Government announced the Long Term Housing Strategy (LTHS) in 2014. According to the "supply-led" and "flexible" strategy of the LTHS, the Government updates the long-term housing demand projection annually and presents a rolling 10-year housing supply target to capture social, economic and market changes over time, and makes timely adjustments where necessary.

2.3.2 As for private housing, the Government will continue to maintain the healthy and stable development of the private housing market through securing a stable supply of land. The Government keep adopting a multi- pronged approach to increase land and housing supply, such as converting agricultural land to other uses, unleashing development potential of brownfield sites and optimising use of existing developed land. Optimizing the use of G/IC sites is one of the major land supply initiatives.

2.3.3 As stated in The Chief Executive's 2019 Policy Address, it is suggested to review G/IC sites and put forward concrete proposals for sites including

developing residential projects and public facilities under a mixed development mode in order to increase the housing supply.

2.3.4 Moreover, the Government has taken proactive steps on home space enhancement for enhancing the liveability of Hong Kong as a compact high-density city and responding to public aspirations for larger living space. This includes introducing a minimum unit size requirement for private residential development projects.

2.3.5 The Site, which currently zoned as "G/IC" under the OZP is using as amenity area, bus terminus, bus stop and GMB stop. The Site has not been designated with any long-term use(s).

2.3.6 The Site is situated in an area predominated by high-rise high-density residential developments intermixed with GIC facilities and open space. By rezoning the Site from "G/IC" to "R(A)", the area can be used for high-density residential development and is compatible with the surrounding developments.

2.3.7 Furthermore, the area of Tuen Mun Swimming Pool and its neighbouring land (total 6.86ha tentatively) was rezoning to the "OU" annotated "Commercial/Residential Development with Public Transport Interchange" recently. The rezoned area is proposed for an integrated development of commercial and residential uses cum railway facilities and PTI with open space and GIC facilities. According to the conceptual development scheme proposed by the MTRCL, the development comprises 13 high-rise and 5 low-rise residential towers, a shopping mall, a kindergarten, various social welfare facilities, a PTI, a riverside promenade and open space. The domestic plot ratio (PR) is about 6 and the BH ranges from 74.5mPD to 174mPD. Comprehensive pedestrian links including covered walkways and footbridges will be provided to link up the new A16 Station, PTI, shopping mall and various community facilities with the new residential development within the site and nearby areas.

2.3.8 The Site is already well-served by nearby facilities, being in close proximity to regional shopping centres (e.g. Oceania Heights Shopping Centre, Tuen Mun Central Square, Regency Bay Shopping Arcade), community facilities and amenities (e.g. Yau Oi Sports Centre and Hoi Chu Road Playground) in Area 16, and in less than 5-minute walking distance to the LRT stations, franchised bus and green minibus services. Therefore, the Site has the potential to support a high-density residential development, offering residents convenience in meeting their daily needs.

2.3.9 In addition to the MTR Tuen Mun South Extension and the integrated development at future A16 Station, various strategic and large-scale developments have been or are expected to be completed in the coming 10 - 20 years, improving Tuen Mun's connectivity with the rest of Hong Kong and enhancing Tuen Mun's development capacity for future population growth. These strategic infrastructure projects include Tuen Mun-Chek Lap Kok Link ("TM-CLKL"), Tuen Mun Bypass, Route 11, MTR Tuen Mun South Extension. With vastly improved infrastructure, the rezoning of Site will be a positive step towards better utilising the added capacity brought by such developments to deliver housing, rather than putting greater pressure on places where infrastructure may lag behind the pace of housing development and population growth.

B. Development Intensity

B1). Plot Ratio

2.3.10 The plot ratio shall be determined by considering the planning context of Area 16. The surrounding lands zoned “R(A)”, “R(A)22” and “R(A)26” are intended preliminary for high-density residential developments.

2.3.11 According to Explanatory Statement for the OZP, the planning intention of “R(A)26” zone with plot ratio up to 6.5 is for public housing development which is considered as not suitable for the Site. The zones of “R(A)” and “R(A)22” are intended for residential developments with domestic plot ratio of 5 and 6 respectively.

2.3.12 The Site is next to the LRT GGS and close to the future MTR A16 Station. To unleash the development potential of such prime location in Tuen Mun and contribute to meeting the acute housing need in Hong Kong, a higher domestic plot ratio of 6 is suggested. Same plot ratio is applied in the recent residential developments in Tuen Mun, e.g. Regency Bay and future integrated development at A16 Station.

B2). Maximum BH

2.3.13 According to Chapter 11 of the 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.

2.3.14 The A16 Station development is centrally located in the southern gateway of Tuen Mun New Town and forming focal points of Tuen Mun New Town with their own retail and supporting facilities. The development zoned "OU" annotated "Commercial/Residential Development with Public Transport Interchange" is subject to a maximum BH of 174mPD. Gradually descending height bands from the highest height bands towards the fringe of Tuen Mun New Town should be followed. Other areas zoned as “R(A)”, “R(A)22” and “R(A)26” around the Site have a maximum BH of 100mPD as stipulated on the OZP. Therefore, adopting a BH of 100mPD for the Development is compatible with the surrounding developments.

B3). Supports for the Proposed Development Intensity

2.3.15 The relevant technical assessments in Section 3 demonstrated the rezoning of the Site for the Development intensity with proposed mitigation measures during construction and operation will not induce adverse impacts to the surroundings. The proposed high-density residential development is technically feasible.

C. Other Development Parameters

2.3.16 In addition to the plot ratio and BH, the flat size used for developing the optimize scheme should be assumed.

2.3.17 According to the HKPSG Ch.2 Table 8, the initial flat size assumption for the Residential Zone 1 in New Towns including Tuen Mun is 45m^2.

2.3.18 The Government has taken proactive steps to enhance the liability in our high-density compact city, and to meet the social expectations for more spacious living spaces. This includes introducing a minimum unit size requirement for private residential development projects.

2.3.19 In order to enhance the liveability of Hong Kong as a compact high-density city and respond to public aspirations for larger living space, The Government has taken proactive steps on home space enhancement, e.g. imposing a minimum flat size requirement in saleable area on all Government land sale sites, railway property projects, projects of the Urban Renewal Authority, as well as land exchange or lease modification applications for private development.

2.3.20 The Development has taken into account considerations on home space enhancement. Instead of applying 45m^2 for the development planning, a larger average flat size of 50m^2 is recommended for providing a better living space.

2.4 Proposed Zoning Amendment

2.4.1 The Site is proposed to be rezoned for residential uses with public transport terminus and GIC facilities. To take forward the Development, it is proposed to rezone the Site from "G/IC" to "R(A)" with plot ratio of 6.0 and the maximum BH of 100mPD. The floor space that is constructed or intended for use solely as public transport facilities and GIC facilities within the Development should be disregarded when determining the maximum plot ratio.

2.4.2 Considering the existing sub areas on the OZP, i.e. "R(A)" – "R(A)28", are not suitable for the Development in the Site, a new sub area "R(A)29" is proposed subject to a maximum PR of 6 and a BH of 100mPD. In determining the maximum plot ratio on land designated "R(A)29", any floor space that is constructed or intended for use solely as public transport facilities and GIC facilities, as required by the Government, may be disregarded.

2.4.3 The zoning amendment for the Development in Site is summarized in **Table 2.5**. Proposed amendment on the OZP is shown in **Figure 2.4**.

Table 2.5 - Proposed Development and Development Intensity for the Site

Proposed Development	Proposed Rezoning	Domestic Plot Ratio	Building Height	Remark
Residential Development	Residential (Group A) 29	6	100mPD	Any floor space that is constructed or intended for use solely as public transport facilities and GIC facilities, as required by the Government, may be disregarded.

2.5 Proposed Development

2.5.1 The key parameters for the Development are given in **Table 2.6**. The conceptual scheme for the Development, which is for indicative purpose in this Study only and is subject to detailed design by the future developer, is shown in **Figure 2.5a** and **Figure 2.5b**.

Table 2.6 - Summary of Proposed Development Scheme

Items	Details	
General:		
Housing Type	Private Residential Development (3)	
Intake Year	2030/2031	
Site Area	4,376m^2	
Net Site Area	4,376m^2	
Domestic Plot Ratio	6.0 (6)	
Max. Domestic GFA	26,256 m^2 (4)	
Flat Size	50m^2	
Max. Potential Flat Nos.	525 units	
Design Population	1,418 people (7)	
Nos. of Carparking	117 nos.(5)	
Building Height	100mPD	
Storey Nos.	28 Storeys (i.e. G/F – 27/F) and 2-Storeys Basement	
Podium:		
Storey Nos.	2 Storeys	
Floor Area	G/F:	~4,139m^2
	1/F:	~1,562m^2
Use	G/F:	Vehicle Ramp, Residential Lobby, Transfer Room, Public Transport Terminus
	1/F:	GIC Facilities, Clubhouse, Podium Garden
Basement:		
Storey Nos.	2 Storeys	
Floor Area	B1/F:	~4,139m^2
	B2/F:	~2,226m^2
Use	B1/F:	Carpark and Loading & Unloading Area
	B2/F:	Carpark
Building Blocks:		
Nos. of blocks	Tower T1 and Tower T2	
Storey Nos.	26 Storeys (2/F – 27/F)	
Floor Area:	~504.9m^2	
Total Floor Area:	~26,256m^2	

Remark:

(3) The site is proposed for residential use with public transport terminus and GIC facilities;

(4) Areas for the underground carpark, public transport terminus, GIC facilities and other similar facilities are excluded from the maximum domestic GFA;

(5) 107 nos. of carparking + 10 nos. of visitor carparking = 117 nos. of carparking;

(6) For sensitivity testing purpose, the technical impacts for a scenario for domestic PR of 5.5 and non-domestic PR of 0.5 has been assessed; and

(7) 2.7 person per flat is adopted for population estimation.

2.5.2 According to the OZP, the maximum BH for the residential development in the vicinity of the proposed housing site is 100mPD. A maximum BH of 100mPD is adopted for the Site where the existing ground level is around +4.0mPD.

2.5.3 According to the indicative scheme, the Development contains two building blocks with BH up to 96m (i.e. 100mPD). The domestic floor area of each floor is around 504.9m^2. A two-storey podium with size of around 98m (L) x 42m (W) will be proposed for using as GIC facilities and recreational facilities (i.e. clubhouse). Existing Yau Oi (South) Bus Terminus, bus stop and GMB stop will be re-provided at the proposed public transport terminus. Two-storey basement will provide at least 117 nos. of carpark for the Development.

2.5.4 The Development will provide walkway connections to existing footpath along Hoi Chu Road, public transport terminus and bus/GMB stops. The existing pedestrian access between the Oceania Heights and the Development will be retained with clear width of 2.4m for the walkway connectivity to LRT GGS.

2.5.5 The Development will also provide adequate local open space to meeting the standard for provision of local open space (1m^2 per person) as stated in Chapter 4 of HKPSG. The minimum local open space required for the Development is 1,418m^2. Based on the indicative scheme, the total open space provision achieves about 2,950m^2.

2.5.6 A conceptual landscape plan for the Development is enclosed in **Figure 3.28**. The outdoor area at 1/F and 2/F will be podium garden with tree planting. Screen tree provided around the garden for creating a more secluded and private outdoor space. New native tree planting with a ratio of 1:1 (35 nos.) is proposed for the removal of trees due to the site formation work. The Development shall achieve overall greening provision of minimum 20% under the Sustainable Building Design Guidelines.

3. Technical Assessments

3.1 Traffic Aspect

A. Proposed Development

3.1.1 Parking and Servicing Facilities Provision

3.1.1.1. The provision of parking and loading / unloading (L/UL) facilities of the Development will be referenced to the HKPSG and reviewed by the future developer. The proposed parking and L/UL facilities provision are summarized in **Table 3.1**.

Table 3.1 - Proposed Parking and Loading / Unloading Facilities Provision

Parking and L/UL Facilities	HKPSG Standard	Required Provision (nos.)	Proposed Provision (nos.)
Private Housing			
Car Parking	0.81 spaces per 4 - 7 flats(8)	61 – 107 (include 2 accessible parking spaces)	107 (include 2 accessible parking spaces)
Motorcycle Parking	1 space per 100 - 150 flats	4 – 6	8(9)
GV Loading/ Unloading	1 space per 800 flats / 1 space per block (Adopted the largest value)	2	2
Visitor Car Parking	Up to 5 visitor spaces per block	0 - 10 (include 0 - 1 accessible parking space)	10 (include 1 accessible parking space)
Bicycle Parking	1 space per 15 flats	35	35

Remarks:

(8) Parking Requirement is calculated according to HKPSG Ch.8 Table 11. The adopted Demand Adjustment Ratio (R1), Accessibility Adjustment Ratio (R2) and Development Intensity Adjustment Ratio (R3) are 1.2, 0.75 and 0.9 respectively. Adjustment Ratio = R1 x R2 x R3 = 1.2 x 0.75 x 0.9 = 0.81;and

(9) Additional provision as requested by TD.

3.1.2 Reprovision of Public Transport Facilities

3.1.2.1. An existing bus terminus, bus stop and a GMB stop are located within the Site. They will be affected by the Development. Reprovision of public transport facilities is required under the Development.

3.1.2.2. The proposed public transport facilities will consist of two 42m long parallel double-width bays, one 14m long bay and a 25m long taxi stand at Hoi Chu Road.

3.1.2.3. A conceptual layout for the reprovision of the affected public transport facilities is illustrated in **Figure 3.1a**.

3.1.2.4. It is anticipated that the existing bus/GMB stops along Hoi Chu Road Westbound and the bus terminus will be removed to vacate the land for land disposal. Therefore, an interim traffic arrangement will be implemented before the land sale, where the bus/GMB stops and the bus terminus will be temporarily relocated to Hoi Chu Road near Hoi Chu Road Playground as shown in **Figure 3.2** to maintain the public transport services.

3.1.3 Vehicular Access Arrangement

3.1.3.1. The vehicular access arrangement shall be planned on Hoi Chu Road to avoid traffic conflicts to the Light Rail track at the south. Having considered future access for the re-provided public transport terminus and road layout of the existing dual carriageway (i.e. Hoi Chu Road), a left-in left-out vehicular access is recommended to minimize the traffic impact to the opposed traffic.

3.1.3.2. One-way ramp is proposed as development access to the basement carpark. The ramp will be separated from the future public transport terminus access for ease of management with less vehicle-bus conflicts.

3.1.3.3. To allow safe manoeuvring of all traffic movements from the future public transport terminus, it is proposed to modify the existing cautionary crossing in Fung On Street to a signal-controlled crossing as shown in **Figure 3.1a**. To improve the junction performance and the pedestrian connectivity, the junction at Hoi Chu Road / Fung On Street (J2) can further be modified by moving the existing crossing at Hoi Chu Road eastward and adding an additional crossing as shown in **Figure 3.1b**.

3.1.4 Pedestrian Access Arrangement

3.1.4.1. The Development will be decked above the re-provided public transport facilities. For pedestrian access, lift lobby and utility spaces will be reserved for pedestrian access at ground level. The Development will provide feasible walkway connections to Hoi Chu Road and connections to the re-provided public transport terminus and bus lay-by. Minimum 2m clear width of pedestrian walkway shall be provided along Hoi Chu Road. In addition, the existing pedestrian access between the Oceania Heights and the Development will be re-provided with clear width of 2.4m for the walkway connectivity to LRT GGS.

B. Traffic Impact

3.1.5 General

3.1.5.1. The Development will have traffic generations via Hoi Chu Road, Hoi Wong Road, Wong Chu Road, and Tuen Mun Road to other districts; and traffic attractions from Tuen Mun Road, Hoi Wong Road, Hoi Wing Road, Tuen Mun Heung Sze Wui Road, Hoi Chu Road to the Development.

3.1.5.2. A traffic impact assessment (TIA) was conducted to review the traffic impact brought by the Development. Assessment year of 2033 (i.e. intake year + 3 years) has been adopted. The assessment scenarios for the TIA are listed in **Table 3.2**. The locations of assessed road links and junctions are shown in **Figure 3.3**.

Table 3.2 – TIA Assessment Scenarios

Year	Scenario	Description
2023	Existing Scenario	2023 Observed Traffic Flows
2033	Reference Scenario	2030 Intake Year + 3 Years+ Planned and Committed Developments and Highway Infrastructure to be completed before “Intake Year + 3” and without Potential Residential Site
2033	Design Scenario	Reference scenario + Traffic Generations from Future Residential Development at Site

3.1.6 Road Link Assessment

3.1.6.1. The key road links at Hoi Chu Road (L7), Hoi Wong Road (L2,L8,L9), Hoi Wing Road (L5), and Tuen Mun Heung Sze Wui Road (L6) are operating with V/C ratio less than 0.85 under year 2023 existing condition, which indicates satisfactory road link performance for local roads. The existing Wong Chu Road (L1), Tuen Mun Road and certain slip roads (L3) are operating at capacity with V/C ratio near to or greater than 1.0.

3.1.6.2. It is found that most of the key road links will operate with V/C ratio less than 0.85, which means the roads have sufficient capacity to cope with the volume of vehicular traffic under consideration and the resultant traffic will flow smoothly. The performance of the assessed road links for all the assessment scenarios are summarized in **Table 3.3**.

Table 3.3 – Road Link Assessment

Index[10]	Direction	Capacity (pcu/ hr/)	2023 Existing				2033 Reference				2033 Design			
			Flows (pcu/hr)		V/C ratio[11]		Flows (pcu/hr)		V/C ratio[11]		Flows (pcu/hr)		V/C ratio[11]	
			AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
L1	Wong Chu Road (between Tuen Mun Road & Hoi Wong Road)													
	EB	3600	3890	2735	**1.08**	0.76	2940	2925	0.82	0.81	2965	2935	0.82	0.82
	WB	3600	2970	2900	0.83	0.81	2850	2495	0.79	0.69	2870	2510	0.80	0.70
L2	Slip Roads between Wong Chu Road and Hoi Wong Road													
	N~W	1800	470	315	0.26	0.18	520	375	0.29	0.21	530	380	0.29	0.21
	W~S	1800	540	970	0.30	0.54	715	1045	0.40	0.58	735	1060	0.41	0.59
	E~S	1800	335	385	0.19	0.21	500	530	0.28	0.29	505	535	0.28	0.30
	N~E	1800	1215	460	0.68	0.26	1385	730	0.77	0.41	1410	740	0.78	0.41
L3	Slip Roads between Wong Chu Road and Tuen Mun Road													
	E~N	1800	1940	1605	**1.08**	0.89	1235	1345	0.69	0.75	1250	1350	0.69	0.75
	E~S	3600	1950	1130	0.54	0.31	1705	1580	0.47	0.44	1720	1585	0.48	0.44
	N~W	1800	1200	1350	0.67	0.75	1405	1250	0.78	0.69	1410	1260	0.78	0.70
	S~W	1800	1770	1550	*0.98*	*0.86*	1445	1245	0.80	0.69	1460	1250	0.81	0.69
L4	Tuen Mun Road (between Wong Chu Road & Castle Peak Road – Castle Peak Bay)													
	NB	6100	4690	4865	0.77	0.80	5630	5810	*0.92*	*0.95*	5635	5820	*0.92*	*0.95*
	SB	8200	5055	3940	0.62	0.48	6045	5835	0.74	0.71	6060	5840	0.74	0.71
L5	Hoi Wing Road (between Castle Peak Road – Castle Peak Bay & Tuen Mun Heung Sze Wui Road)													
	EB	2800	560	755	0.20	0.27	790	835	0.28	0.30	800	840	0.29	0.30
	WB	2800	740	495	0.26	0.18	1025	785	0.37	0.28	1030	790	0.37	0.28
L6	Tuen Mun Heung Sze Wui Road (between Hoi Chu Road & Siu Lun Street)													
	NB	2800	685	825	0.24	0.29	800	925	0.29	0.33	805	930	0.29	0.33
	SB	2800	755	595	0.27	0.21	870	655	0.31	0.23	875	660	0.31	0.24
L7	Hoi Chu Road (between Hoi Wong Road & Fung On Street)													
	EB	2600	375	695	0.14	0.27	530	735	0.20	0.28	530	735	0.20	0.28
	WB	2600	630	330	0.24	0.13	735	450	0.28	0.17	780	475	0.30	0.18
L8	Hoi Wong Road (between Tuen Yee Road & Hoi Wing Road)													
	NB	2800	915	580	0.33	0.21	1140	810	0.41	0.29	1140	810	0.41	0.29
	SB	2800	565	715	0.20	0.26	760	945	0.27	0.34	800	975	0.29	0.35
L9	Hoi Wong Road (between Hoi Wing Road & Wu Shan Road)													
	NB	2800	950	785	0.34	0.28	1155	910	0.41	0.33	1160	915	0.41	0.33
	SB	2800	780	690	0.28	0.25	970	940	0.35	0.34	975	945	0.35	0.34

Remarks:
(10) Refer to ***Figure 3.3***.
(11) Bolded *values* indicated V/C ratio greater than 1.0, which is overcapacity.

3.1.6.3. According to the assessment result shown in **Table 3.3**, the Development will have negligible traffic impacts (i.e. not greater than +0.01 V/C) on the major road links under the Design Scenario. This has evaluated that no significant traffic impact will be induced by the Development to the surrounding road network.

3.1.7 Junction Assessments

3.1.7.1. Most of the key junctions are operating with satisfactory performance (i.e. RC ≥ 15% and DFC ≤ 0.85) in year 2023. The existing junction J1 at Hoi Wong Road / Hoi Chu Road is operating with RC <15%, which indicates marginal performance in year 2023. Nevertheless, the performance of J1 has been enhanced by the project of Site Formation and Infrastructure Works for Public Housing Developments at Tuen Mun Central - Phase 1 to perform with desirable RC, which is reflected on the 2033 Reference Scenario. All assessed key junctions will be sufficient to cater the future traffic demand under the Design Scenario.

3.1.7.2. The key junctions assessed are tabulated in **Table 3.4**.

Table 3.4 –Junctions Performance

Index (13)	Junction	Type	Reserve Capacity (RC) % / Design Flow/Capacity Ratio (DFC) (12)					
			2023 Existing		2033 Reference		2033 Design	
			AM	PM	AM	PM	AM	PM
J1(14)	Hoi Wong Road / Hoi Chu Road	Signalized	**12%**	28%	49%	67%	46%	64%
J2(15)	Hoi Chu Road / Fung On Street	Priority / Signalized	0.37	0.22	0.43	0.25	29%	51%
J3	Tuen Mun Heung Sze Wui Road / Hoi Chu Road	Signalized	47%	33%	32%	24%	31%	24%
J4	Tuen Mun Heung Sze Wui Road / Hoi Wing Road	Signalized	56%	60%	19%	30%	17%	28%
J5(16)	Hoi Wong Road / Tuen Yee Street	Signalized	50%	>100 %	21%	41%	19%	39%
J6	Hoi Wong Road / Hoi Wing Road	Signalized	81%	65%	57%	40%	47%	34%
J7(16)	Castle Peak Road – Castle Peak Bay / Hoi Wing Road	Signalized	70%	52%	31%	38%	31%	38%

Remarks:
(12) Bold values indicates RC of less than 15% or DFC of more than 0.85 which denotes marginal junction performance. RC of less than 0% or DFC of more than 1.0 denotes overcapacity.
*(13) Refer to **Figure 3.3**.*
(14) The junction modification by A16 MTR Station is assumed by the development intake;
(15) The signalized crossing with junction modification has been considered for Design Scenario.
(16) The junction modification by Widening of Castle Peak Road Between Kwun Tsing Road and Hoi Wing Road is assumed by the development intake.

3.1.8 Public Transport Service

3.1.8.1. There are well-developed road-based public transport services nearby the Site. They will provide descent services to other districts, including Kowloon, Hong Kong Island, New Territories and Lantau Island. The service details of the existing road-based public transport services within the 400m walking distance are summarized in **Table 3.5** and shown in **Figure 3.4**.

Table 3.5 – Existing Public Transport Services

Route No.	Origins and Destinations	Peak Headway (mins)
Franchised Bus		
60M !	Tuen Mun Station - Tsuen Wan Station	7~20
60X !	Tuen Mun Central - Jordan (West Kowloon Station)	7~20
61A #!	Tuen Mun (Yau Oi South) → Tuen Mun Rd. Int. (Urban Bound)	1 trip/day
61M !	Tuen Mun (Yau Oi South) - Lai King (North)	8~20
61X !	Tuen Mun Central - Kowloon City Ferry	10~20
62P !	Tuen Mun Central → Lei Yue Mun Est.	10~15
62X !	Siu Hong Station (South) - Lei Yue Mun Est.	20~25
259D	Tuen Mun (Lung Mun Oasis) - Lei Yue Mun Est.	7~25
	Yuet Wu Villa → Lei Yue Mun Est. #	4 trips/day
259E #	Lung Mun Oasis → Tsuen Wan Station	4 trips/day
259S #!	Tuen Mun (Lung Mun Oasis) → Kwun Tong Ferry	1 trip/day
259X #	Lung Mun Oasis → Kwun Tong Ferry	3 trips/day
	Kwun Tong Ferry → Lung Mun Oasis	2 trips/day
	Lam Wah Street Playground → Lung Mun Oasis	1 trip/day
260B #!	Tuen Mun Central → Tsim Sha Tsui	4 trips/day
260C #!	Tuen Mun (Sam Shing Est.) - Kwai Fong Station	15~20
261	Tuen Mun (Sam Shing Est.) - Fanling (Cheung Wah)	15~25
263 !	Tuen Mun Station - Shatin Station	5~15
263A #!	Tuen Mun Station → Hong Kong Science Park	2 trips/day
	Hong Kong Science Park → Tuen Mun Station	1 trip/day
263B #!	Tuen Mun Station → Fo Tan (Shan Mei Street)	1 trip/day
	Fo Tan (Shan Mei Street) → Tuen Mun Station	1 trip/day
263C #!	Tuen Mun Station → Tai Po Industrial Est.	2 trips/day
	Tai Po Industrial Est. → Tuen Mun Station	2 trips/day
506	Tuen Mun Ferry Pier – Siu Lun	4-10
960B #!	Tuen Mun (Kin Sang Est.) → Quarry Bay (King's Rd.)	2 trips/day
	Quarry Bay (King's Rd.) → Tuen Mun (Kin Sang Est.)	1 trip/day
961 !	Tuen Mun (Shan King Est.) - Wan Chai (HKCECE)	7~20
	Tuen Mun (Shan King Est.) → Wan Chai (HKCECE) (Via Causeway Bay) #	7~12
962 #	Tuen Mun (Lung Mun Oasis) - Causeway Bay (Moreton Terrace)	8~25
962A #	Tuen Mun (Yuet Wu Villa) → Admiralty	8 trips/day
962C #	Quarry Bay (Sunway Garden, King's Road) → Tuen Mun (Lung Mun Oasis)	3 trips/day
	Tuen Mun (Lung Mun Oasis) → Taikoo (Kornhill Plaza)	2 trips/day
962P #	Tuen Mun (Lung Mun Oasis) → Causeway Bay (Moreton Terrace)	4~7

Route No.	Origins and Destinations	Peak Headway (mins)
	Yip Wong Estate → Causeway Bay (Moreton Terrace)	1 trip/day
962X	Tuen Mun (Lung Mun Oasis) - Causeway Bay (Moreton Terrace)	10~25
A33 #	Tuen Mun Rd. Int. - Airport (Ground Transportation Centre)	20~60
	Tuen Mun Rd. Int. → Airport (Ground Transportation Centre) #	4 trips/day
	Airport (Ground Transportation Centre) →Tuen Mun Rd. Int. #	4 trips/day
A33X !	Tuen Mun (Fu Tai Est.) - Airport (Ground Transportation Centre)	20~30
	Tuen Mun (Fu Tai Est.) → Airport (Ground Transportation Centre) via Cathay City #	2 trips/day
B3 !	Tuen Mun Pier Head - Shenzhen Bay Port	30
E33 !	Tuen Mun Central - Airport (Ground Transportation Centre)	6~20
E33P	Siu Hong Station - Airport (Ground Transportation Centre)	12~30
	Blossom Garden → Airport (Ground Transportation Centre) #	1 trip/day
E37C #!	Tin Shui Wai Town Centre → Aircraft Maintenance Area	2 trips/day
	Aircraft Maintenance Area →Tin Shui Wai Town Centre	3 trips/day
K52	Yuet Wu Villa - Lung Kwu Tan	9~20
N30 ^!	Yuen Long Station - Airport (Cheong Tat Rd.)	4 trips/day
N260 ^!	Tuen Mun Pier Head - Mei Foo	20~30
N962 ^	Tuen Mun (Lung Mun Oasis) - Causeway Bay (Moreton Terrace)	25~45
NA33 ^!	Cathay Pacific City - Tuen Mun (Fu Tai Est.)	10 trips/day
R33 !	Tuen Mun Station - Disneyland	2~4 trips/day
X962 #	Admiralty (West) → Tuen Mun (Lung Mun Oasis)	6 trips/day
Green Minibus		
41	Lung Mun Oasis - Tuen Mun Town Centre (Tuen Fat Rd.)	10-20
44 !	Tuen Mun Ferry Pier - Sheung Shui Station	2-8
44B1 !	Lok Ma Chau (San Tin) Public Transport Int. - Tuen Mun Ferry Pier	20
43C *	Tuen Mun Town Centre - Siu Lun Court (Circular)	13
47S ^	Tuen Mun (Butterfly Estate) - Mong Kok (Bute St)	15-20
48S ^!	Leung King Est. - Mong Kok	15-20
49S ^!	Tuen Mun Siu Hong Court - Wan Chai	30
N44B ^!	Lok Ma Chau Control Point - Tuen Mun Ferry Pier	60

Remarks:
** Circular routes*
 # Peak period services
^ Overnight services
! Services at Goodview Garden Stop (WB) / Yau Oi (South) Bus Terminus

3.1.9 The Site is located adjacent to the LRT GGS. The existing Light Rail services are summarized in **Table 3.6**.

Table 3.6 – Existing Light Rail Services

Route No.	Origins and Destinations	Peak Headway (mins)
Light Rail Services at Goodview Garden LRT Station		
507	Tuen Mun Ferry Pier – Tin King	5-9
614	Yuen Long – Tuen Mun Ferry Pier	15-18
614P	Tuen Mun Ferry Pier – Siu Hong	8-12

3.1.10 Existing utilization survey results for the existing bus and GMB services in AM Peak hour are shown in **Table 3.7**.

Table 3.7 – Observed Peak Public Transport Demand Utilization in Year 2023

Location	Type	No. of Departures (veh/hr)	Hourly Capacity (pax)	Hourly Demand (pax)	Utilization (%)
		(a)	(b) = (a) x Capacity (1)	(c)	(d) = (c) / (b)
Lay-by	Bus	**54**	6,480	4,411	68%
	GMB	**19**	304	80	26%
Bus Terminus	Bus	**10**	1,200	344	29%

3.1.11 In general, the averaged utilization for bus and GMB services during AM and PM peak hours are less than 70%, which shows the public transport services have surplus capacity.

3.1.12 The operational performance for the public transport services when the Development is in place have been reviewed and summarised in **Table 3.8**. The 2019-based TPEDM for Tuen Mun District at the growth rate of 2.21% p.a. is adopted on the existing flow in year 2023 to forecast year 2033 passenger demand. The passenger demand by the Development has been superimposed to the demand.

Table 3.8 – Estimated Peak Public Transport Demand Utilization in Year 2033

Time Period	Type	Hourly Capacity (pax) (17)	2033 Reference		2033 Design (19)	
			Hourly Demand (pax) (18)	Utilization (%)	Hourly Demand (pax) (18)	Utilization (%)
		(a)	(b)	(d) = [(b)+(c)] / (a)	(b)	(d) = [(b)+(c)] / (a)
AM Peak Hour	Bus	6,480	5,490	85%	5,630	87%
	GMB	304	100	33%	120	39%
	Bus	1,200	430	36%	440	37%

Remarks:
*(17) Refer to **Table 3.7**;*
(18) Adopted background growth rate for passenger demand under year 2033 Reference scenario and additional demand by the Development for bus and GMB; and
(19) For conservative analysis, all PT demands are superimposed to the lay-by at Goodview Garden bus stop.

3.1.13 Based on the above results, the existing public transport services at Goodview Garden bus stop have surplus to accommodate the additional passenger demand during the peak hour in Reference and Design Scenarios. The Development will not induce adverse transport impact on the existing public transport services.

3.2 Drainage Aspect

A. General

3.2.1 Preliminary drainage impact assessment has been undertaken to evaluate the possible impacts on the existing drainage system due to the Development in the Site. The assessment standard complies with the DSD Stormwater Drainage Manual, SDM (2018 Edition). The Development falls within a developing “urban” area and a design return period of “1 in 50 years” return storm should be

adopted to assess the adequacy of existing drainage system. Climate change impacts are assessed according to SDM Corrigendum No. 1/2022 on rainfall intensity increase. The reference design scenarios for the assessment will be end-21st century scenario.

B. Existing Drainage System

3.2.2 The ground level of the Site is ranging from +3.9mPD approx. at east side, +3.5mPD approx. at the centre, and +3.6mPD approx. at the north side. The southern portion of the site is amenity area without pavement and it is being used for planting while the existing bus terminus and the pedestrian access immediate to the west of the Site are paved area. The total area of the Site is 4376m^2.

3.2.3 Two public drainage systems are identified in the vicinity of the Site. Surface runoff from the existing amenity area and the existing pedestrian access is collected by the gullies along the footpath next to the LRT and then discharged to the existing storm drains along Hang Fu Street. The runoff flows are finally discharged to Castle Peak Bay by existing outfall SOF1002405. The pipe size ranges from 600mm dia. to 1800mm dia.

3.2.4 Surface runoff from the existing bus terminus is collected by the gullies within Yau Oi (South) Bus Terminus. Then the flows drainage to the storm drains underneath Hoi Chu Road, and from there, via 750mm to 1650mm pipes, to Tuen Mun River (i.e. Outfall SOF1001240).

3.2.5 The existing drainage arrangements and local catchment areas are shown in **Figure 3.5.**

C. Impact Assessment

3.2.6 Under the Development, the arrangement of catchment area will remain unchanged. The surface runoff from the future podium will be discharged to the existing drainage systems under Hoi Chu Road (i.e. SMH1028909) and the footpath next to the LRT (i.e. SMH1029065)**.**

3.2.7 The catchment area and drainage characteristics within the existing pedestrian access and bus terminus have no change. It is anticipated that the Development in such area will not induce any additional runoff to the existing drainage system under Hoi Chu Road.

3.2.8 For the existing amenity area, it will induce an increase in peak runoff by 0.141m^3/s. The peak runoff from the Site will be increased from 0.047 m^3/s to 0.188 m^3/s due to the change of paved area. The capacity (i.e. 0.480 m^3/s) of existing pipe under the footpath next to LRT catering for the future discharge rate is adequate. The summary of the impact assessment is shown in **Table 3.9**.

Table 3.9 - Summary of Drainage Impact

Portion of Housing Development Area	Runoff before Development (m^3/s)	Runoff after Development (m^3/s)	Total Runoff to Discharging Point (m^3/s)	Potential Impact to Discharging Point
Existing amenity area	0.047	0.188	0.195	No adverse impact to the SMH1029065 under footpath next to LRT due to sufficient drainage capacity
existing pedestrian access	0.006	0.006		
Existing bus terminus	0.118	0.118	0.130	No adverse impact to SMH1028909 under Hoi Chu Road as no additional runoff
	0.012	0.012		

D. Proposed Drainage Works

3.2.9 The existing manholes of SMH1028909 and SMH1029065 will be modified. New DN300 drainage pipes (i.e. precast concrete pipe) will be installed and connected to the manholes to convey the runoff from the Development to existing drainage system. The details of proposed drainage works are shown in **Table 3.10** and **Figure 3.6**.

Table 3.10 - Summary of Proposed Drainage/ Plugged End

Proposed Drainage/ Plugged End	Pipe Dia. (mm)	Cover Level (mPD)	Invert Level (mPD)	Downstream Manhole	Downstream Invert Level (mPD)
STH001	300	+4.0	+3.0	SMH1028909 in Hoi Chu Road	+2.81
STH002	300	+4.0	+2.5	SMH1029065 in footpath next to LRT (GGS)	+1.189

3.3 Sewerage Impact

A. General

3.3.1 The sewerage impact assessment is conducted in accordance with EPD's "Guidelines for Estimating Sewage Flows for Sewage Infrastructure Planning Report No. EPD/TP 1/05" (GESF).

3.3.2 10% variation of population and 15% variation of non-domestic development are allowed for design flexibility of the proposed housing site for the sewerage impact assessment.

B. Existing Sewerage System

3.3.3 There are existing sewers ranging from 225mm to 900mm dia. in the vicinity of the Site. Two existing manholes no. FMH1012506 and FMH1012512 are identified within the Site and located at the footpath of existing bus terminus. Details of manholes are summarised in **Table 3.11** and **Figure 3.7**.

Table 3.11 – Details of Existing Sewerage System within the Site

Manhole No.	Location	Connect to	Sewerage Pipe
FMH1012506	At footpath of existing Yau Oi (South) Bus Terminus	FMH1012494 at Hoi Chu Road	Dia. 225
FMH1012512	At footpath of existing Yau Oi (South) Bus Terminus	FMH1012496 at Hoi Chu Road	Dia. 225

3.3.4 Sewage generated from the existing developments are conveyed to the existing rectangular box culvert along Tin Hau Road and Lung Mun Road for discharging to the Pak Kok Sewage Pumping Station (PKSPS) at Tuen Mun South and subsequently to the Pillar Point Sewage Treatment Works (PPSTW).

C. Impact Assessment

3.3.5 Based on the proposed development parameters, a total Average Dry Weather Flow (ADWF) estimated from the Development would be approximately 433.0m^3/day. As the contributing population is ranging from 1,000 to 5,000, the proposed sewerage shall be designed with a peaking factor of 6 (including stormwater allowance) for facility with existing upstream sewerage in accordance with the GESF. The projected Peak Dry Weather Flow (PDWF) generated from the Development would be 0.0301m^3/s.

3.3.6 After the implementation of the Development and proposed sewers to convey sewage flow to adjacent sewerage system, the spare capacities for pipes from FMH1012496 to FMH1012488 are calculated to be 10.6% to 80.6%. The downstream 375mm to 900mm diameter sewers will have sufficient capacity to cater for the sewage flow arising from the Development to discharge to the FMH1012487.

3.3.7 The diameter/size of downstream sewers ranges from 900mm to 2500mm. The minimum pipe capacity is at least 0.558m3/s while the additional peak flow from the Development is 0.0301m3/s. The maximum utilization of the downstream sewers is lower than 5.39% which is considered as insignificant impact on the existing pipes.

3.3.8 The design daily flow PKSPS is 246,000m^3/day (i.e. 2.84m^3/s) and the additional flow due to the Development is 433.0m^3/day (i.e. 0.00501m^3/s) which will contribute about 0.176% of the design capacity.

3.3.9 The design daily flow of PPSTW is 241,000m^3/day (i.e. 2.79m^3/s) respectively The Development will produce an average daily flow of 433.0m^3/day (i.e. 0.00501m^3/s) and approximately 0.181% of the design flow for PPSTW.

3.3.10 Both PKSPS and PPSTW are considered having sufficient capacity to cater for the small increased flow from the Development. No mitigation measure or upgrading works would be necessary.

D. Proposed Sewerage System

3.3.11 It is proposed to provide two terminal manholes to collect sewage generated from the Development to the public sewerage system. The two manholes will be located at the north of the Site as shown in the **Figure 3.8**

3.3.12 The existing DSD manholes (i.e. FMH1012506 and FMH1012512) located within the site will be abandoned and removed. Subject to the pipe condition, the 225mm dia. sewerage pipes could be modified for connecting the proposed terminal manholes to existing public sewers as demonstrated in **Figure 3.8**. The proposed manhole abandoning works and pipe modification works will be carried out by the future developer in accordance with DSD Technical Circular No. 1/2022.

3.4 Water Supply Impact

A. General

3.4.1 The water supply impact assessment is conducted in accordance with WSD's DI No. 1309 and Manual of Mainlaying Practice 2012.

B. Existing Water Supply System

3.4.2 There is an existing 200mm dia. D.I. fresh watermain located at the north of the Site along Hoi Chu Road. This existing 200mm dia. D.I. pipe is feed by Tuen Mun East Fresh Water Service Reservoir (TME FWSR) and Tuen Mun East No.2 Fresh Water Service Reservoir (TME2 FWSR). The TME FWSR and TME2 FWSR have a design capacity of 47,309m^3 with Top Water Level of +67.07mPD and Invert Level of 59.45mPD. Details of existing fresh watermains are shown in **Figure 3.9**.

3.4.3 The Site falls within the existing supply zone of Tan Kwai Tsuen Salt Water Service (TKT SWSR) and Lok On Pai Salt Water Pumping Station (LOP SWPS). The existing TKT SWSR has a designed capacity of 18,100m^3 with the Top Water Level of 67.50mPD and Invert level of 60.00mPD. For the LOP SWPS, it has a designed capacity of 54,000m^3/day with an average daily flow of 30,000m^3/day. An existing 150mm dia. D.I. salt water main identified at the north of the Site along Hoi Chu Road. There is another existing 200mm dia. D.I. salt water main located at the east of the Site and along the walkway of Hoi Chu Road Playground. Details of existing salt watermains are shown in **Figure 3.10**.

C. Water Demand

3.4.4 The fresh water and flushing water demand for the Development are estimated based on the residential population and land use. The estimated total Mean Daily Demand (MDD) of fresh water for the Development at the Site would be approximately 0.411MLD (i.e. 411m^3/day). The estimated total MDD of flushing water for the Development would be approximately 0.135MLD (i.e. 135m^3/day).

D. Impact Assessment

3.4.5 <u>Fresh Water Supply</u>

3.4.5.1. Under 2019-based TPEDM and the water supply zone layout, the supply zone of TME FWSR & TME2 FWSR covers the planning data zones of 159, 160, 164, 170, 360, 361, 363, 364 and 441. For assessment purpose, the said PDZ zones

are adopted for the analysis of the water demand projections of TME FWSR & TME2 FWSR.

3.4.5.2. The intake year of the proposed housing site would be year 2030/2031 tentatively. Therefore, the mean daily demand projection under 2019-based TPEDM data for year 2031 has been assessed and summarized in **Table 3.12** below.

Table 3.12 - Projection of Mean Daily Fresh Water Demand

Year	MDD Projection based on TPEDM (m^3/day)	MDD from Housing Development (m^3/day)	Total Demand for Development & Population Increase (m^3/day)	Required Capacity of FWSR for Population Increase and Development (m^3)	Tuen Mun East FWSR and Tuen Mun East No.2 FWSR Design Capacity (m^3)
2031	41,442.9	411	41,853.9	39,791.2(20)	47,309

Remark:
(20) 95% of Mean Daily Demand in accordance with WSD DI No. 1309.

3.4.5.3. The capacity of the TME FWSR & TME2 FWSR is sufficient to cater the additional flow due to the Development. It is anticipated that no mitigation measures or upgrading works would be necessary.

3.4.6 Flushing Water Supply

3.4.6.1. The proposed housing site is within the supply zone of TKT SWSR and LOP SWPS. Under 2019-based TPEDM, the supply zone covers PDZ 157, 158, 159, 160, 164, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 232, 261, 280, 281, 313, 314, 315, 317, 360, 361, 363, 364, 365, 366, 367, 368, 369, 371, 372, 376, 399, 418, 420, 431 and 441.

3.4.6.2. The mean daily demand projection under 2019-based TPEDM data for year 2031 has been assessed and summarized in **Table 3.13** below.

Table 3.13 - Projection of Mean Daily Flushing Water Demand

Year	MDD Projection based on TPEDM (m^3/day)	MDD from Housing Development (m^3/day)	Total Demand for Development & Population Increase (m^3/day)	Required Capacity of SWSR for Population Increase and Development (m^3)	TKT SWSR & LOP SWPS Design Capacity (m^3)
2031	63,749.1	135	63,884.1	15,971.0(21)	18,100m^3 (TKT SWSR) 54,000m^3/day (LOP SWPS)

Remark:
(21) 25% of Mean Daily Demand in accordance with WSD DI No. 1309.

3.4.7 Based on 2019-based TPEDM projection, the mean daily demand of the water supply zone of TKT SWSR & LOP SWPS have been assessed. The combined capacity of TKT SWSR & LOP SWP is sufficient to cater for the additional flow due to the Development for the year of 2031. It is anticipated that no mitigation measures or upgrading works would be necessary.

E. Proposed Water Supply Works

3.4.8 Fresh Water Main

3.4.8.1. DN80 fresh water main is proposed to distribute the fresh water and fire service from the existing fresh water supply system (i.e. DN200 fresh water main) at Hoi Chu Road to the proposed housing site. Assuming there is no fire service flow, the estimated peak flow velocity of the proposed DN80 fresh water main is 2.84m/s, approximately. The estimated peak flow velocity 13.82m/s for water supply including fire service. The estimated residual head at the Development is +18.20m with the inclusion of fire service. The head is larger than the required discharge pressure of 17m head. In addition, the residual head with exclusion of fire service is +35.88m at the Site which is larger than the requirement of 20m.

3.4.9 Flushing Water Main

3.4.9.1. DN50 flushing water main is proposed to distribute the flushing water for the site. The main is proposed to connect to the existing DN150 flushing water main at footpath along Hoi Chu Road which is fed by the TKT SWSR and LOP SWPS. The estimated peak flow velocity of the proposed DN50 flushing water main is 1.59m/s approximately. The residual head at the Site would be +28.17m which is larger than the requirement of 15m.

3.4.9.2. The proposed fresh water main connection and salt water main connection are indicated in **Figure 3.11** and **Figure 3.12**.

3.5 Utility Impact Assessment

3.5.1 Existing record of public road lighting, gas mains, HKBN cables, HKT cables and CLP cables have been collected from various utilities undertakers and relevant government departments. Details refer to **Figure 3.13a**, **Figure 3.13b**, **Figure 3.13c**, **Figure 3.13d** and **Figure 3.13e**.

3.5.2 Based on the information shown on the collected underground utilities records, CLP cables (i.e. 11kV cables), public road lighting, road gullies and sewerage

manholes were found within the Site. It is recommended that these utilities shall be diverted or removed by the corresponding utility undertakers to maximize the development potential.

3.5.3 For other underground utilities, they mainly laid outside the site boundary. Therefore, these existing underground utilities are unlikely affected or to be affected by the Development.

3.5.4 Provision of new utilities to the Development can be achieved by extending/tee-off from the existing utilities locally at Hoi Chu Road.

3.5.5 Therefore, it is concluded that the Development is technically feasible and no insurmountable impacts will be resulted from the Development.

3.6 Geotechnical and Site Formation Assessment

A. General

3.6.1 The Site is generally flat land with levels at +3.5mPD, matching the surrounding infrastructure at the similar levels. The Site is generally in a rectangular shape.

3.6.2 A review of the historical site investigation (SI) indicates that the stratigraphy beneath the site is comprised predominantly of Fill up to 11m thick, Marine Deposit (sand and clay) up to 13m thick, Alluvium up to 11m thick, Saprolite up to 29m thick. Rockhead that was encountered underlying the superficial strata ranges from -22.35mPD (northeast of Site), -41.43mPD (northwest of Site), to about -28mPD (south of the Site).

B. Geotechnical Constraint and Considerations

3.6.3 Existing Structures

3.6.4 A bus terminus is located within the Site. Residential buildings such as Oceania Heights and Nerine Cove locate at the east and south of the site. Ching Chung Hau Po Woon Secondary School and Goodview Garden LRT Station are located at the south of the site.

3.6.4.1. The Site is located within the MTR Protection Zone. The location plan of the MTR protection zone is shown in **Figure 3.14**. MRTCL has been consulted in accordance with the requirement stipulated under WBTC No. 19/2002. The excavation and foundation works during construction may induce impact to the MTRC facilities such as settlement and vibration issues. The future developer shall carry out the design and construction of the Development in consultation with MTRC in accordance with relevant guidelines.

3.6.5 Existing Registered & Unregistered Features

3.6.5.1. There is no existing registered slope feature located within the site. The closest slope feature is located at around 180m away from the site. As the site and the surrounding area is relatively flat, there is no unregistered slope features within or in the vicinity of the site.

C. Proposed Building Foundation

3.6.6 Based on the existing SI data within and in the vicinity of the Site, the Site is overlying with fill up to 11m thick, marine deposit (sand and clay) up to 13m thick, alluvium up to 11m thick, saprolite up to 29m thick and rockhead is encountered at about 25m to 43m below existing ground. Hence, shallow foundations for residential buildings are considered not feasible, which will induce excessive settlements and affect the nearby existing structures.

3.6.7 With the available information of the nearby facilities and underground geology, it is considered that deep foundation types such as pre-bored H-pile socketed in rock and bored pile socketed / founded on rock, which would induce less geotechnical concern and ground movements to existing nearby facilities, are feasible for the Development.

3.7 Environmental Impact

A. General

3.7.1 The total area of the Site is approximately 0.43 ha and estimated total flat number of the Development is estimated to be around 525 units. In view of this, the Development is not classified as Designated Project (DP) under Schedule 3 of the Environmental Impact Assessment Ordinance (EIAO) as the total site area is not more than 50ha. Other proposed infrastructure works such as provision of new sewerage, drainage connection to the Site is not classified as any DP items. Therefore, no DP items of the EIAO is anticipated for the Development.

3.7.2 A Preliminary Environmental Review has been undertaken to identify and assess the potential environmental impacts in respect of air quality, noise, water quality and land contamination.

B. Impact Assessment

3.7.3 Air Quality

3.7.3.1. The study area for air quality assessment is defined by a distance of 500m from the site boundary. The 500m air quality study area and the locations of the Air Sensitive Receivers (ASRs) are shown in **Figure 3.15**.

3.7.3.2. Background air quality has also been predicted based on hourly concentration data extracted from the EPD's "Smart Air Modelling Platform" PATH v3.0 model released on 31 Jan 2024, which provides the latest predicted background data up to Year 2040. The air quality study area is covered by the PATH v3.0 Grids (19,40), (19,41), (20,40) and (20,41). Given that the tentative intake year of the Development would be in year 2030/2031, the predicted concentration data for the relevant pollutants for Year 2030 will be assessed. A summary of the predicted background levels against the prevailing Air Quality Objectives (AQOs) is shown in **Table 3.14**. No exceedances of the AQOs are predicted.

Table 3.14 - 2030 Background Concentration Predicted by PATH v3.0 Model[22][23]

Pollutant	Averaging time	Concentration (μg/m³)				Prevailing AQOs (μg/m³)
		(19,40)	(19,41)	(20,40)	(20,41)	
NO_2	1-hour (19th highest)	91	85	92	89	200 (18)
	Annual	23	21	23	22	40
RSP (PM_{10})	24-hour (10th highest)	52	52	50	50	100 (9)
	Annual	19	19	19	19	50
FSP ($PM_{2.5}$)	24-hour (19th highest)	28	29	28	29	50 (35)
	Annual	12	12	12	12	25

Remark:
(22) Data Source: EPD Website (https://aqia.epd.gov.hk/).
(23) The number of allowable exceedances for 24-hour FSP is 18 for new government projects, and 35 for non-government projects.

3.7.3.3. The air quality within the air quality study area is dominated by vehicle emission from nearby roads including Hoi Chu Road, Hang Fu Street and Fung On Street. The road types of the roads bounding the Site and the required HKPSG buffer distance between those roads and the Development in accordance with HKPSG Chapter 9 Table 3.1 are summarized in **Table 3.15**. The air sensitive uses within the Development, such as fresh air intake or residential units, should avoid being located within the buffer zone to minimize the air quality impact due to the vehicular emissions.

Table 3.15 - Surrounding Road Types and HKPSG Air Buffer Distance Requirement

Road	Road Type	Recommended Buffer Distance
Hoi Chu Road	District Distributor	10 m

3.7.3.4. No chimney stack is identified within 200m from the Site. Therefore, air quality impact from chimney emission to the potential ASRs of the Development is not anticipated.

3.7.3.5. According to the development scheme, public transport terminus and basement carpark will be provided in the Development. The public transport terminus should be designed in accordance with the ProPPEC PN 1/22 and ProPECC PN 2/96 respectively in order to ensure the exhaust air discharged to the atmosphere from the public transport terminus and carpark would not cause excessive impact to neighbouring air sensitive uses. The exhaust outlets (if any) of the public transport terminus and carpark should be located away from any nearby ASRs. Therefore, no adverse air quality impact arising from the proposed public transport terminus and carpark on the nearby ASRs is anticipated during the operational phase of the Development.

3.7.4 Noise Impact

3.7.4.1. The study area for this noise impact assessment is defined by a distance of 300m from the site boundary. The 300m noise study area and the locations of the Noise Sensitive Receivers (NSRs) are shown in **Figure 3.16**.

3.7.4.2. During operational phase, the key road traffic noise sources are expected from the nearby major road traffic within the 300m noise study area. The nearby major roads include Hoi Chu Road on the north and Hang Fu Road on the south

of the Site. The assessment has been carried out based on the projected peak hourly traffic flow in Year 2046 for the Development, which corresponds to the maximum projected traffic conditions within 15 years upon occupancy of the Development.

3.7.4.3. The worst-case traffic flow is found during AM peak period. The locations of the noise sensitive receivers of the proposed residential building blocks are illustrated in **Figure 3.17a**. Predicted peak hourly road traffic noise levels at all noise sensitive receivers on domestic floors during the base case scenario under AM peak and PM peak are summarised in **Table 3.16** below. Under base case scenario, noise exceedances are identified at some of the noise assessment points with façade facing Hoi Chu Road. The predicted maximum road traffic noise levels in the Development is 75dB(A) which exceeds the relevant noise criterion of 70dB(A) by up to 5 dB(A).

Table 3.16 - Summary of Predicted Road Traffic Noise Results – Base Case Scenario

Block	Noise Criterion, dB(A)	Predicted Maximum $L_{10\ (1\ hour)}$, dB(A)	Mitigation Measures Required
AM peak hour			
T1	70	75	Yes
T2	70	75	Yes
PM peak hour			
T1	70	75	Yes
T2	70	75	Yes

3.7.4.4. Architectural fins can achieve noise reduction by diminishing the view angle of openable windows for those affected residential units to the road traffic noise source. For the potential induced noise reflection due to the use of architectural fins, sound absorption material is proposed where necessary and practicable. With reference to EPD's "Practice Note on Application of Innovative Noise Mitigation Designs in Planning Private Residential Developments against Road Traffic Noise Impact", sound attenuation could be achieved up to 7.5 dB(A) if acoustic windows applied with sound absorptive materials at top and both side of window frame. It can adequately reduce the noise level at the Development within the Site. It should be noted that the sound attenuation performance is subjected to actual design and configuration of the acoustic window as well as setting and orientation of the acoustic window.

3.7.4.5. With the implementation of mitigation measures at sensitive receiver, it is expected that no exceedance of road traffic noise criterion of 70db(A) would be experienced by the residential units and comply. No adverse road traffic noise impact is anticipated to the future residential use with the adoption of the recommended mitigation measures.

3.7.4.6. An assessment on fixed plant noise impact was conducted based on the information available at feasibility study stage. The identified fixed plant noise sources are summarized in **Table 3.17** and shown in **Figure 3.17b**. Assessment results indicate that the predicted noise levels at the future NSRs are ranged from 41dB(A) to 60dB(A) for daytime and 36dB(A) to 58dB(A) for night time, thus no exceedance is identified. The results are summarized in **Table 3.18**.

Table 3.17 -Summary of the Existing Fixed Plant Noise Sources

Source ID	Location	Planned/ Existing	Approximate Separation Distance from the Site Boundary (m)	Remarks
YOSC01 to YOSC03	Rooftop of Yau Oi Sports Centre	Existing	180	-
PCCW01 to PCCW04	Rooftop of PCCW Tsing Shan Wan Hing On Lane Exchange Building	Existing	135	-
SSC01 to SSC05	Ground floor of Shine Skills Centre (Tuen Mun)	Existing	30	-
OHSA01 to OHSA05	Eastern façade of Oceania Height shopping arcade	Existing	3	
TMCS01 to TMCS04	Tuen Mun Central Square	Existing	225	Blocked by building structure
TMSP01(*)	Tuen Mun Swimming Pool	Existing	270	To be demolished
TMLA16	Planned MTRC Tuen Ma Line A16 station	Planned	~300	Distances ~ 300m from the NSRs were excluded from the assessment
CCHPW01 to CCHPW12	Roofs of assembly hall of Ching Chung Hau Po Woon Secondary School	Existing	60	
NLSIPE01 to NLSIPE22	Roof of assembly hall of N.L.S.I. Peace Evangelical Secondary School	Existing	75	
HKCCPO01 to HKCCPO06	Rooftop of Hong Kong Christian Service Pui Oi School	Existing	158	
YCHHSN01 to YCHHSN04	Roof floor of Yan Chai Hospital Ho Sik Nam Primary School	Existing	140	
CPBFS01 to CPBFS04	Roof of Castle Peak Bay Fire Station	Existing	220	

Table 3.18 - Predicted Maximum Fixed Plant Noise Levels at NSRs

Scenario	NSR ID	Noise Criterion, dB(A)	Predicted Maximum Fixed Plant Noise Level, $L_{Aeq\ (30\ min)}$, dB(A)	Mitigation Measures Required
Daytime	T1-A1	65	57	No
	T1-B1		55	No
	T1-C1		54	No

Scenario	NSR ID	Noise Criterion, dB(A)	Predicted Maximum Fixed Plant Noise Level, $L_{Aeq\ (30\ min)}$, dB(A)	Mitigation Measures Required
	T1-D1		45	No
	T1-E1		45	No
	T1-F1		52	No
	T1-G1		57	No
	T1-H1		60	No
	T1-I1		59	No
	T2-A1		52	No
	T2-B1		51	No
	T2-C1		50	No
	T2-D1		41	No
	T2-E1		41	No
	T2-F1		46	No
	T2-G1		47	No
	T2-H1		53	No
	T2-I1		52	No
Nighttime	T1-A1	55	48	No
	T1-B1		47	No
	T1-C1		46	No
	T1-D1		41	No
	T1-E1		41	No
	T1-F1		51	No
	T1-G1		57	Yes
	T1-H1		58	Yes
	T1-I1		55	No
	T2-A1		45	No
	T2-B1		44	No
	T2-C1		44	No
	T2-D1		36	No
	T2-E1		36	No
	T2-F1		44	No
	T2-G1		46	No
	T2-H1		49	No
	T2-I1		45	No

3.7.4.7. Noise exceedance is expected at facades facing Oceania Heights Shopping Arcade and Goodview Garden Station and an exceedance of up to 3 dB(A) was predicted during the most stringent nighttime period. To avoid fixed plant noise exceedance, future building layout should avoid locating noise sensitive receivers with direct line of view towards Oceania Heights Shopping Arcade and Goodview Garden Station. Design approaches and mitigation measures including utilizing noise shielding building structure to minimize line of sight, provide vertical architectural fins shall be explored in detailed design stage to ensure the compliance with HKPSG & NCO. Fixed glazing can also be applied at locations wherever direct line of sight from NSR to Oceania Heights Shopping

Arcade and Goodview Garden Station is unavoidable. With the implementation of these measures, no adverse noise impact arising from the existing potential fixed plant noise sources is anticipated during the operational phase.

3.7.4.8. The proposed public transport terminus will be located at grade within an enclosed structure under the podium portion of the Development during operational stage. Measures to minimize the line-of-sight to the noise sources within the enclosed public transport terminus/ layby are considered in the preliminary layout. The terminus/ lay-by is fully enclosed with the ingress/ egress as the only major openings. As the Site can be only accessed via Hoi Chu Road, the ingress / egress of public transport terminus and bus lay-by are unavoidably facing Hoi Chu Road. The egress is also designed to oriented to Fung On street instead of Goodview Garden to avoid direct line of sight from nearby sensitive receivers.

3.7.4.9. During later detail design stage, the approach and relevant design to minimize noise impact experienced at the Development will be optimized as far as practicable by the future developer. Direct mitigation measures such as hanger walls, canopy etc. shall be explored and considered if necessary in order to minimize the noise impact to sensitive receivers. With the implementation of these measures, adverse noise impact arising from the proposed public transport terminus and bus lay-by is not anticipated during the operational phase.

3.7.4.10. For the potential noise impact from nearby LRT, although the HKPSG buffer distance of 25m is met at the Site, broad brush light rail assessment has been carried out to demonstrate no exceedance of relevant noise criteria. The noise level of $L_{eq\ (30\ mins)}$, $L_{eq\ (24hrs)}$ and L_{max} at T1-F1 are calculated and no exceedance of noise criteria is predicted as shown in **Table 3.19** to **Table 3.21**. No insurmountable impact of rail noise to the proposed Development is anticipated.

Table 3.19 - Predicted $L_{eq\ (30\ mins)}$ at T1-F1

Parameter	Predicted Noise Level at T1-F1	Criteria
Total Noise Level at T1-F1	53.1 dB(A)	55 dB(A)

Table 3.20 - Predicted $L_{eq\ (24hrs)}$ at T1-F1

Parameter	Predicted Noise Level at T1-F1	Criteria
Predicted Noise Level at T1-F1	49.9 dB(A)	65 dB(A)

Table 3.21 - Predicted L_{max} at T1-F1

Parameter	Predicted Noise Level at T1-F1	Criteria
Predicted Noise Level at T1-F1	66.1 dB(A)	85 dB(A)

3.7.4.11. In view of the above, no insurmountable impact of rail noise to the proposed Development is anticipated.

3.7.4.12. In conclusion, with the adoption of mitigation measures such as 25m setback from the LRT tracks, architectural fins and acoustic windows, the Development would not be subject to adverse rail and road traffic noise impacts. Additionally, the public transport terminus will be designed in accordance with the HKPSG to

minimize the noise impacts. For the current preliminary layout, the building is still in early stage of design development and subject to further changes. A separate Noise Impact Assessment (NIA) shall be conducted by future developer during future detail design to address potential environmental impacts from traffic, fixed plant and railway noise sources. The requirement for submission of NIA would be incorporated into the lease at Land Disposal Stage. Mitigation measures at receiver end shall be proposed where necessary to ensure the noise sensitive uses within the Site comply with respective criteria.

3.7.5 Water Quality

3.7.5.1. The study area for water quality assessment is defined by a distance of 500m from the site boundary. Water Sensitive Receivers (WSRs) located in the vicinity of the 500m from the site boundary were identified and reviewed. The 500m water quality study area and location of WSRs are shown in **Figure 3.18**. Tuen Mun River Channel and Tuen Mun Typhoon Shelters have been identified as WSRs within 500m water quality study area.

3.7.5.2. During the operational phase, sewage generated from the Proposed Residential Development would be the major pollutant sources to the water quality. Sewage would be generated from the Development throughout the operational phase. The sewage generated from the Development would be collected and discharged to the nearest public sewerage system. Thus, no sewage will be released to the environmental without treatment and no adverse water quality impact is anticipated during operational phase.

3.7.5.3. The surface runoff from the Development might also induce potential water quality impacts. The Site will be paved in impermeable surfaces within the Site. With the provision of drainage system, no adverse water quality impact due to surface runoff is anticipated.

3.7.5.4. The sewage generated from the Development would be discharged into the public sewerage system and surface runoff would be discharged to the drainage system. Meanwhile, relevant measures and best practices as stated in ProPECC PN 5/93 “Drainage Plans Subject to Comment by the Environmental Protection Department” would be implemented. For example, proper drainage systems with silt traps and oil interceptors will be installed. Runoff will be controlled by best management practice that it will be intercepted by properly designed and managed silt traps at appropriate spacing so that common roadside debris, refuse and fallen leaves, etc. can be captured. Thus, no adverse water quality impact is anticipated during the operational phase. For the current preliminary layout, the building is still in early stage of design development and subject to further changes. The requirement for submission of SIA would be incorporated into the lease at Land Disposal Stage.

3.7.6 Land Contamination

3.7.6.1. Historical aerial photographs and topographic maps were reviewed to identify previous land uses at the Site and any previous contaminative activities. Information obtained from the review of the historical aerial photographs are summarized in **Table 3.22** below.

Table 3.22 - Review of Historical Aerial Photographs

Year	Description of Land Use	Potential Contamination
1963	Subject Site was situated within the open waters.	No
1983	Subject Site was reclaimed and converted to be vacant land.	No
1993	Subject Site was turned into a bus car parking area in the southern portion and bus terminal in the northern portion with no temporary structure observed. The bus parking area – previous Tuen Mun (South) Depot was obsoleted in 2001 due to Government's resumption of land.	No
2003	Subject Site was a private car park in the southern portion and no significant land use changes in the northern portion.	No
2013	Subject Site was then vacated with vegetation observed and no significant land use changes in the northern portion.	No
2021	The southern portion was turned into a landscape area and no significant land use changes in the northern portion.	No

3.7.6.2. According to historical aerial photographs, the Development Site was situated within the open water until it was reclaimed at late 1980s. Southern portion of the Site was turned into a bus / private car parking area while norther portion was a bus terminal from 1993 to 2003. Then the Site was vacated with vegetation observed at the southern portion and no significant land use changes at the northern portion until now. No potentially contaminating land uses/ activities (i.e. vehicle maintenance/repair workshop or refuelling activities) were observed in the review.

3.7.7 Based on the review of historical aerial photographs, acquisition of information from Government Departments and site walkover, the Site was vacated with vegetation observed in the south and bus terminus in the north. No potential land contamination land use/ activities were identified within the Site. Potential land contamination impact associated with present and past land uses/activities is therefore not anticipated at the time of reporting.

3.8 Landscape and Visual Aspect

A. General

3.8.1 The landscape and visual impact assessment (LVIA) was conducted with reference to the relevant standards and guidelines including but not limited to DEVB TC(W) No. 4/2020 – Tree Preservation, EIAO Guidance Note No. 8/2023 – Preparation of Landscape and Visual Impact Assessment under the EIAO and TPB PG-No. 41 - Guidelines on submissions of Visual Impact Assessment for Planning Applications to the Town Planning Board.

B. Impact Assessment

3.8.2 Tree Survey

3.8.2.1. A total of 32 trees of 10 species with a trunk diameter larger than 95mm measured at 1,300mm above ground level were surveyed. The tree survey also

recorded four trees with a DBH less than 95mm (TM014, TM033, TM034 & TM035 *Liquidambar formosana)* located within the Site. The surveyed trees were found scattered around the site along the surrounding boundary chain-link fence. The trees were generally well maintained and in average conditions. The average crown size was 3.2m, average tree height at 5.5m and average 208.9mm DBH.

3.8.2.2. No Old and Valuable Trees or Trees of Particular Interest was identified in the tree survey. There were also no protected or rare and precious plant species identified in the survey.

3.8.2.3. Among the total 36 trees surveyed (including 4 undersize trees), 35 trees will be affected by the Development and associated site formation works and are recommended to be removed. One tree, i.e. TM036, is located at the existing pedestrian access between Oceania Height and the Development. It is suggested to retain this tree under the Development. Details of the tree survey including tree assessment schedule, tree survey plan and tree photographs are enclosed in **Figure 3.19**, **Figure 3.20** and **Figure 3.21a – 3.21i**. The summary of affected trees is listed in **Table 3.23**.

Table 3.23 - Summary of Affected Trees by Proposed Development and Associated Works

Tree ID No.	Species		Height (m)	DBH (mm)	Spread (m)	Proposed Treatment
	Scientific Name	Chinese Name				
TM001	*Ficus religiosa*	菩提樹	11.0	826	10.0	Remove
TM002	*Celtis sinensis*	朴樹	6.0	370	5.0	Remove
TM004	*Bombax ceiba*	木棉	19.0	360	3.0	Remove
TM008	*Ficus religiosa*	菩提樹	10.0	425	5.0	Remove
TM009	*Celtis sinensis*	朴樹	6.0	400	3.0	Remove
TM010	*Ficus religiosa*	菩提樹	9.0	240	4.0	Remove
TM011	*Macaranga tanarius var. tomentosa*	血桐	4.0	220	2.0	Remove
TM015	*Macaranga tanarius var. tomentosa*	血桐	4.0	240	4.0	Remove
TM020	*Ficus variegata*	青果榕	4.0	206	3.0	Remove
TM021	*Ficus subpisocarpa*	筆管榕	4.0	211	4.0	Remove
TM023	*Litsea glutinosa*	潺槁樹	4.0	143	1.0	Remove
TM024	*Macaranga tanarius var. tomentosa*	血桐	4.5	283	6.0	Remove
TM025	*Bombax ceiba*	木棉	6.0	200	5.0	Remove
TM026	*Celtis sinensis*	朴樹	9.0	405	10.0	Remove
TM027	*Macaranga tanarius var. tomentosa*	血桐	4.0	120	2.5	Remove
TM028	*Macaranga tanarius var. tomentosa*	血桐	3.5	138	2.0	Remove

Tree ID No.	Species		Height (m)	DBH (mm)	Spread (m)	Proposed Treatment
	Scientific Name	Chinese Name				
TM003	*Ilex rotunda*	鐵冬青	4.0	140	2.5	Remove
TM005	*Ilex rotunda*	鐵冬青	4.0	150	2.0	Remove
TM006	*Ilex rotunda*	鐵冬青	3.0	135	3.0	Remove
TM007	*Ilex rotunda*	鐵冬青	3.0	135	3.0	Remove
TM012	*Liquidambar formosana*	楓香	7.0	150	3.5	Remove
TM013	*Liquidambar formosana*	楓香	5.0	120	3.0	Remove
TM016	*Delonix regia*	鳳凰木	4.0	175	4.0	Remove
TM017	*Liquidambar formosana*	楓香	7.5	125	2.0	Remove
TM018	*Liquidambar formosana*	楓香	7.0	115	3.0	Remove
TM019	*Liquidambar formosana*	楓香	6.0	150	3.0	Remove
TM022	*Delonix regia*	鳳凰木	5.0	190	2.5	Remove
TM029	*Ilex rotunda*	鐵冬青	3.5	130	2.0	Remove
TM030	*Ilex rotunda*	鐵冬青	3.5	105	1.5	Remove
TM031	*Ilex rotunda*	鐵冬青	4.0	100	1.0	Remove
TM032	*Ilex rotunda*	鐵冬青	4.0	105	1.5	Remove
TM036	*Bombax ceiba*	木棉	13.0	500	5.0	Retain
Undersize Tree						
TM014	*Liquidambar formosana*	楓香	4.0	85	1.5	Remove
TM033	*Liquidambar formosana*	楓香	5.0	85	1.0	Remove
TM034	*Liquidambar formosana*	楓香	4.0	80	1.0	Remove
TM035	*Liquidambar formosana*	楓香	4.5	85	2.0	Remove

3.8.3 Landscape Character Areas and Landscape Resources

3.8.3.1. The Site is situated in a relatively built-up area close to the outlet of the Tuen Mun River Channel into the Castle Peak Bay. The area primarily comprises of Residential Urban Landscape to the north (LCA1), Institutional Landscape to the direct south of the Site (LCA2), and a strip of Industrial Urban Landscape along the waterfront mainly along Hoi Wong Road, Hoi Wing Road, and Hoi Wah Road (LCA3). Scattered within the Site are a number of urban pocket parks forming a Park Urban Landscape that connects the various residential areas and also forming a waterfront corridor along the Tuen Mun River Channel that connects Tuen Mun Park further north and the Wu Shan Recreational Playground to the southwest. The baseline condition of Landscape Resources (LRs) and Landscape Character Areas (LCAs) within the 500m study area have been identified in **Figures 3.22** and **Figure 3.23** respectively. Photos of

landscape resources and landscape character areas are enclosed in **Figure 3.24** and **Figure 3.25** respectively.

3.8.3.2. The Development is inserted into an existing cluster of high-density residential area, in terms of landscape character the proposed buildings are largely compatible with the existing landscape. The following table summarises the impacts on landscape character within the landscape study area.

Table 3.24 - Unmitigated Impacts on Landscape Character Areas

Code	Landscape Character Area (LCA)	Compatibility	Description of Unmitigated Impact	Magnitude of Change	Significance of Impact
LCA1	Residential Urban Landscape	High	The Development adds two residential blocks to an area already occupied by a number of existing residential towers, all taller than the proposed buildings. It is expected that there would be little impact to the character of this LCA.	Negligible	Negligible
LCA2	Institutional Landscape	High	The two proposed buildings are located within the existed cluster of mid to high-rise residential blocks. They are expected to cause little impact to the surrounding landscape characters.	Small	Slight
LCA3	Industrial Urban Landscape	Medium	The industrial urban landscape only comprises of a few industrial buildings, and open yards, which has little character that would be impacted but an additional of two residential blocks within the existing cluster. The Development is expected to cause negligible impacts to LCA3.	Negligible	Negligible
LCA4	Park Urban Landscape	Medium	The two proposed buildings are located within the existed cluster of high-rise residential blocks. They are expected to cause little impact to the surrounding landscape characters.	Negligible	Negligible

3.8.3.3. Given the relatively modest scale of the Development within an already developed residential area, it is expected that the main source of impact on landscape resources would primarily only stem from construction activities. The following table summarises this finding.

Table 3.25 - Unmitigated Impacts on Landscape Resources

Code	Landscape Resource (LR)	Sources of Impact	Description of Unmitigated Impact	Magnitude of Change	Sensitivity to Change	Significance of Impact
LR1 Residential Urban Landscape						
LR1-1	Oceania Heights	Construction activities and blockage caused by two additional residential towers.	Noise and air pollution during construction.	Small	Medium	Slight
LR1-2	Nerine Cove	Construction activities and blockage caused by two additional residential towers.	Noise and air pollution during construction.	Small	Medium	Slight
LR1-3	Goodview Garden	Construction activities and blockage caused by two additional residential towers.	Noise and air pollution during construction.	Small	Medium	Slight
LR1-4	Tsui Ning Garden	Construction activities and blockage caused by two additional residential towers.	Noise and air pollution during construction.	Small	Medium	Slight
LR1-5	Yau Oi Estate	Nil	Nil	Negligible	Medium	Negligible
LR1-6	On Ting Estate	Nil	Nil	Negligible	Medium	Negligible
LR1-7	Siu Lun Court	Nil	Nil	Negligible	Medium	Negligible
LR1-8	Hanford Garden	Nil	Nil	Negligible	Medium	Negligible
LR1-9	Regency Bay	Nil	Nil	Negligible	Medium	Negligible
LR1-10	Siu Tsui Court	Nil	Nil	Negligible	Medium	Negligible
LR2 Institutional Landscape						
LR2-1	Existing vegetation within the Site	Construction activities.	Removal of existing vegetation.	Intermediate	Low	Moderate
LR2-2	School cluster south of study area	Construction activities and blockage caused by two additional residential towers.	Noise and air pollution during construction.	Small	Low	Slight
LR2-3	Shine Skills Centre, Yau Oi Sports Centre, adjacent school, and PCCW building	Nil	Nil	Negligible	Low	Negligible
LR2-4	Tuen Mun Swimming Pool (Site of future commercial and residential development of A16 Station)	Nil	Nil	Negligible	Low	Negligible

Code	Landscape Resource (LR)	Sources of Impact	Description of Unmitigated Impact	Magnitude of Change	Sensitivity to Change	Significance of Impact
LR2-5	Tuen Mun Community Green Station	Nil	Nil	Negligible	Low	Negligible
LR3 Industrial Urban Landscape						
LR3-1	Waterfront industrial strip along Hoi Wing Road and Hoi Wan Road	Nil	Nil	Negligible	Low	Negligible
LR3-2	CIC Tuen Mun Training Ground	Nil	Nil	Negligible	Low	Negligible
LR4 Park Urban Landscape						
LR4-1	Hoi Chu Road Playground	Construction activities and blockage caused by two additional residential towers.	Noise and air pollution during construction.	Small	Medium	Slight
LR4-2	Hang Kwai Street Playground	Nil	Nil	Negligible	Medium	Negligible
LR4-3	Mouse Island Children's Playground	Nil	Nil	Negligible	Medium	Negligible
LR4-4	Fung On Street Children's Playground	Nil	Nil	Negligible	Medium	Negligible
LR4-5	Hoi Wong Road Garden	Nil	Nil	Negligible	Medium	Negligible
LR4-6	Wu Shan Riverside Park	Nil	Nil	Negligible	Medium	Negligible
LR4-7	Siu Lun Sports Ground	Nil	Nil	Negligible	Medium	Negligible
LR5 Roads						
LR5-1	Street trees and other roadside amenities	Nil	Nil	Negligible	Low	Negligible
LR6 Watercourse						
LR6-1	Tuen Mun River Channel	Nil	Nil	Negligible	Low	Negligible

3.8.4 Baseline Visual Conditions

3.8.4.1. The Site is located within a largely built-up area surrounded by high-rise residential towers to the north and west side. Some of the major surrounding towers and their storey-heights include Oceania Heights (35 storeys), Nerine Cove (32 storeys), Goodview Garden (33 storeys), and Tsui Ning Garden (36 storeys). These towers largely define the visual envelope of the Development and the visual corridors would be located through the lower-rise institutional landscapes. The visual envelope as seen from the ground level is illustrated in **Figure 3.26 a to 3.26c.**

3.8.4.2. Immediately around the Site, the visual elements are dominated by the high-rise residential towers. The Hoi Chu Road Playground and Hang Kwai Street Playground are situated at the immediate east/southeast of the Site. At the medium and long range, the Tuen Mun River Channel, the Castle Peak Bay, and the mountain ridge lines towards the west and east side of the Tuen Mun River valley marks the visual backdrop of the area. The Tuen Mun Public Cargo Handling Area to the south of the Site is considered the visual eyesore/detractor of the Development

3.8.4.3. A "Commercial/Residential Development with Public Transport Interchange" with the Tuen Mun Area 16 station (with BH restriction of 174mPD) (i.e. the future A16 Station development) is planned at the area currently zoned as "Other Specified Uses", currently comprising of the Tuen Mun Swimming Pool, that is located to the west side of the Development and to the east of the Tuen Mun River. This future A16 Station development has been incorporated in the visual impact assessment, including the photomontages (**Figure 3.27a** to **Figures 3.27h**), to understand the cumulative impacts according to the planned scenario.

3.8.4.4. Since the Development is surrounded by existing residential blocks particularly on the north and west side, the key visual impacts to be assessed would be the impact of the additional towers to the existing cluster. Eight key public Viewing Points (VPs) are used to illustrate the visual impacts from all four sides of the Development.

Table 3.26 – Key Public Viewing Points

Code	Vantage Point	Viewing Distance (m)	Justification of Selection	Visual Sensitivity
VP1	From Tin Hau Road and Tuen Mun River across Yau Oi Estate	550	This view marks the visual impacts from the northwestern side of the site from the Tuen Mun River Channel, illustrating the impacts for viewers from Yau Oi Estate, recreational viewers along the Tuen Mun River, and from the Tin Hau Temple Lookout.	Activities of viewer: Recreational Duration: Medium Distance: Medium Sensitivity: Medium
VP2	From Waterfront near Hanford Garden and Sam Shing Estate	480	This view taken from the southeast illustrates the view from visitors to Hanford Garden, Sam Shing Estate, the Hang Kwai Street and Mouse Island Playgrounds, and from the industrial buildings and dockyards.	Activities of viewer: Occupational/car park Duration: Short Distance: Medium Sensitivity: Medium
VP3	From Promenade along Wu Shan Riverside Park	480	This view is taken from the direct west of the project site across the Tuen Mun River. It illustrates the visual impacts for visitors and recreational users along the Wu Shan Riverside Park and Wu Shan Recreational Playground.	Activities of viewer: Recreational Duration: Medium Distance: Medium Sensitivity: Medium
VP4	From Kadoorie Pier	1000	This view taken from the far southeast illustrates the visual impact for the visitors to Castle Peak Bay Beach area and overall	Activities of viewer: Travelling/ recreational

Code	Vantage Point	Viewing Distance (m)	Justification of Selection	Visual Sensitivity
			impact on the skyline and assess the impact of the proposed development fitting together with the existing residential developments as an urban cluster.	Duration: Medium Distance: Long Sensitivity: Low
VP5	From Castle Peak Bay Waterfront Promenade	660	This view taken from the southeast illustrates the visual impact for the visitors to the Castle Peak Bay Waterfront Promenade and the overall impact on the skyline and assesses the impact of the proposed development fitting together with the existing residential developments as an urban cluster.	Activities of viewer: Recreational Duration: Medium Distance: Long Sensitivity: Medium
VP6	Hoi Chu Road Playground	180	This view is taken from the eastern end of the playground illustrates the view of visitors to the playground.	Activities of viewer: Recreational Duration: Medium Distance: Short Sensitivity: High
VP7	Tuen Mun Promenade	1380	This view was taken from the far southwest as view across the Tuen Mun Typhoon Shelter illustrates the visual impact for visitors to Tuen Mun Promenade and the overall impact on the skyline and assesses the impact of the proposed development fitting together with the existing residential developments as an urban cluster.	Activities of viewer: Recreational Duration: Medium Distance: Long Sensitivity: Low
VP8	Fung On Street Children's Playground	190m	This view was taken from a recreational area located directly to the north side of the proposed development.	Activities of viewer: Recreational Duration: Medium Distance: Short Sensitivity: High

3.8.5 Potential Visual Impacts

3.8.5.1. Visual impact assessment has been undertaken to assess the visual impact of the Development. The photomontages showing the visual impacts as seen from the eight selected viewpoints are given in **Table 3.27** and **Figure 3.27a to 3.27h**. The visual impact assessment is formulated on the basis of the comparison between the existing condition and indicative scheme of the proposed development with planned condition. The following table summarizes these impacts:

Table 3.27 – Visual Impacts on Key Public Views

Code	Vantage Point	Visual Composition	Visual Obstruction	Effect on Public Viewers	Effect on Visual Resources
VP1	From Tin Hau Road and Tuen Mun River across Yau Oi Estate	This view shows the residential skyline of the residential towers as viewed from the north side of Tuen Mun River towards the coastline. The proposed towers fill in a gap between the residential towers but are largely compatible to the neighbouring landscape, including the future A16 Station development, which is visible at this VP.	There is partial obstruction to the open sky.	The two proposed building blocks blend well with the existing/planned adjacent residential towers. The effect on public viewers from Yau Oi Estate, recreational viewers along the Tuen Mun River, and from the Tin Hau Temple Lookout is considered slight.	There is partial blockage to the sky. The effect on visual resources is slightly adverse.
VP2	From Waterfront near Hanford Garden and Sam Shing Estate	This view shows the view from the southeast side of the site from the waterfront towards the direction of Tuen Mun River that is approximately in the opposite direction of VP1. The proposed towers fill in a gap between the residential towers towards the ridgeline of Castle Peak but are largely compatible to the neighbouring landscape, including the future A16 Station development behind the proposed development at this VP.	There is partial obstruction to the open sky and ridgeline at this VP. However, the visual obstruction/ blockage will be reduced/ limited due to the future A16 Station development behind the proposed development at this VP.	The two proposed building blocks blend well with the existing/planned adjacent residential towers. The effect on public viewers from Hanford Garden, Sam Shing Estate, the Hang Kwai Street and Mouse Island Playgrounds, and from the industrial buildings and dockyards is considered slight.	There is partial blockage to the sky and the mountain backdrop/ridge line of Castle Peak. However, the visual obstruction/ blockage will be reduced/ limited due to the future A16 Station development behind the proposed development at this VP. The effect on visual resources is slightly adverse.
VP3	From Promenade along Wu Shan Riverside Park	This VP is taken downstream of VP1 along the west bank of Tuen Mun River and looks approximately direct east. The proposed towers fill in a gap between the residential towers but are largely compatible to the neighbouring landscape. The proposed development will also be partially blocked by the future A16 Station development in the foreground at this VP.	There is partial obstruction to the open sky. However, the visual obstruction/ blockage will be reduced/ limited considering that the proposed development will be partially blocked by the future A16 Station in the foreground at this VP.	The two proposed building blocks blend well with the existing/planned adjacent residential towers. The effect on public viewers of visitors and recreational users along the Wu Shan Riverside Park and Wu Shan Recreational Playground is considered slight.	There is partial blockage to the sky. However, the visual obstruction/ blockage will be reduced/ limited considering that the proposed development will be partially blocked by the future A16 Station in the foreground at this VP. The effect on visual resources is slightly adverse.

Code	Vantage Point	Visual Composition	Visual Obstruction	Effect on Public Viewers	Effect on Visual Resources
VP4	From Kadoorie Pier	This VP is taken from the southeast of the site across Castle Peak Bay at the Castle Peak Bay Beach area that looks towards the Tuen Mun town centre. The proposed towers fill in a gap between the residential towers blocking a bit of the ridgeline and open sky in the background but are largely compatible to the neighbouring landscape including the future A16 Station development behind the proposed development at this VP.	There is partial obstruction to the open sky and ridgeline at this VP. However, the visual obstruction/ blockage will be reduced/ limited due to the future A16 Station development behind the proposed development at this VP.	The two proposed building blocks blend well with the existing/planned adjacent residential towers. The effect on public viewers of visitors to the Castle Peak Bay Beach area is considered slight.	There is partial blockage to the sky and ridgeline. However, the visual obstruction/ blockage will be reduced/ limited due to the future A16 Station development behind the proposed development at this VP. The effect on visual resources is slightly adverse.
VP5	From Castle Peak Bay Waterfront Promenade	VP5 is taken from the southeast of the site across Castle Peak Bay that looks towards the Tuen Mun town centre. The proposed towers fill in a gap between the residential towers blocking a bit of the ridgeline and open sky in the background but are largely compatible to the neighbouring landscape including the future A16 Station development behind the proposed development at this VP.	There is partial obstruction to the open sky and ridgeline at this VP. However, the visual obstruction/ blockage will be reduced/ limited due to the future A16 Station development behind the proposed development at this VP.	The two proposed building blocks blend well with the existing/planned adjacent residential towers. The effect on public viewers of visitors to the Castle Peak Bay Waterfront Promenade is considered slight.	There is partial blockage to the sky and the mountain backdrop/ridge line of Castle Peak. However, the visual obstruction/ blockage will be reduced/ limited due to the future A16 Station development behind the proposed development at this VP. The effect on visual resources is slightly adverse.

Code	Vantage Point	Visual Composition	Visual Obstruction	Effect on Public Viewers	Effect on Visual Resources
VP6	Hoi Chu Road Playground	This VP is taken from the eastern end of Hoi Chu Road Playground, which is located directly adjacent the proposed development on the east side. From this view, the two proposed towers almost directly overlap with the towers of Oceania Heights, and introduce some obstruction to the ridgeline and open sky. The future A16 Station development is also visible behind the proposed development in the background at this VP.	There is partial additional obstruction to the open sky and ridgeline.	The two proposed building blocks stand out from the existing/planned adjacent residential towers. The effect on public viewers of visitors to the Hoi Chu Road playground is considered moderately adverse	There is some blockage to the sky and ridgeline. The effect on visual resources is moderately adverse.
VP7	Tuen Mun Promenade	VP7 is taken from almost the same direction as VP4, but is closer to the proposed development. Similar to VP4, the proposed towers fill in a gap between the residential towers blocking a bit of the open sky in the background. The future A16 Station development is also visible at this VP.	There is limited additional obstruction to the open sky at this VP.	The two proposed building blocks blend well with the existing/planned adjacent residential towers. The effect on public viewers of visitors to Tuen Mun Promenade is considered negligible.	There is limited blockage to the sky. The effect on visual resources is negligible
VP8	Fung On Street Children's Playground	This VP is taken from a recreational area located to the direct north of the proposed development. The two proposed towers are largely hidden behind the existing Goodview Garden with the west tower partially showing in the gap between Goodview Garden and Oceania Heights.	There is partial obstruction to the open sky.	The west tower of the proposed development introduces some obstruction to the open sky. The effect on public viewers is considered slight given that the recreational users are typically only there for relatively short duration and the blockage is slight and the lower parts of the	There is partial blockage to the sky. The effect on visual resources is slightly adverse.

Code	Vantage Point	Visual Composition	Visual Obstruction	Effect on Public Viewers	Effect on Visual Resources
				building is hidden behind trees.	

3.8.5.2. Considering the visual impacts from the eight viewpoints covering angles from all around the Site, their ratings are summarised in the following table and the overall visual impact of the proposed development is considered negligible/slightly adverse at most VPs.

Table 3.28 – Summary of Ratings of Visual Impacts

Code	Vantage Point	Sensitivity to Change	Overall Visual Impact of VP
VP1	From Tin Hau Road and Tuen Mun River across Yau Oi Estate	Medium	Slightly adverse
VP2	From Waterfront near Hanford Garden and Sam Shing Estate	Medium	Slightly adverse
VP3	From Promenade along Wu Shan Riverside Park	Medium	Slightly adverse
VP4	From Kadoorie Pier	Low	Slightly adverse
VP5	From Castle Peak Bay Waterfront Promenade	Medium	Slightly adverse
VP6	Hoi Chu Road Playground	High	Moderately adverse
VP7	Tuen Mun Promenade	Low	Negligible
VP8	Fung On Street Children's Playground	High	Slightly adverse

3.8.6 Conclusion

3.8.6.1. The key landscape impacts of the Development are largely limited to the impacts of trees affected by works, noise and air pollution arising from construction activities, shadows casted by the two proposed towers, and the slight blockage of the sky caused by filling of gaps between existing residential blocks.

3.8.6.2. The mitigation measures to address these impacts are relatively straightforward. In regard to the number of trees impacted, it is recommended that a ratio of 1:1 (35 nos.) new native tree planting shall be provided to compensate for the removal of trees due to site formation work. Additional new tree planting shall also be provided in the future landscape area of the Development to satisfy greenery coverage requirement. Other mitigation measures as listed in **Table 3.29 and Figure 3.28**.

Table 3.29 – Additional Mitigation Measures for Landscape and Visual Impact

No.	Additional mitigation measures
(a)	Careful manage construction activities to minimise disturbances during construction
(b)	Optimise the layout and orientation of the two towers such as building separations, setbacks to minimize blockage and maintain a BH similar to those of the surrounding residential developments
(c)	Consider building design that allows for openings on podium façade for air ventilation, visual permeability, and vertical planting treatments to mitigate the impacts of a long continuous podium frontage;
(d)	Incorporate planting buffers as far as possible between the building
(e)	Apply contextually sensitive design treatments to architectural façade and other architectural and landscape details
(f)	Incorporate new tree planting to compensate the loss of trees due to site formation work.

3.8.6.3. The Development involves limited change in terms of landscape resources and landscape character. With the recommended mitigation measures in place, it is considered that the residual landscape impacts can be limited to slight and confined to the immediate surroundings of the Site.

Table 3.30 – Significance of Residual Impacts After Mitigation

Code	LCA / LR	Significance of Impact Before Mitigation	Recommended Mitigation Measures	Significance of Impact After Mitigation
LCA2	Institutional Landscape	Slight	a, b, c, d, e	Slight
LR1-1	Oceania Heights	Slight	a, b, c, d, e	Slight
LR1-2	Nerine Cove	Slight	a, b, c, d, e	Slight
LR1-3	Goodview Garden	Slight	a, b, c, d, e	Slight
LR1-4	Tsui Ning Garden	Slight	a, b, c, d, e	Slight
LR2-1	Existing vegetation within the Site	Moderate	a, b, c, d, e, f	Slight
LR2-2	School cluster south of Site	Slight	a, b, c, d, e	Slight
LR4-1	Hoi Chu Road Playground	Slight	a, b, c, d, e	Slight

3.8.6.4. As far as the visual impacts are concerned, it is recommended that mitigation measures (b), (c) and (e) as listed in **Table 3.29** are incorporated into the design of the Development as far as possible to further minimize the limited impacts.

3.8.6.5. A conceptual landscape plan for the Development is enclosed in **Figure 3.28**. The outdoor area at 1/F and 2/F will be podium garden with tree planting. Screen tree provided around the garden for creating a more secluded and private outdoor space. New native tree planting with a ratio of 1:1 (35 nos.) is proposed for the removal of trees due to the site formation work. The Development shall achieve overall greening provision of minimum 20% under the Sustainable Building Design Guidelines.

3.8.6.6. The overall LVIA concludes that the landscape impacts of the Development are acceptable, and that the visual impacts of the Development range from

negligible to slightly adverse for all identified public VPs, except moderately adverse at VP6 given its proximity to the Development with direct sight.

3.8.6.7. Including the future A16 Station development, there are high-rise residential clusters and planned commercial/residential development to the north, west, and south of the Site. The Development with the maximum BH of 100mPD would mainly fill in the gaps between residential towers with minor/partial obstruction to the sky view and ridgeline. It would be visually compatible with the existing and planned urban context of the New Town.

3.9 Air Ventilation Impact

A. General

3.9.1 While the Site is not located within any major breezeway, it may potentially affect wind penetration at its immediate surroundings. Preliminary air ventilation assessment has been undertaken to review the existing wind environment of the Site and its surroundings; and assess qualitatively the potential air ventilation impacts on the surroundings 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" (the Technical Guide) of the Technical Circular.

3.9.2 According to the site wind availability analysis, the annual prevailing winds comes from NNE, SE, ESE and SSE directions whilst the summer prevailing winds come from SSE, SE and S directions.

B. Existing Wind Environment

3.9.3 Under the annual wind condition, the north-north-easterly wind will reach the Site from the residential clusters located to the north and northeast of the Site. However, the low-level annual winds will be obstructed by the high-rise residential building clusters, namely Goodview Garden and Tsui Ning Garden. East-south-easterly annual wind will come from Sam Shing Estate and will reach the Site via Hang Kwai Street Playground and Hoi Chu Road Playground and along Hoi Chu Road and the Light Rail track. The annual and summer air paths were shown in **Figure 3.29b**.

3.9.4 While for south-easterly and south-south-easterly in both annual and summer wind conditions, as well as southerly wind in summer condition, the wind will come from Castle Peak Bay and reach the Site after penetrating the low-rise developments including the commercial/industrial blocks along the waterfront, G/IC education institutions including Ching Chung Hau Po Woon Secondary School and the high-rise residential The Sea Crest.

3.9.5 The high-rise residential building clusters (i.e. Goodview Garden and Tsui Ning Garden) to the north and north-east of the Study Area would act as a wind barrier and block a portion of annual north-north-easterly wind towards the Site. While the high-rise residential building named Sea Crest and the waterfront industrial building named Myloft would act as a wind barrier of annual and summer south-easterly, south-south-easterly and southerly wind towards the Site.

C. Potential Problematic Areas

3.9.6 Potential problematic areas within the assessment area are shown in **Figure 3.29a**. In summary, these areas are identified and summarized as follows:

- Problematic Areas under Annual NNE Wind – (1) Ching Chung Hau Po Woon Secondary School; (2) Nerine Cove; (3) Oceania Heights and (4) Hang Fu Street

- Problematic Areas under Annual and Summer ESE, SE and SSE Winds – (1) Oceania Heights; (2) Shine Skills Centre (Tuen Mun); (3) Yan Chai Hospital Ho Sik Nam Primary School; (4) Goodview Garden; (5) PCCW Tsing Shan Wan Hing On Lane Exchange Building; (6) Oceania Heights; (7) Fung On Street and (8) Hoi Chu Road

- Problematic Areas under Summer S Wind – (1) Goodview Garden; (2) Shine Skills Centre (Tuen Mun); (3) Yan Chai Hospital Ho Sik Nam Primary School; (4) Fung On Street and (5) Hoi Chu Road

D. Qualitative Assessment of the Site

3.9.7 NNE Wind

3.9.7.1. With an annual wind frequency of 18.6% and 18.0% respectively at grid (X038, Y057 and X039, Y057), NNE wind is one of the major annual prevailing winds for the Site. The high-rise residential building clusters, namely Goodview Garden and Tsui Ning Garden, located to the north and northeast of the Site is anticipated to weaken a significant portion of the incoming NNE wind. In other words, the Site is located within the wake zone of Goodview Garden and Tsui Ning Garden. The low-level NNE wind is expected to be blocked by the podium structures, whilst the mid-level wind would reach the site through building separations between Goodview Garden and Tsui Ning Garden.

3.9.7.2. In the Baseline Scheme, an open-air bus terminus and a passive open space currently resides at the Site hence NNE winds are expected to penetrate freely through the Site to ventilate the downwind developments including Chung Hau Po Woon Secondary School, Nerine Cove, Oceania Heights and Hang Fu Street.

3.9.7.3. In the Illustrative Scheme, it is anticipated that the NNE winds would be able to penetrate through the Site to reach the downwind developments including Ching Chung Hau Po Woon Secondary School, Nerine Cove and Oceania Heights via the minimum 20m-wide building separation between Tower 1 and Tower 2, 8m-wide and 6-m wide building setback from the western and eastern site boundary.

3.9.7.4. For low-level wind environment at Hang Fu Street which is at the downwind side of the Site, ventilation impact is expected given that there is a long frontage podium structure in the Site. Nevertheless, the proposed podium height is less than 12-metre and the separation between the south site boundary and Hang Fu Street is around 20-metre, façade void openings across north-south direction is also designed on the G/F public transport terminus and carpark area. Therefore, part of the low-level NNE wind could be able to skim over the podium and recover at Hang Fu Street.

3.9.7.5. With the aforementioned good design features incorporated, significant adverse air ventilation impacts are not anticipated to be created by the Illustrative Scheme when comparing with the Baseline Scheme.

3.9.7.6. **Figure 3.30a** and **Figure 3.30b.** show the major air paths for NNE wind for the Baseline Scheme and Illustrative Scheme respectively

3.9.8 ESE Wind

3.9.8.1. With an annual wind frequency of 13.8% and 14.6% respectively at grid (X038, Y057 and X039, Y057), ESE wind is the annual prevailing wind for the Site as shown. The Hanford Garden is the dominant obstruction at the upwind region of the Site. However, there is at least 30m-separation distance between Block 4 and Block 7 of Hanford Garden, allowing the ESE wind skim over and feed to the large open space areas compose by Hoi Chu Road Playground, Hang Kwai Street Playground and Mouse Island Children's Playground.

3.9.8.2. In the Baseline Scheme, the Site abuts Hoi Chu Road and the Light Rail track hence the ESE wind is able to travel freely through the Site and reach the downwind regions including Oceania Heights, Shine Skills Centre (Tuen Mun), the PCCW Tsing Shan Wan Hing On Lane Exchange Building and Hoi Chu Road.

3.9.8.3. In the Illustrative Scheme, the Development does not reduce the effective width of Hoi Chu Road and the Light Rail track. In addition, a minimum 18m-building tower setback from the south site boundary is reserved for effective ventilation of the easterlies wind. Though wind blockage effect due to the Development is anticipated. A 6m-wide building setback from the east site boundary was suggested in order to facilitate the wind flow. No significant adverse air ventilation impact to the aforementioned downwind regions is anticipated.

3.9.8.4. **Figure 3.31a** and **Figure 3.31b** show the major air paths for ESE wind for the Baseline Scheme and Illustrative Scheme respectively.

3.9.9 SE & SSE Wind

3.9.9.1. With an annual wind frequency of 15.2% and 15.0% respectively and summer wind frequency of 16.4% and 16.6% respectively at grid (X038, Y057 and X039, Y057), SE wind is a major annual and summer prevailing wind for the Site. With an annual wind frequency of 11.4% and 10.9% respectively and summer wind frequency of 21.5% and 21.3% respectively at grid (X038, Y057 and X039, Y057), SSE wind is also one of the major annual and summer prevailing winds wind for the Site.

3.9.9.2. To the south and southeast of the Site, a low-rise cluster of industrial buildings along the waterfront and G/IC developments, namely the Hong Kong Christian Service Pui Oi School, N.L.S.I. Peace Evangelical Secondary School and Ching Chung Hau Po Woon Secondary School, pose an extensive blockage of the low-level incoming SE wind. The high-rise residential buildings, namely the Sea Crest, located to the south of the Site is anticipated to act as a barrier and shield a notable portion of incoming mid-level and high-level SSE wind towards the Site.

3.9.9.3. In the Baseline Scheme, SE winds are able to reach the eastern portion of the Site via the open spaces of Hang Kwai Street Playground and Hoi Chu Road Playground and Hang Fu Street. The SSE winds flow through the separation between the Boarding and Assembly Hall Block and Classroom Block of the Hong Kong Christian Service Pui Oi School along Hang Fu Street to reach the Site. SE and SSE wind will skim over the low-rise cluster to reach the Site and the downwind regions of Shine Skills Centre (Tuen Mun), Yan Chai Hospital Ho Sik Nam Primary School, Goodview Garden, PCCW Tsing Shan Wan Hing On Lane Exchange Building, Oceania Heights, Hoi Chu Road and Fung On Street.

3.9.9.4. In the Illustrative Scheme, the minimum 20m-wide building separation distance between the two proposed domestic blocks, the 8m-wide and 6-m wide building setback from the western and eastern site boundary and the façade void openings on the G/F public transport terminus and carpark area across north-south direction is also designed allows the south-easterly winds to penetrate through the Site to reach the downwind regions along Fung On Street including Shine Skills Centre (Tuen Mun), Yan Chai Hospital Ho Sik Nam Primary School, PCCW Tsing Shan Wan Hing On Lane Exchange Building and Oceania Heights. Since the proposed building block, i.e. the air corridor between the blocks, is along the north-south direction, part of the incoming SE and SSE winds might be diverted to the Goodview Garden to the north of the Site, ventilation impact along Fung On Street would be alleviated. For low-level wind environment at Hoi Chu Road which is at the downwind side of Site, ventilation impact is expected given that there is a long frontage podium structure in the Site.

3.9.9.5. **Figure 3.32a** and **Figure 3.32b** show the major air paths for SE winds, and **Figure 3.33a** and **Figure 3.33b** show the major air paths for SSE winds for the Baseline Scheme and Illustrative Scheme respectively.

3.9.10 S Wind

3.9.10.1. With a summer wind frequency of 11.2% and 11.6% respectively at grid (X038, Y057 and X039, Y057), S wind is a major summer prevailing wind for the Site as shown. A portion of S wind flows through Hang Fu Street and reach the eastern part of the Site. Another portion of S wind at mid-level will skim over the low-rise structure of the clubhouse of Nerine Cove and reach the Site from the Castle Peak Bay, whereas the Sea Crest will act as a major barrier shield a notable portion of the incoming S wind.

3.9.10.2. In the Baseline Scheme, S wind is able to reach the Site by flowing through Hang Fu Street and skim over the clubhouse structure of the Nerine Cove, then freely penetrate through the Site to reach the downwind regions including Goodview Garden, Shine Skills Centre (Tuen Mun), Yan Chai Hospital Ho Sik Nam Primary School, Hoi Chu Road and Fung On Street. While the southerly wind is anticipated to be weakened at Goodview Garden due to the Sea Crest located at the upwind direction.

3.9.10.3. In the Illustrative Scheme, the minimum 20m-wide building separation between Tower 1 and Tower 2, 8m-wide and 6-m wide building setback from the western and eastern site boundary and the façade void openings on the G/F public transport terminus and carpark area across north-south direction is also designed to allow the S wind to penetrate through the Site to reach developments along Fung On Street including Shine Skills Centre (Tuen Mun),

Yan Chai Hospital Ho Sik Nam Primary School, hence ventilation impact along Fung On Street would be alleviated. For low-level wind environment at Hoi Chu Road which is at the downwind side of Site, ventilation impact is expected given that there is a long frontage podium structure in the Site.

3.9.10.4. With the aforementioned good design features incorporated, significant adverse air ventilation impacts are not anticipated to be created by the Illustrative Scheme when comparing with the Baseline Scheme.

3.9.10.5. **Figure 3.34a** and **Figure 3.34b** show the major air paths for S wind for the Baseline Scheme and Illustrative Scheme respectively.

3.9.11 Conclusion

3.9.11.1. The Site currently consists of an open-air bus terminus and a passive open space. The Site is bounded by Hoi Chu Road to the North, existing residential development Oceania Heights to the West, Hoi Chu Road Playground to the East and Light Rail Goodview Garden Station to the South. Due to the open air nature of the existing condition, annual and summer mid-level prevailing winds are expected to penetrate through the Project Site with minimal obstruction to the downwind regions including Chung Hau Po Woon Secondary School, Nerine Cove, Oceania Heights and Hang Fu Street for NNE Wind, Oceania Heights, Shine Skills Centre (Tuen Mun), Yan Chai Hospital Ho Sik Nam Primary School, Goodview Garden, PCCW Tsing Shan Wan Hing On Lane Exchange Building, Oceania Heights, Fung On Street and Hoi Chu Road for ESE, SE and SSE Wind, and Goodview Garden, Shine Skills Centre (Tuen Mun), Yan Chai Hospital Ho Sik Nam Primary School, Fung On Street and Hoi Chu Road for S Wind.

3.9.11.2. The various good design features incorporated in the Illustrative Scheme are listed below:

(1) At least 18m-wide building setback from the south site boundary to allow penetration of ESE prevailing wind;

(2) At least 6m-wide building setback from the east site boundary to allow penetration of NNE, ESE, SE, SSE and S prevailing wind;

(3) At least 8m-wide building setback from the west site boundary to allow penetration of NNE, SE, SSE and S prevailing wind; and

(4) At least 20m-wide building separation between Tower 1 and Tower 2 to allow penetration of NNE, SE, SSE and S prevailing wind; and

(5) Permeable podium structure with façade void openings across the north-south direction on G/F bus terminus and carpark area(i).

Remarks:

(i) The design measure has been incorporated into the Illustrative Scheme, while the exact positions and dimensions of the façade void openings are subject to the detailed design, in that the building permeability and bulk as well as natural ventilation design of the podium would be further considered.

3.9.11.3. In addition to the good design features identified, the followings are some general recommendations that should be considered as far as practical in the detailed design stage to enhance ventilation performance.

(1) Optimize building permeability (refer to P in the PNAP APP-152 Sustainable Building Design Guideline);

(2) Minimize podium bulk to further mitigate the ventilation impact at site perimeter;

(3) Reference could also be made to recommendations of design measures in the Hong Kong Planning Standards and Guidelines; and

(4) Natural ventilation design in bus terminus and carpark space.

3.9.11.4. While the Site is not located within any major breezeway, it may potentially affect wind penetration at its immediate surroundings. In comparison with the existing condition, there would be some wind blockage effects induced by the proposed development, ventilation impact is expected for low-level wind environment since there is a long frontage podium structure in the Site. Nevertheless, with the incorporation of the captioned mitigation, it is anticipated that the Illustrative Scheme would not create significant adverse air ventilation impact to the surroundings by introducing various good design features to facilitate wind penetration through the Site and to alleviate the air ventilation impact induced by the Illustrative Scheme to the downwind regions. Therefore, no significant adverse air ventilation impact to the Site and surroundings are anticipated. Further quantitative AVA is considered not necessary. Should the mentioned mitigation measures cannot be provided or the BH/mass of the Development will be significantly increased in the future design, further studies (either AVA Initial Study or Detailed Study) should be conducted at future design stage to demonstrate the future design would be no worse off than the Illustrative Scheme.

3.10 Heritage Impact

A. General

3.10.1 The heritage impact assessment covers an area within 100m from the site boundary. A desktop literature review was conducted to assess the potential existence of archaeological remains with the assessment area. For the built heritage, built features include village houses, ancestral halls, study halls, temples, churches, shrines, monasteries, village gates, wells, schools, historic walls, bridge stone tablets, government functional structures, shop house, and military structures. Their cultural significances were briefly assessed to establish the baseline condition for the identification of potential impacts arising from the proposed construction works and recommendations for the corresponding mitigation measures. With reference to the Charter for the Conservation of Places of Cultural Significance (1991) (The Burra Charter) issued by the International Council on Monuments and Sites (ICOMOS) of UNESCO, “cultural significance” means aesthetic, historic, scientific, social or spiritual value.

B. Impact Assessment

3.10.2 <u>Archaeology</u>

3.10.2.1. The Site does not fall into any Site of Archaeological Interest (SAI) by the Antiquities and Monuments Office (as at Jun 2023). However, there are a numbers of SAIs namely Shek Kok Tsui, Castle Peak Pottery Kiln, So Kwun

Wat Perowne Barracks, So Kwun Wat, Siu Lam, and Tai Lam near the Development as shown in **Figure 3.37**. These archaeological sites contain a rich of cultural deposit, dated to the Neolithic period, the Bronze Age and the Han, Tang, Song, Ming and Qing dynasties, etc. The unearthed artifacts include but not limited to pottery sherds with double-F patterns, stone adzes, stone ring cores, stamped seals, copper Ban Liang and Wu Zhu coins etc.

3.10.2.2. As the location of the Site is far away from any SAI, no adverse impact on the archaeological remains from the Development is anticipated.

3.10.3 Built Heritage

3.10.3.1. There is no built heritage within the Site. The nearest declared monuments and historic buildings are identified which namely Morrison Building, Hoh Fuk Tong Centre, Shing Miu, No. 3 San Shek Wan North Road and Ceramic kiln. The locations of heritage buildings and structures are shown in **Figure 3.38**.

3.10.3.2. Built heritage includes declared monuments and historic buildings which located outside the 300m assessment zone from the Site. It is anticipated that the Development will not have any adverse impact on the built heritages.

4. Conclusion

4.1.1 Various technical assessments have been conducted and it is concluded that the Development is technically feasible and no insurmountable impact for the Development is anticipated subject to the implementation of the recommended mitigation measures.

Not Used

Figures

Millimetres 100 10 0

815000 E 815200 E 815400 E

827400 N 827200 N 827000 N

TUEN MUN

WONG CHU ROAD

HOI WONG ROAD

TUEN MUN HEUNG SZE WUI ROAD

HOI CHU ROAD

GOODVIEW GARDEN

OCEANIA HEIGHT

HOI CHU ROAD PLAYGROUND

LIGHT RAIL – GOODVIEW GARDEN STATION

HANG FU STREET

NERINE COVE

HANG KWAI STREET

HOI WING ROAD

HOI WAH ROAD

TUEN YEE STREET

HING ON LANE

FUNG ON STREET

Tuen Mun Swimming Pool

Tuen Mun Central Square

KMB Bus Depot (Tuen Mun South Depot)

Castle Peak Bay Fire Station

Castle Peak Bay Ambulance Depot

Regency Bay

The Sea Crest

Nerine Cove

Goodview Garden

Tsui Ning Garden

Oceania Heights

Hong Kong Christian Service Pui Oi School

Ching Chung Hau Po Woon Secondary School

N.L.S.I. Peace Evangelical Secondary School

Tuen Mun Hospital Ho Sin Nom Primary School

Snow Skiller Centre (Tuen Mun)

PCCW Tsing Shan Wan Hing On Lone Exchange Building

You Oi Sports Centre

Yung On Street Children's Playground

Hoi Chu Road Playground

Mylofit

Siu Lun Shopping Centre Car Park

Pok Oi Hospital Tuen Mun

MTR LRL Rectifier Station No.3

You Oi Sitting-out Area

Oi Yee House

Footbal Field

Cycle Track

Bus Terminus

Light Rail

Podium

Club House

Car Park

Basketball Court

Multi-storey Car Park

Tower 1 Tower 2 Tower 3 Tower 4 Tower 5

Block 1 Block 2 Block 3 Block 4 Block 5 Block 6

Podium (Car Park under)

Podium (Oceania Heights Shopping Mall under)

Podium (Hong Kong Christian Service Pui Oi School (Boarding and Assembly Hall Block))

Podium (Car Park Only)

Podium (Car Park Only and Public Toilet)

Podium (Public Toilet)

Podium (Public Toilet and Refuse Collection Point)

Podium (Refuse Collection Point)

Podium (Refuse Collection Point and Public Toilet)

Podium (Refuse Collection Point and Car Park under)

Podium (Refuse Collection Point and Car Park Only)

Podium (Refuse Collection Point and Car Park Only and Public Toilet)

Podium (Refuse Collection Point and Public Toilet)

Podium (Refuse Collection Point and Public Toilet and Car Park under)

Podium (Refuse Collection Point and Public Toilet and Car Park Only)

Podium (Refuse Collection Point and Public Toilet and Car Park Only and Public Toilet)

Podium (Refuse Collection Point and Public Toilet and Car Park Only and Public Toilet and Car Park under)

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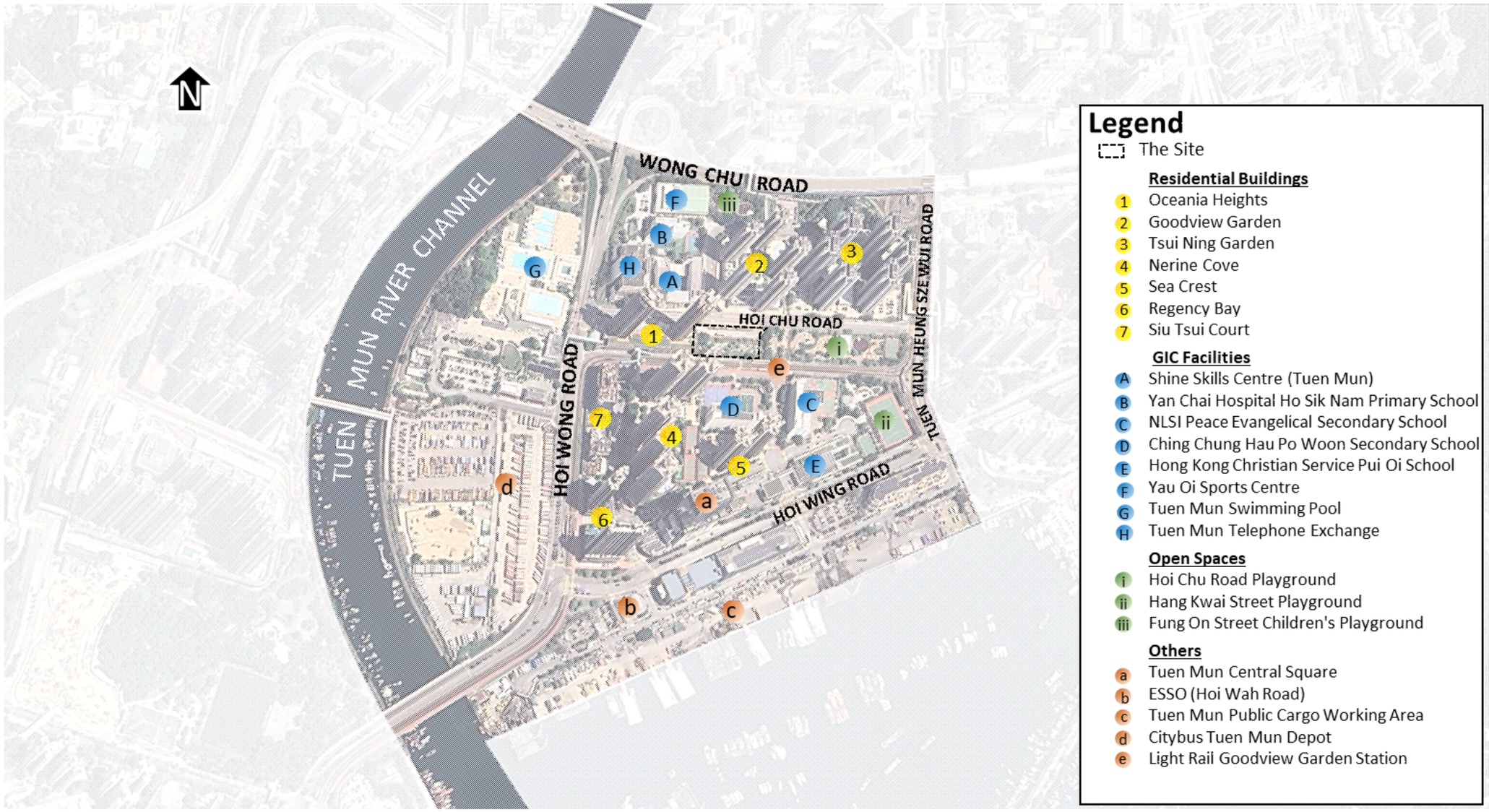


Legend

The Site

Residential Buildings

1. Oceania Heights
2. Goodview Garden
3. Tsui Ning Garden
4. Nerine Cove
5. Sea Crest
6. Regency Bay
7. Siu Tsui Court

GIC Facilities

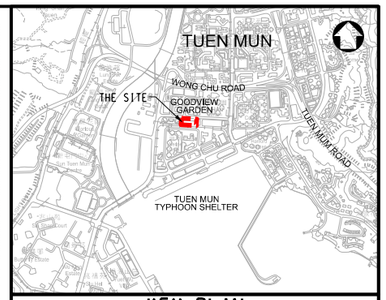
- A Shine Skills Centre (Tuen Mun)
- B Yan Chai Hospital Ho Sik Nam Primary School
- C NLSI Peace Evangelical Secondary School
- D Ching Chung Hau Po Woon Secondary School
- E Hong Kong Christian Service Pui Oi School
- F Yau Oi Sports Centre
- G Tuen Mun Swimming Pool
- H Tuen Mun Telephone Exchange

Open Spaces

- i Hoi Chu Road Playground
- ii Hang Kwai Street Playground
- iii Fung On Street Children's Playground

Others

- a Tuen Mun Central Square
- b ESSO (Hoi Wah Road)
- c Tuen Mun Public Cargo Working Area
- d Citybus Tuen Mun Depot
- e Light Rail Goodview Garden Station



KEY PLAN
N.T.S.

Rev.	Date	Description	By	Chk'd	App'd
A	DEC 2022	FIRST ISSUED	EY	SW	DL

Drawing Status: FEASIBILITY STUDY

Suitability: -

AtkinsRéalis

Client

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

西拓展處
WEST DEVELOPMENT OFFICE

Project Title
AGREEMENT NO. CE 46/2020 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENTS IN ZONE 1 (2021 - 2024) - FEASIBILITY STUDY (TASK ORDER 8 – GOODVIEW GARDEN STATION)

Drawing Title
LOCATION PLAN
FOR SURROUNDING LAND USES
AND DEVELOPMENT

Scale	Designed	Drawn	Checked	Authorised
	EY	YFC	SW	DL
Original Size	Date	Date	Date	Date
	DEC 2022	DEC 2022	DEC 2022	DEC 2022

Drawing Number: FIGURE 2.2

Revision:

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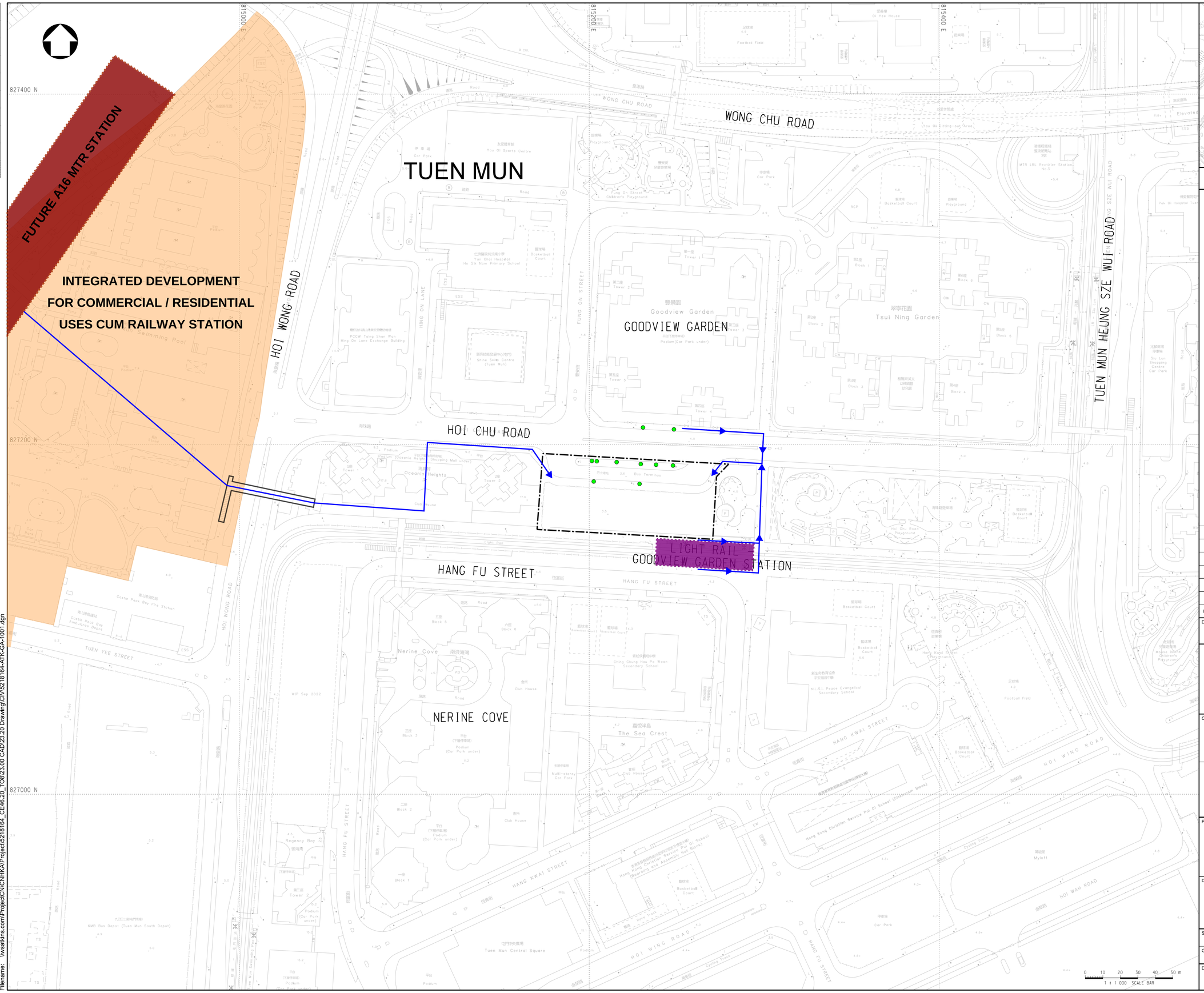

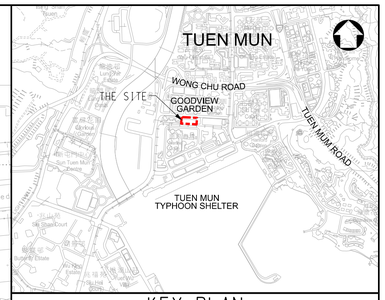

KEY PLAN
N.T.S.

LEGEND:

- BOUNDARY FOR PROPOSED DEVELOPMENT
- FUTURE A16 MTR STATION
- GOODVIEW GARDEN LRT STATION
- INTEGRATED DEVELOPMENT FOR COMMERCIAL / RESIDENTIAL USES CUM RAILWAY STATION
- FOOTBRIDGE / ELEVATED WALKWAY
- BUS/GMB STOPS
- PEDESTRIAN LINKAGE TO PROPOSED DEVELOPMENT

Rev.	Date	Description	By	Chk'd	App'd
C	SEP 2024	THIRD ISSUED	EY	SW	DL
B	JAN 2024	SECOND ISSUED	EY	SW	DL
A	DEC 2022	FIRST ISSUED	EY	SW	DL

Drawing Status: FEASIBILITY STUDY

Suitability: -

AtkinsRéalis

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

西拓展處
WEST DEVELOPMENT OFFICE

Project Title: AGREEMENT NO. CE 46/2020 (CE) TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENTS IN ZONE 1 (2021 - 2024) - FEASIBILITY STUDY (TASK ORDER 8 – GOODVIEW GARDEN STATION)

Drawing Title: PEDESTRIAN LINKAGE TO THE SITE

Scale	Designed	Drawn	Checked	Authorised
1:1000	EY	YFC	SW	DL
Original Size: A1	Date: DEC 2022	Date: DEC 2022	Date: DEC 2022	Date: DEC 2022

Drawing Number: FIGURE 2.3

Revision:

User name: CHEU9011 Date:9/23/2024 Time: 11:15:52 AM
Filename: \\wsatkins.com\Project\CN\CNHKA\Project\5218164_CE46.20_TO8\23.00 CAD\23.20 Drawing\CIV\5218164-ATK-GA-1001.dgn

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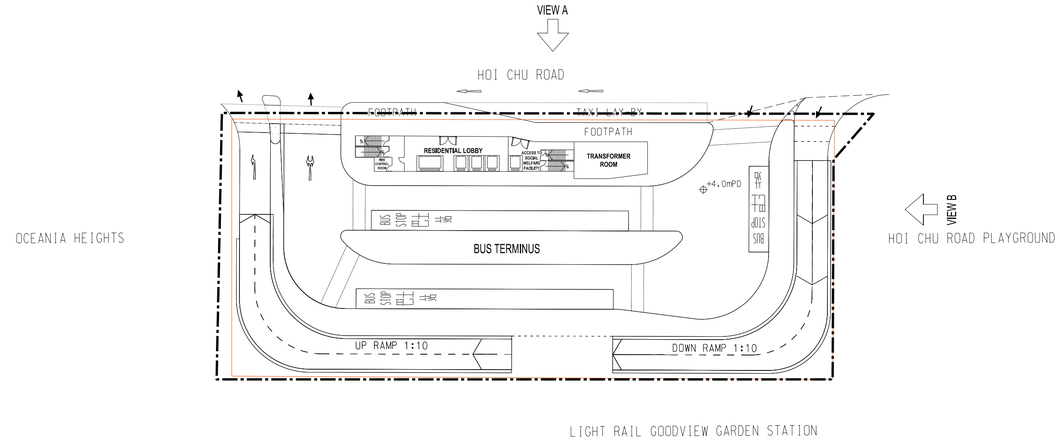
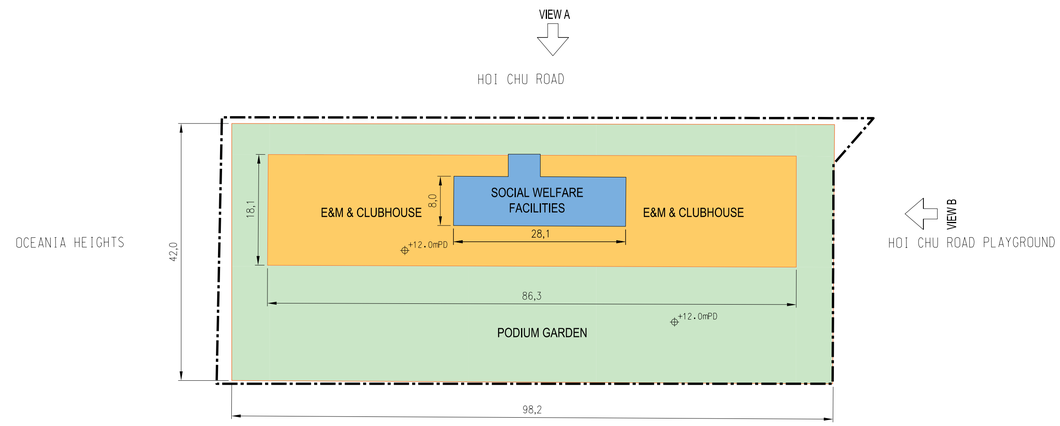
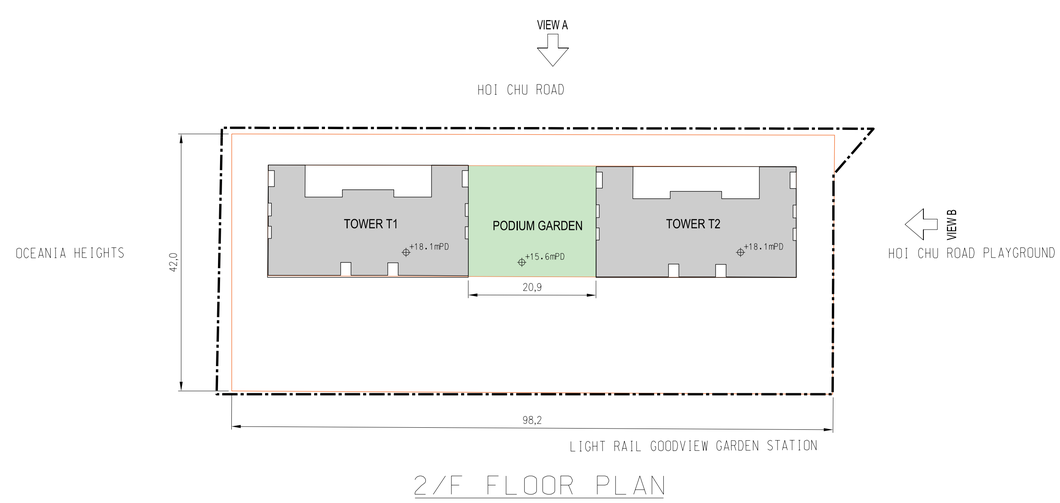
WONG CHU ROAD
HOI WONG ROAD
HOI CHU ROAD
TUEN MUN HEUNG SZE WUI ROAD
LIGHT RAIL - GOODVIEW GARDEN STATION
HANG FU STREET
HANG KWAI STREET
TMSE SCHEME BDY
YAU OI SPORTS CENTRE
HOI WONG ROAD GARDEN
TUEN MUN SWIMMING POOL SQUASH COURTS
HOI CHU ROAD PLAYGROUND
HANG KWAI STREET PLAYGROUND
FUNG ON STREET GARDEN PLAYGROUND
MOUSE ISLAND
GOODVIEW GARDEN
NERINE COVE
The Sea Crest
Oceania Heights
Nerine Cove
Tsui Ning Garden
Goodview Garden
Yau Oi Sitting-out Area
Footbal Field
Basketball Court
Playground
Car Park
Club House
Bus Terminus
Multi-storey Car Park
Podium (Car Park under)
Podium (Oceania Heights Shopping Mall under)
Regency Bay
Yat Tung Estate
Yat Ming Estate
Yat Yuen Estate
Yat Tai Mansion
Yat Chai Hospital
Ho Sai Nam Primary School
Caritas Peas Bay Ambulance Depot
KMB Bus Depot (Tuen Mun South Depot)
Tuen Mun Central Library
Tuen Mun Complex
Tuen Mun Government Offices
Tuen Mun Law Courts Building
Tuen Mun Town Hall
Tuen Mun Town Plaza
Tuen Mun Fire Station & Ambulance Depot
Tuen Mun Hospital
Tuen Mun Jockey Club Kindergarten-cum-Child Care Centre
Tuen Mun Jockey Club Primary School
Tuen Mun Jockey Club Secondary School
Tuen Mun Kwok Yat Secondary School
Tuen Mun Po Leung Kuk Stanley Ho Jockey Club Secondary School
Tuen Mun Po Leung Kuk Yeung Yiu Chung (No.6) Primary School
Tuen Mun Po Leung Kuk Yeung Yiu Chung (No.6) Secondary School
Tuen Mun Po Yuk Primary School
Tuen Mun Pui Oi School (Classroom Block)
Tuen Mun Pui Oi School (Multi-purpose Activity Hall Block)
Tuen Mun Sung Tsun Catholic Primary School
Tuen Mun Sung Tsun Catholic Secondary School
Tuen Mun Tung Koon Primary School
Tuen Mun Tung Koon Secondary School
Tuen Mun Wai Ling Primary School
Tuen Mun Wai Ling Secondary School
Tuen Mun Wah Yan College Hong Kong Primary School
Tuen Mun Wah Yan College Hong Kong Secondary School
Tuen Mun Yan Oi Tong Tin Ka Ping Secondary School
Tuen Mun Yan Oi Tong Yuen Yuen Primary School
Tuen Mun Yan Oi Tong Yuen Yuen Secondary School
Tuen Mun Yau Oi Catholic Primary School
Tuen Mun Yau Oi Catholic Secondary School
Tuen Mun Yau Oi Government Primary School
Tuen Mun Yau Oi Government Secondary School
Tuen Mun Yeung Yiu Chung (No.6) Secondary School
Tuen Mun Yeung Yiu Chung (No.7) Primary School
Tuen Mun Yeung Yiu Chung (No.7) Secondary School
Tuen Mun Yeung Yiu Chung Secondary School
Tuen Mun Yeung Yiu Chung Secondary School Sports Ground
Tuen Mun Yeung Yiu Chung Secondary School Swimming Pool
Tuen Mun Yeung Yiu Chung Secondary School Tennis Court
Tuen Mun Yeung Yiu Chung Secondary School Track and Field
Tuen Mun Yeung Yiu Chung Secondary School Volleyball Court
Tuen Mun Yeung Yiu Chung Secondary School Basketball Court
Tuen Mun Yeung Yiu Chung Secondary School Car Park
Tuen Mun Yeung Yiu Chung Secondary School Club House
Tuen Mun Yeung Yiu Chung Secondary School Multi-purpose Activity Hall



G/F FLOOR PLAN



1/F FLOOR PLAN



2/F FLOOR PLAN

LEGEND:

- SITE BOUNDARY
- BOUNDARY OF PODIUM
- E&M AND CLUBHOUSE
- SOCIAL WELFARE FACILITIES
- PODIUM GARDEN
- BUILDING BLOCK
- BOUNDARY OF TRANSFER PLATE

Rev.	Date	Description	By	Chk'd	App'd

Drawing Status: FEASIBILITY STUDY

Suitability: -

AtkinsRéalis

Client: 土木工程拓展署 Civil Engineering and Development Department

西拓展處
WEST DEVELOPMENT OFFICE

Project Title: AGREEMENT NO. CE 46/2020 (CE) TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENTS IN ZONE 1 (2021 - 2024) - FEASIBILITY STUDY (TASK ORDER 8 – GOODVIEW GARDEN STATION)

Drawing Title: CONCEPTUAL DEVELOPMENT SCHEME - LAYOUT PLANS

Scale	Designed	Drawn	Checked	Authorised
1:500	EY	YFC	SW	DL
Original Size	Date	Date	Date	Date
A1	MAY 2024	MAY 2024	MAY 2024	MAY 2024

Drawing Number: FIGURE 2.5a

Revision: -

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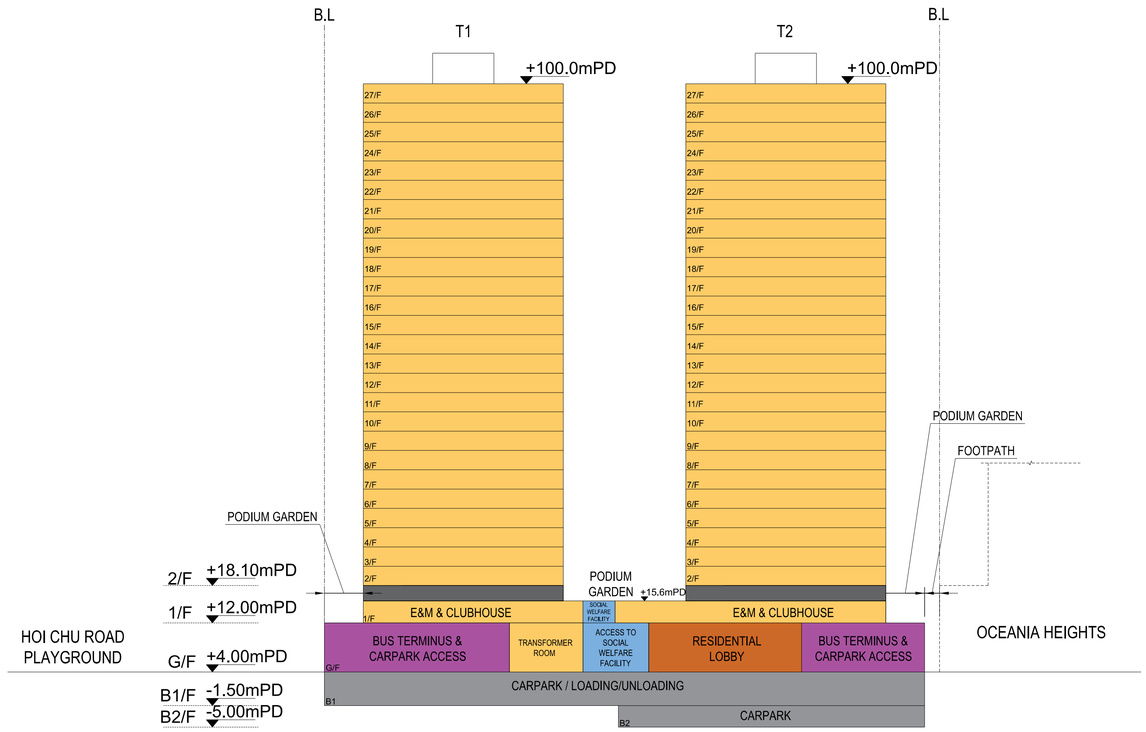
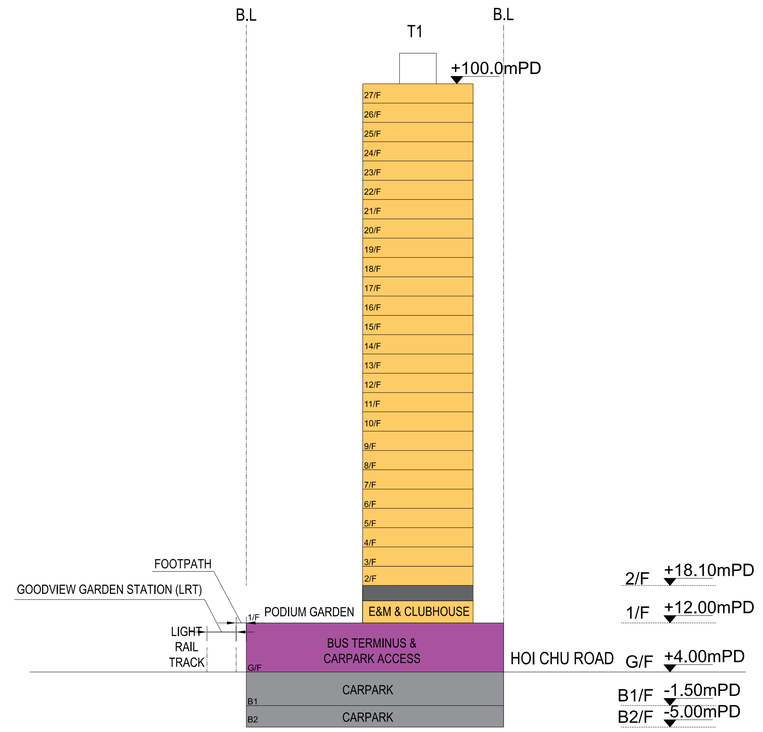
User name: CHEUI9011 Date:7/17/2024 Time: 5:13:07 PM
Filename: P:\CNHK-A\Project\5218164_CE46.20_TO8\20.00 Project Deliverables\20.10 Report\OR003_Working Paper on Optimal Scheme\OR003-03 Draft (Rev.3)\Working\Appendix B 001.dgn



VIEW A



VIEW B

Rev.	Date	Description	By	Chk'd	App'd

Drawing Status: FEASIBILITY STUDY

Suitability: -

AtkinsRéalis

Client

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

西拓展處
WEST DEVELOPMENT OFFICE

Project Title
AGREEMENT NO. CE 46/2020 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENTS IN ZONE 1 (2021 - 2024) - FEASIBILITY STUDY (TASK ORDER 8 – GOODVIEW GARDEN STATION)

Drawing Title
CONCEPTUAL DEVELOPMENT SCHEME - ELEVATIONS

Scale	Designed	Drawn	Checked	Authorised
1:500	EY	YFC	SW	DL
Original Size: A1	Date: MAY 2024	Date: MAY 2024	Date: MAY 2024	Date: MAY 2024

Drawing Number: FIGURE 2.5b

Revision: -

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User name: CHELI9011 Date:7/17/2024 Time: 5:17:18 PM
Filename: P:\CNHKA\Project\521814_CE46.20_TO8\21.00 Project Deliverables\20.10 Report\OR003_Working Paper on Optimal Scheme\OR003-03 Draft (Rev.3)\Working\Appendix B 002.dgn

展亮技能發展中心（屯門）
Shine Skills Centre
(Tuen Mun)

FUNG ON STREET

HOI CHU ROAD

PROPOSED METHOD OF CONTROL:

1	2	3	4	5
A, H	B	C, Fp	D, Fp	Gp, Ep, Fp
	(Demand Dependent)		(Demand Dependent)	(Demand Dependent)

第四座
Tower 4

2座
Tower 2

平台

FOOTPATH

TAXI LAY-BY

G/F DEVELOPMENT ACCESS
(INDICATIVE ONLY)

RAMP 1:10

RESERVED 72 sqm FOR BUS TERMINUS
ANCILLARY FACILITIES
(INDICATIVE ONLY)

min. 3.0

Light Rail

HANG FU STREET

LEGEND:

- PROPOSED SITE AREA
- PROPOSED ROAD LAYOUT
- IMPLEMENTED MODIFICATION BY OTHER
- PROPOSED VEHICLE DETECTOR LOOP (LB)
- PROPOSED VEHICLE RUN-IN/OUT
- PROPOSED MODIFICATION OF BUS TERMINUS /BUS STOP RUN-IN/OUT
- RESERVED SPACE FOR CHARGING FACILITY (INDICATIVE ONLY)
- RESERVED BUS TERMINUS ANCILLARY FACILITY (INDICATIVE ONLY)

Rev.	Date	Description	By	Chk'd	App'd
E	SEP 2024	AMENDMENTS	KVL	TL	SW
D	JUN 2024	AMENDMENTS	KVL	TL	SW
C	OCT 2023	AMENDMENTS	KVL	TL	SW
B	OCT 2023	AMENDMENTS	KVL	TL	SW
A	JUL 2023	AMENDMENTS	KVL	TL	SW
-	MAY 2023	FIRST ISSUED	KVL	TL	SW

Drawing Status: FEASIBILITY STUDY
Suitability: -

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

西拓展處
WEST DEVELOPMENT OFFICE

Project Title: AGREEMENT NO. CE 46/2020 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENTS IN ZONE 1 (2021 - 2024) - FEASIBILITY STUDY (TASK ORDER 8 – GOODVIEW GARDEN STATION)

Drawing Title: CONCEPTUAL LAYOUT FOR PROPOSED PUBLIC TRANSPORT FACILITIES

Scale	Designed	Drawn	Checked	Authorised
1:500	KVL	PC	TL	SW
Original Size	Date	Date	Date	Date
A3	SEP 2024	SEP 2024	SEP 2024	SEP 2024

Drawing Number: FIGURE 3.1a
Revision: E

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User name: $USERNAME$ Date:26/9/2024 Time: 15:57:06
Filename: \\wsatkins.com\Project\CN\CNHKA\Transportation\Es2\TRANS\Job\5202094 CE462020 Term Consultancy Z1 21-24 FS\Task Order\TO8 - Private HD at Tuen Mun TMYLW_69 TTIA (5218164)\Drawings\OR004-06 TTIA\Figure 2.2-2.dgn

展亮技能發展中心（屯門）
Shine Skills Centre
(Tuen Mun)

FUNG ON STREET

Child/Sch

PROPOSED METHOD OF CONTROL:

1	2	3	4	5
A, H	B	C, Fp	D, Fp	Gp, Ep, Ip, Fp
	(Demand Dependent)		(Demand Dependent)	(Demand Dependent)

RELOCATION OF EXISTING PEDESTRIAN CROSSING TO ENHANCE PEDESTRIAN CONNECTIVITY

RELOCATION OF BUS STOP TO OFFSET DISTANCE FROM PEDESTRIAN CROSSING

第四座
Tower 4

HOI CHU ROAD

BUS STOP

平台

2座
Tower 2

Tax Up Off 2F E Tax Up/Off

FOOTPATH

G/F DEVELOPMENT ACCESS (INDICATIVE ONLY)

TAXI LAY-BY

MIN. 10m

RAMP 1:10

RESERVED 72 sqm FOR BUS TERMINUS ANCILLARY FACILITIES (INDICATIVE ONLY)

min. 3.0

P

Light Rail

P. Cyc/ N-TS895

N-TS896

斜路 輕鐵 — 豐景園

斜路 LR — Goodview Garden

HANG FU STREET

CUL

LEGEND:

- PROPOSED SITE AREA
- PROPOSED ROAD LAYOUT
- IMPLEMENTED MODIFICATION BY OTHER
- PROPOSED VEHICLE DETECTOR LOOP (LB)
- PROPOSED VEHICLE RUN-IN/OUT
- PROPOSED MODIFICATION OF BUS TERMINUS /BUS STOP RUN-IN/OUT
- RESERVED SPACE FOR CHARGING FACILITY (INDICATIVE ONLY)
- RESERVED BUS TERMINUS ANCILLARY FACILITY (INDICATIVE ONLY)

Rev.	Date	Description	By	Chk'd	App'd
E	SEP 2024	AMENDMENTS	KVL	TL	SW
D	JUN 2024	AMENDMENTS	KVL	TL	SW
C	OCT 2023	AMENDMENTS	KVL	TL	SW
B	OCT 2023	AMENDMENTS	KVL	TL	SW
A	JUL 2023	AMENDMENTS	KVL	TL	SW
-	MAY 2023	FIRST ISSUED	KVL	TL	SW

Drawing Status: FEASIBILITY STUDY
Suitability: -

AtkinsRéalis

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

西拓展處
WEST DEVELOPMENT OFFICE

Project Title: AGREEMENT NO. CE 46/2020 (CE) TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENTS IN ZONE 1 (2021 - 2024) - FEASIBILITY STUDY (TASK ORDER 8 – GOODVIEW GARDEN STATION)

Drawing Title: CONCEPTUAL LAYOUT FOR PROPOSED PUBLIC TRANSPORT FACILITIES (ALTERNATIVE)

Scale	Designed	Drawn	Checked	Authorised
1:500	KVL	PC	TL	SW
Original Size	Date	Date	Date	Date
A3	SEP 2024	SEP 2024	SEP 2024	SEP 2024

Drawing Number: FIGURE 3.1b
Revision: E

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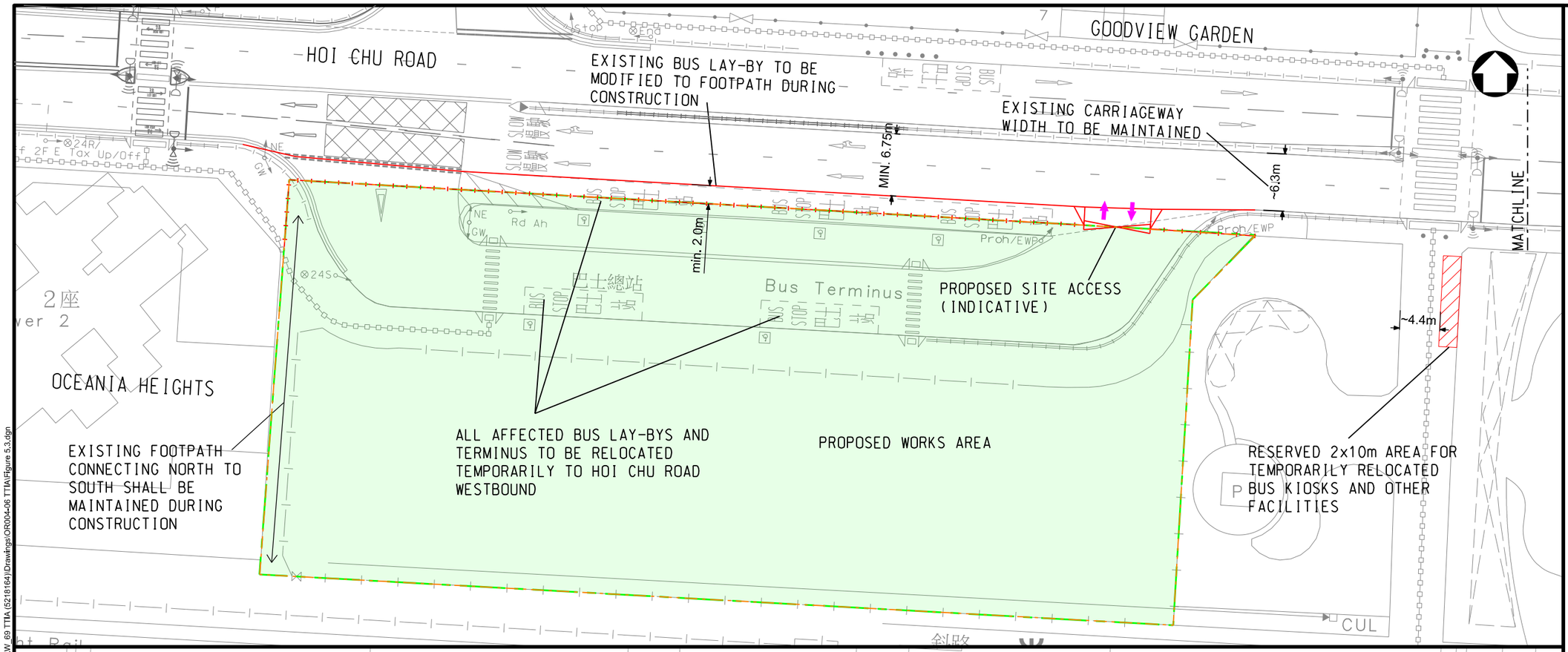
User name: $USERNAME$ Date:26/9/2024 Time: 15:56:21
Filename: \\wsatkins.com\Project\CN\CNHKA\Transportation\Est2\TRANS\Job\5202094 CE462020 Term Consultancy Z1 21-24 FS\Task Order\TO8 - Private HD at Tuen Mun TMYLW_69 TTIA (5218164)\Drawings\OR004-06 TTIA\Figure 2.2-1.dgn



LEGEND:

- PROPOSED SITE BOUNDARY
- PROPOSED WORKS AREA
- PROPOSED TEMPORARY ROAD LAYOUT
- PROPOSED VEHICLE RUN-IN/OUT / SITE ACCESS
- RESERVED AREA FOR BUS FACILITIES

Rev.	Date	Description	By	Chk'd	Appr'd
E	SEP 2024	AMENDMENTS	KVL	TL	SW
D	JUN 2024	AMENDMENTS	KVL	TL	SW
C	FEB 2024	AMENDMENTS	KVL	TL	SW
B	OCT 2023	AMENDMENTS	KVL	TL	SW
A	JUL 2023	AMENDMENTS	KVL	TL	SW
-	MAY 2023	FIRST ISSUED	KVL	TL	SW

Drawing Status: FEASIBILITY STUDY

Suitability: -

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

西拓展處
WEST DEVELOPMENT OFFICE

Project Title: AGREEMENT NO. CE 46/2020 (CE) TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENTS IN ZONE 1 (2021 - 2024) - FEASIBILITY STUDY (TASK ORDER 8 – GOODVIEW GARDEN STATION)

Drawing Title: TEMPORARY ARRANGEMENT FOR BUS/GMB STOPS AND BUS TERMINUS

Scale	Designed	Drawn	Checked	Authorised
1:500	KVL	PC	TL	SW
Original Size: A3	Date: SEP 2024	Date: SEP 2024	Date: SEP 2024	Date: SEP 2024

Drawing Number: FIGURE 3.2

Revision: E

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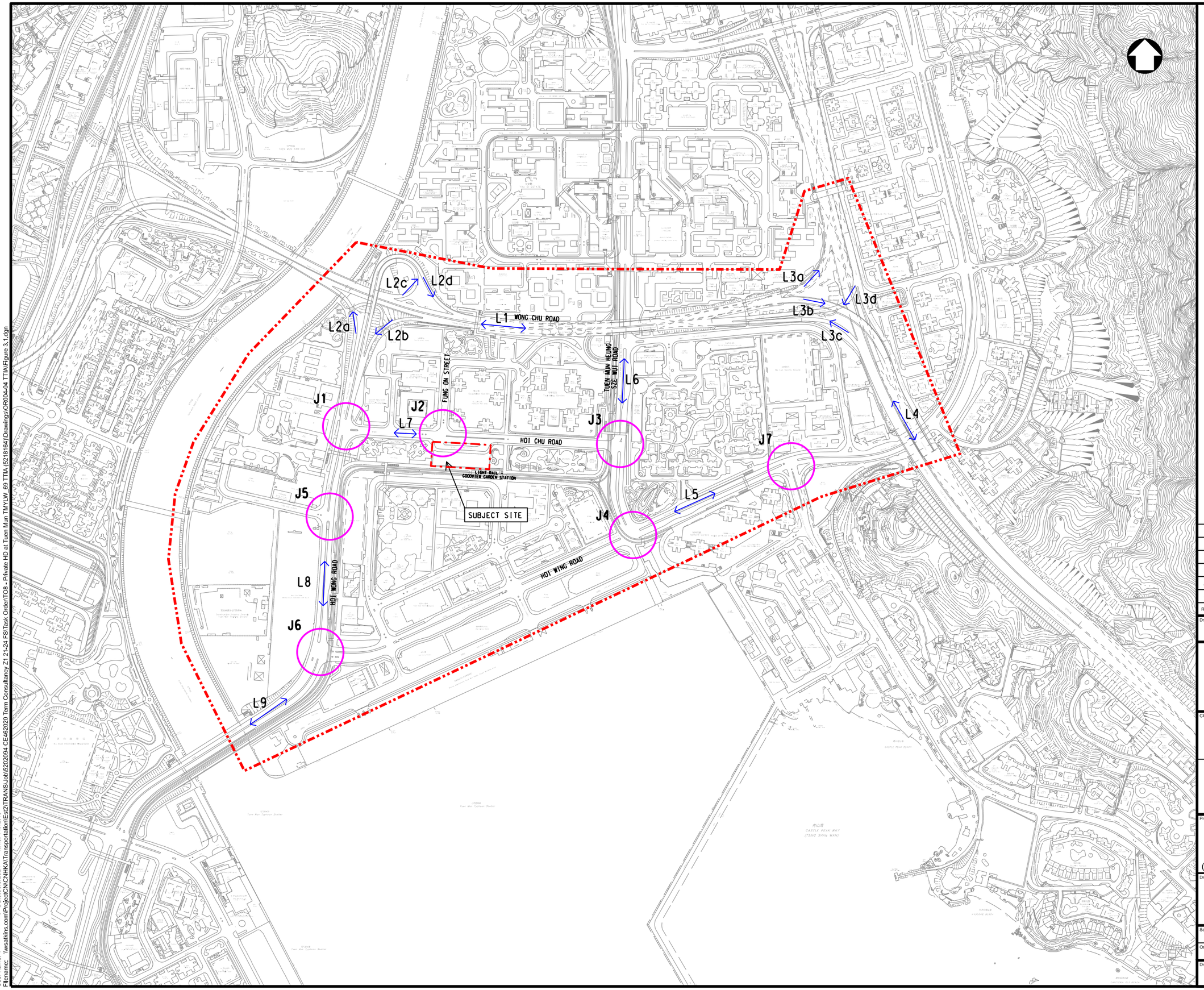
User name: $USERNAME$ Date:26/9/2024 Time: 9:53:53
Filename: \\wsatkins.com\Project\CN\CNHKA\Transportation\Ed2\TRANS\Job\52020094.CE462020 Term Consultancy Z1 21-24 FS\Task Order\TO8 - Private HD at Tuen Mun TMYLW_69 TTIA (52181641)\Drawings\OR004-06 TTIA\Figure 5.3.dgn



LEGEND:

- AREA OF INFLUENCE
- PROPOSED DEVELOPMENT SITE AREA
- J1 — KEY JUNCTIONS
- L1 — KEY ROAD LINKS

Rev.	Date	Description	By	Chk'd	App'd
B	FEB 2024	AMENDMENTS	KVL	TL	SW
A	JUL 2023	AMENDMENTS	KVL	TL	SW
-	MAY 2023	FIRST ISSUED	KVL	TL	SW

Drawing Status

Suitability

AtkinsRéalis

Client

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

西拓展處
WEST DEVELOPMENT OFFICE

Project Title

AGREEMENT NO. CE 46/2020 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENTS IN ZONE 1 (2021 – 2024) - FEASIBILITY STUDY (TASK ORDER 8 – GOODVIEW GARDEN STATION)

Drawing Title

LOCATIONS OF ASSESSED ROAD LINKS AND JUNCTIONS

Scale	Designed	Drawn	Checked	Authorised
N.T.S.	KVL	PC	TL	SW
Original Size	Date	Date	Date	Date
A3	JUN 2024	JUN 2024	JUN 2024	JUN 2024

Drawing Number

FIGURE 3.3

Revision

B

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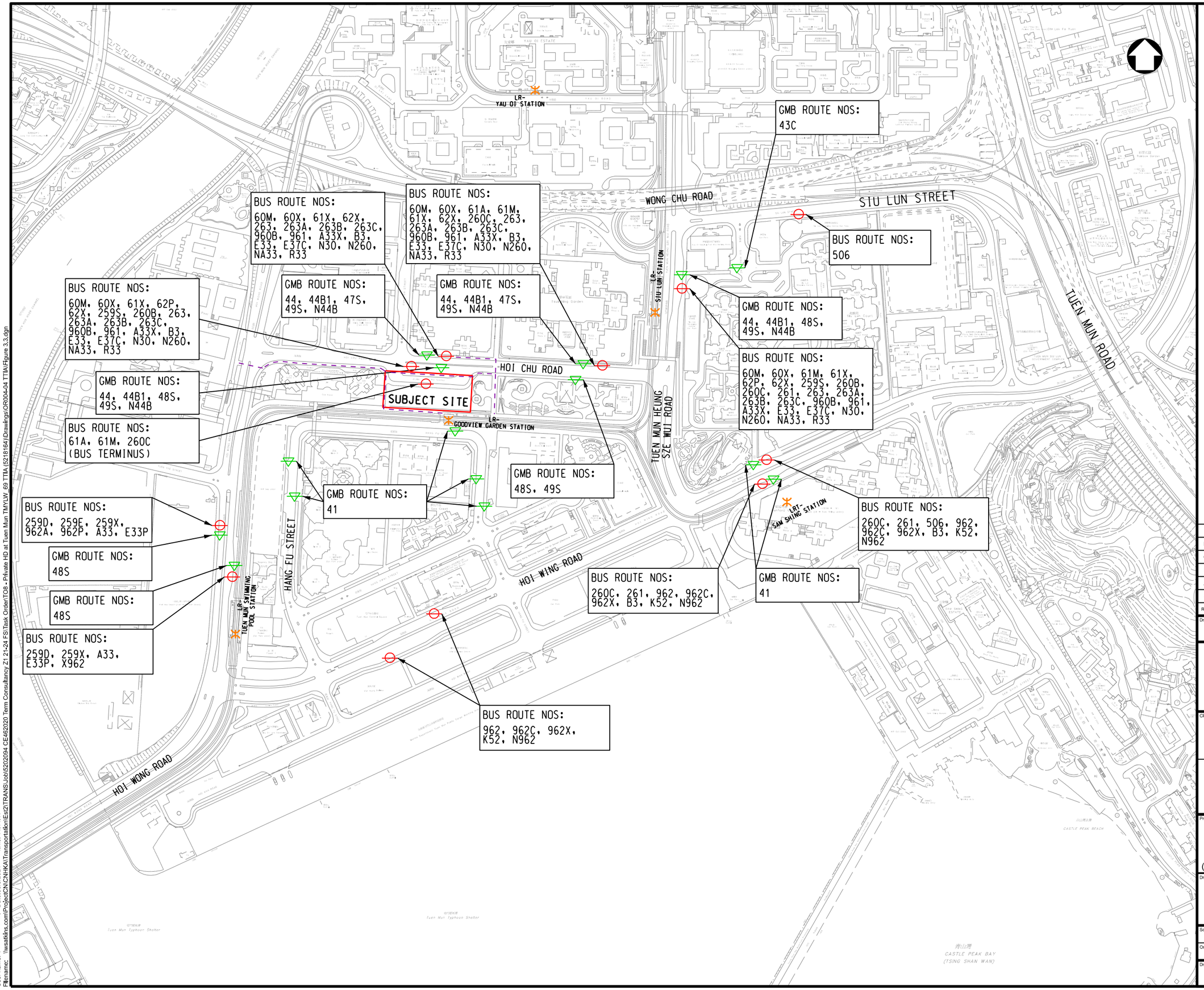
User name: SUSERNAME$ Date:30/5/2024 Time: 14:12:19
Filename: \\wsatkins.com\Project\CN\CNHKA\Transportation\Es2\TRANS\Job\5202094.CE462020 Term Consultancy Z1 21-24 FS\Task Order\TO8 - Private HD at Tuen Mun TM\YLW_69 TTIA (5218164)\Drawings\OR004-04 TTIA\Figure 3.1.dgn



LEGEND:

- PROPOSED DEVELOPMENT SITE AREA
- BUS STOP / TERMINUS
- GREEN MINIBUS STOP / TERMINUS
- MTR/LRT STATION
- ANTICIPATED PEDESTRIAN ROUTES BETWEEN THE PROPOSED DEVELOPMENT AND NEARBY PUBLIC TRANSPORT SERVICES

Rev.	Date	Description	By	Chk'd	App'd
D	JUN 2024	AMENDMENTS	KVL	TL	SW
C	FEB 2024	AMENDMENTS	KVL	TL	SW
B	OCT 2023	AMENDMENTS	KVL	TL	SW
A	JUL 2023	AMENDMENTS	KVL	TL	SW
-	MAY 2023	FIRST ISSUED	KVL	TL	SW

Drawing Status: FEASIBILITY STUDY

Suitability: -

AtkinsRéalis

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

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WEST DEVELOPMENT OFFICE

Project Title: AGREEMENT NO. CE 46/2020 (CE) TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENTS IN ZONE 1 (2021 - 2024) - FEASIBILITY STUDY (TASK ORDER 8 – GOODVIEW GARDEN STATION)

Drawing Title: EXISTING NEARBY PUBLIC TRANSPORT FACILITIES

Scale	Designed	Drawn	Checked	Authorised
N.T.S.	KVL	PC	TL	SW
Original Size: A3	Date: JUN 2024	Date: JUN 2024	Date: JUN 2024	Date: JUN 2024

Drawing Number: FIGURE 3.4

Revision: D

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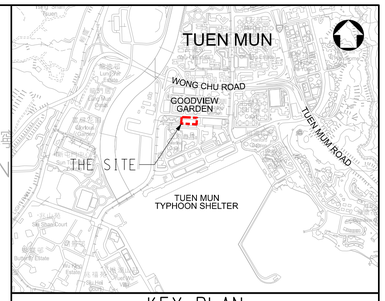
User name: $USERNAME$ Date:30/5/2024 Time: 14:14:11
Filename: \\wsatkins.com\Project\CN\CNHKA\Transportation\East2\TRANS\Job\5202094 CE46/2020 Term Consultancy Z1 21-24 FS\Task Order\TO8 - Private HD at Tuen Mun TMYLW_69 TTIA (621816\4)\Drawings\OR004-04 TTIA\Figure 3.3.dgn



KEY PLAN
N.T.S.

LEGEND:

- BOUNDARY FOR PROPOSED DEVELOPMENT
- EXISTING DRAIN PIPE SYSTEM
- EXISTING SEWER PIPE SYSTEM
- SURFACE RUNOFF FLOW IN CATCHMENT AREA OF EXISTING BUS TERMINUS
- SURFACE RUNOFF FLOW IN CATCHMENT AREA OF EXISTING AMENITY AREA AND PEDESTRIAN ACCESS

Rev.	Date	Description	By	Chk'd	App'd
D	SEP 2024	FOURTH ISSUED	EY	SW	DL
C	JAN 2024	THIRD ISSUED	EY	SW	DL
B	AUG 2023	SECOND ISSUED	EY	SW	DL
A	DEC 2022	FIRST ISSUED	EY	SW	DL

Drawing Status: FEASIBILITY STUDY
Suitability: -

AtkinsRéalis

Client: 土木工程拓展署 Civil Engineering and Development Department

西拓展處
WEST DEVELOPMENT OFFICE

Project Title: AGREEMENT NO. CE 46/2020 (CE) TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENTS IN ZONE 1 (2021 - 2024) - FEASIBILITY STUDY (TASK ORDER 8 – GOODVIEW GARDEN STATION)

Drawing Title: EXISTING DRAINAGE SYSTEM AND LOCAL CATCHMENT AREAS

Scale	Designed	Drawn	Checked	Authorised
1:500	EY	YFC	SW	DL
Original Size: A1	Date: DEC 2022	Date: DEC 2022	Date: DEC 2022	Date: DEC 2022

Drawing Number: FIGURE 3.5
Revision: D

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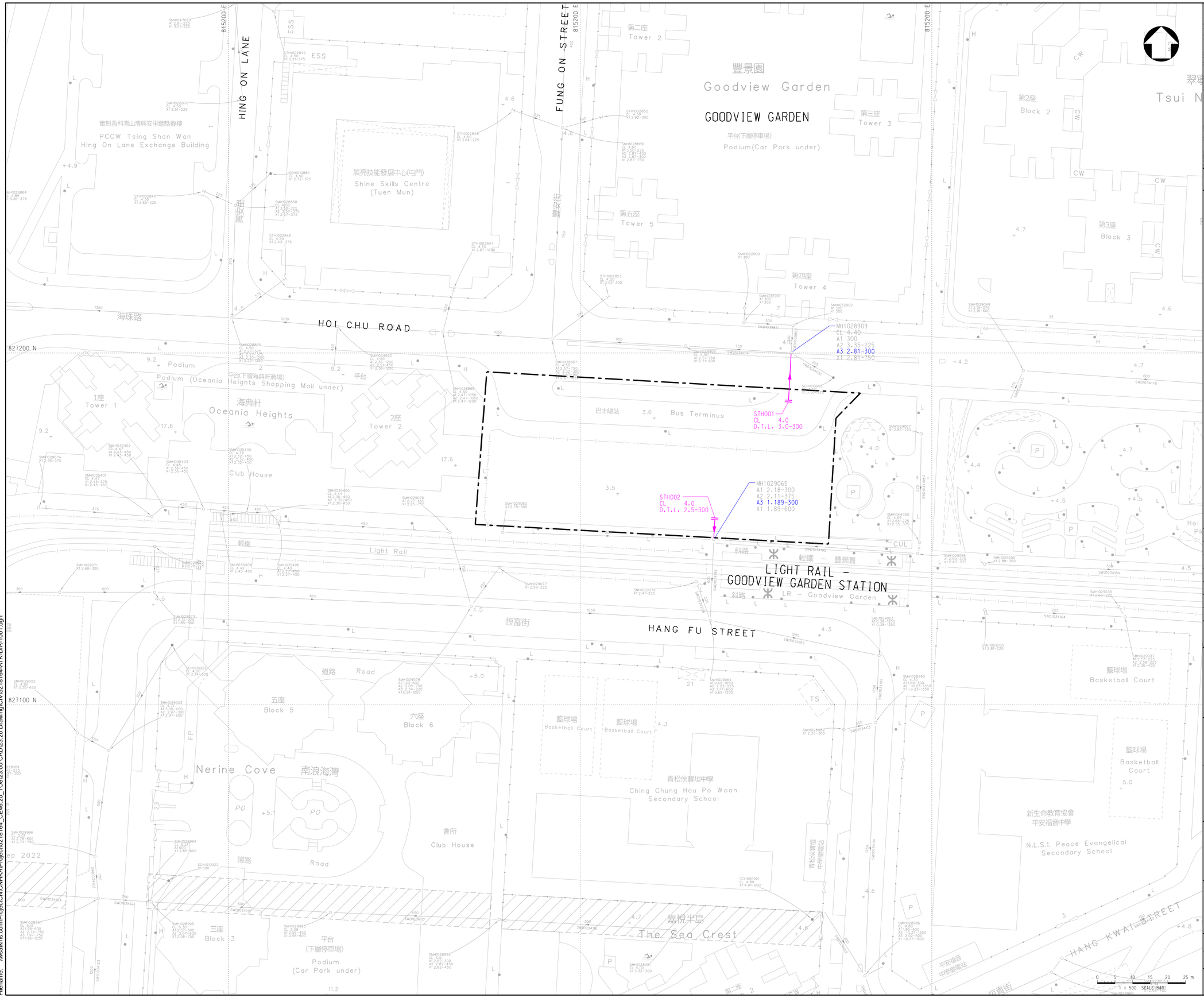
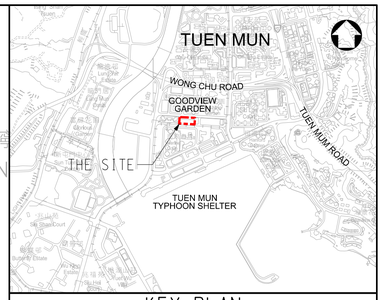
User name: CHEU9011 Date:9/23/2024 Time: 11:18:22 AM
Filename: \\wsatkins.com\Project\CN\CNHKA\Project\5218164_CE46.20_TO8\23.00 CAD\23.20 Drawing\CIV\5218164-ATK-UU-1006.dgn





KEY PLAN
N.T.S.

LEGEND:

- BOUNDARY FOR PROPOSED DEVELOPMENT
- EXISTING DRAIN PIPE SYSTEM
- PROPOSED STORMWATER DRAINAGE SYSTEM

CONFIDENTIAL

Rev.	Date	Description	By	Chk'd	App'd
D	SEP 2024	FOURTH ISSUED	EY	SW	DL
C	JAN 2024	THIRD ISSUED	EY	SW	DL
B	AUG 2023	SECOND ISSUED	EY	SW	DL
A	DEC 2022	FIRST ISSUED	EY	SW	DL

Drawing Status: FEASIBILITY STUDY

Suitability: -

AtkinsRéalis

Client: 土木工程拓展署 Civil Engineering and Development Department

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WEST DEVELOPMENT OFFICE

Project Title: AGREEMENT NO. CE 46/2020 (CE) TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENTS IN ZONE 1 (2021 - 2024) - FEASIBILITY STUDY (TASK ORDER 8 – GOODVIEW GARDEN STATION)

Drawing Title: PROPOSED DRAINAGE WORKS

Scale	Designed	Drawn	Checked	Authorised
1:500	EY	YFC	SW	DL
Original Size: A1	Date: DEC 2022	Date: DEC 2022	Date: DEC 2022	Date: DEC 2022

Drawing Number: FIGURE 3.6

Revision: D

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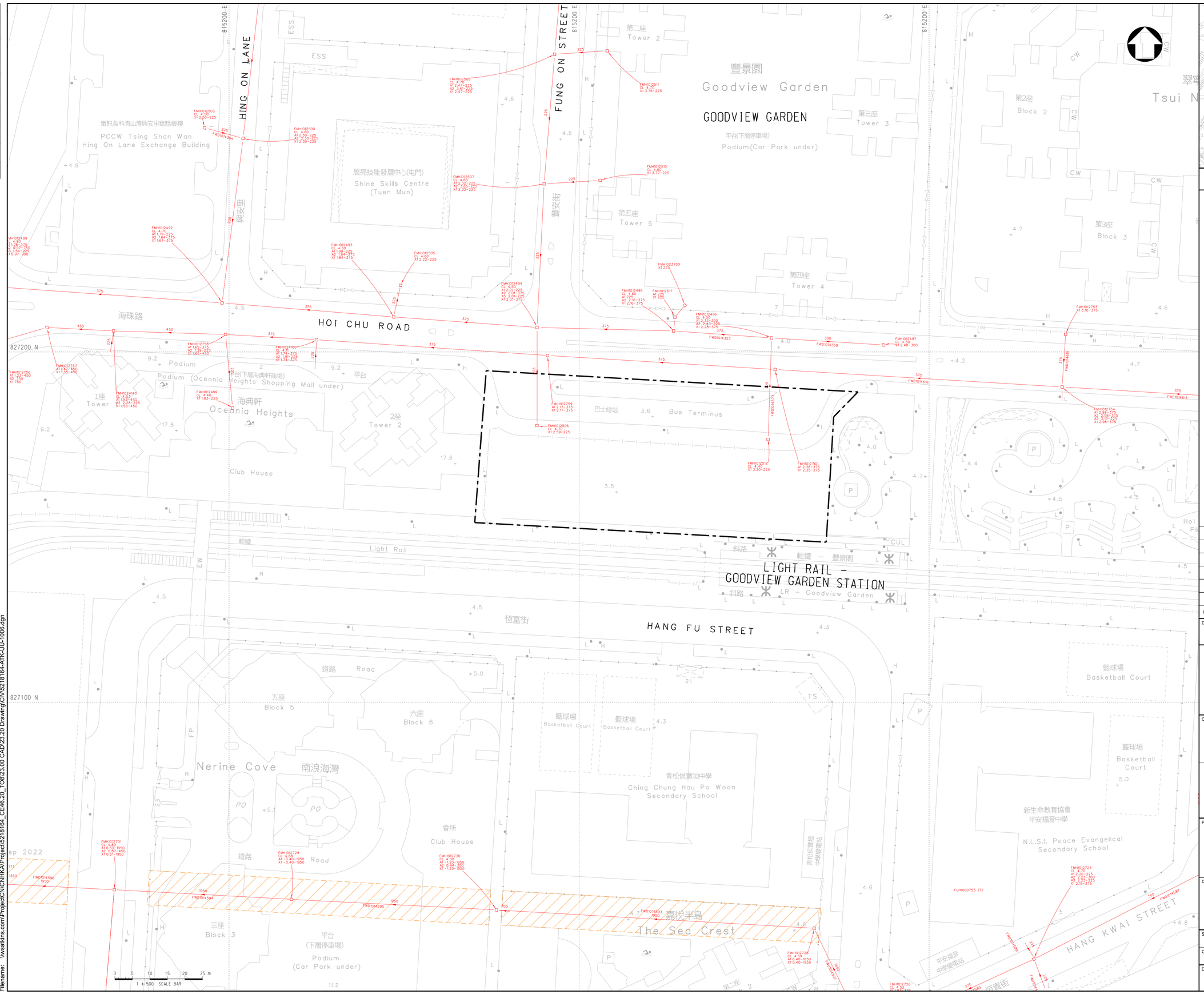
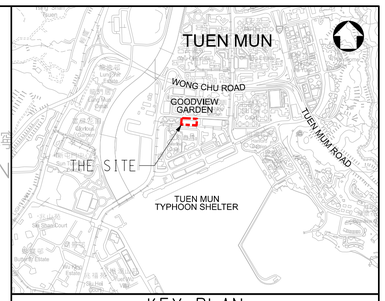
User name: CHEU9011 Date:9/23/2024 Time: 11:20:31 AM
Filename: \\wsatkins.com\Project\CN\CNHKA\Project\5218164_CE46.20_TO8\23.00 CAD\23.20 Drawing\CIV\5218164-ATK-DIA-1001.dgn





KEY PLAN
N.T.S.

LEGEND:

- BOUNDARY FOR PROPOSED DEVELOPMENT
- EXISTING DRAIN PIPE SYSTEM
- EXISTING SEWER PIPE SYSTEM

CONFIDENTIAL

Rev.	Date	Description	By	Chk'd	App'd
D	SEP 2024	FOURTH ISSUED	EY	SW	DL
C	JAN 2024	THIRD ISSUED	EY	SW	DL
B	AUG 2023	SECOND ISSUED	EY	SW	DL
A	DEC 2022	FIRST ISSUED	EY	SW	DL

Drawing Status: FEASIBILITY STUDY
Suitability: –

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

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WEST DEVELOPMENT OFFICE

Project Title: AGREEMENT NO. CE 46/2020 (CE) TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENTS IN ZONE 1 (2021 - 2024) - FEASIBILITY STUDY (TASK ORDER 8 – GOODVIEW GARDEN STATION)

Drawing Title: EXISTING SEWERAGE SYSTEM

Scale	Designed	Drawn	Checked	Authorised
1:500	EY	YFC	SW	DL
Original Size: A1	Date: DEC 2022	Date: DEC 2022	Date: DEC 2022	Date: DEC 2022

Drawing Number: FIGURE 3.7
Revision: D

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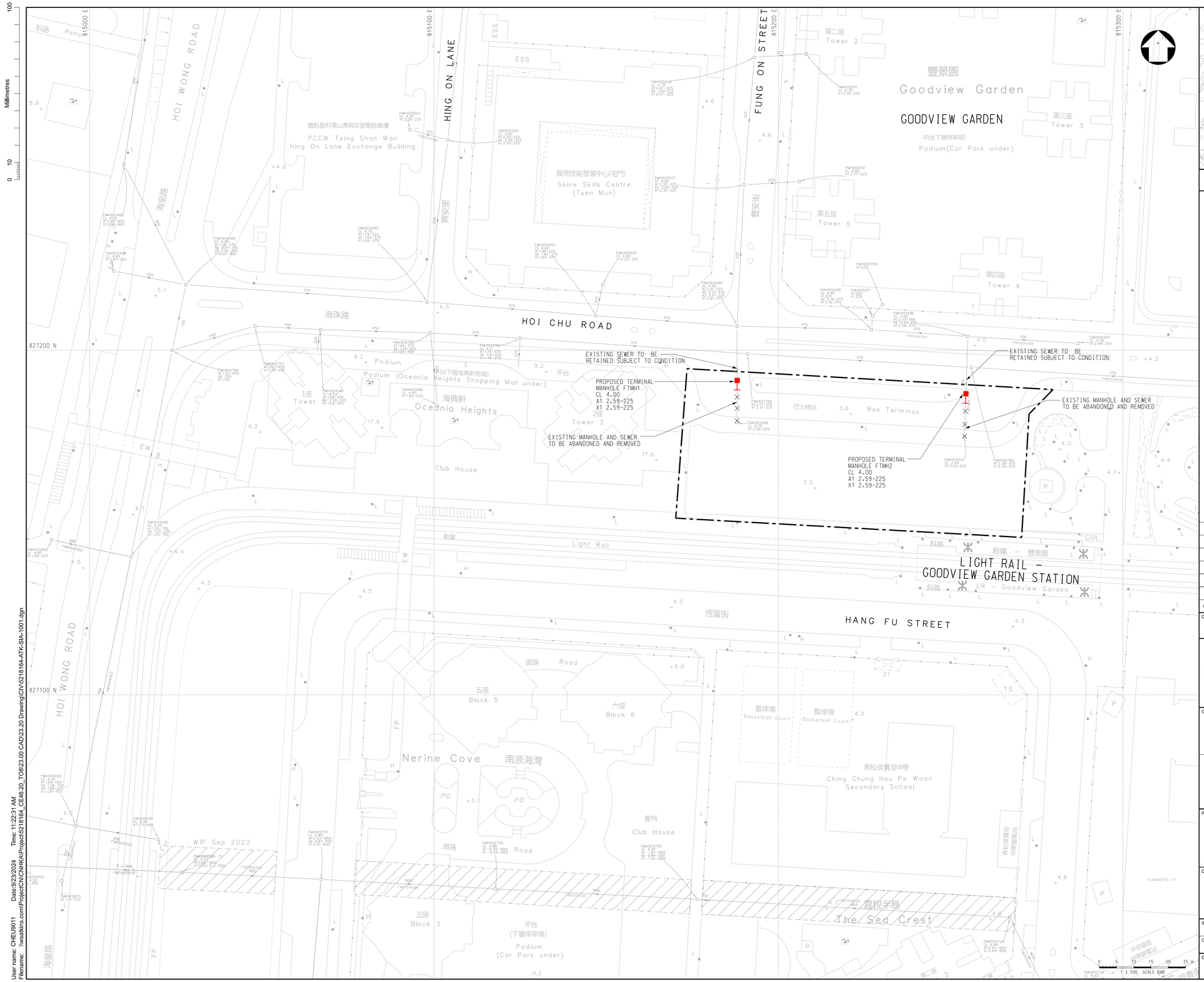
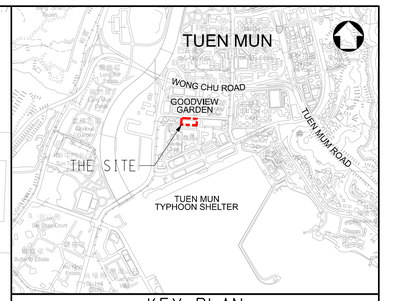
User name: CHEU9011 Date:9/23/2024 Time: 11:18:22 AM
Filename: \\wsatkins.com\Project\CN\CNHKA\Project\5218164_CE46.20_TO8\23.00 CAD\23.20 Drawing\CIV\5218164-ATK-UU-1006.dgn





KEY PLAN
N.T.S.

LEGEND:

- BOUNDARY FOR PROPOSED DEVELOPMENT
- EXISTING SEWER PIPE SYSTEM
- PROPOSED SEWER PIPE SYSTEM
- EXISTING SEWER PIPE SYSTEM TO BE ABANDONED

CONFIDENTIAL

Rev.	Date	Description	By	Chk'd	App'd
D	SEP 2024	FOURTH ISSUED	EY	SW	DL
C	JAN 2024	THIRD ISSUED	EY	SW	DL
B	AUG 2023	SECOND ISSUED	EY	SW	DL
A	DEC 2022	FIRST ISSUED	EY	SW	DL

Drawing Status: FEASIBILITY STUDY
Suitability: -

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

西拓展處
WEST DEVELOPMENT OFFICE

Project Title: AGREEMENT NO. CE 46/2020 (CE) TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENTS IN ZONE 1 (2021 - 2024) - FEASIBILITY STUDY (TASK ORDER 8 – GOODVIEW GARDEN STATION)

Drawing Title: PROPOSED SEWERAGE SYSTEM

Scale	Designed	Drawn	Checked	Authorised
1:500	EY	YFC	SW	DL
Original Size: A1	Date: DEC 2022	Date: DEC 2022	Date: DEC 2022	Date: DEC 2022

Drawing Number: FIGURE 3.8
Revision: D

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User name: CHEUI9011 Date:9/23/2024 Time:11:22:31 AM
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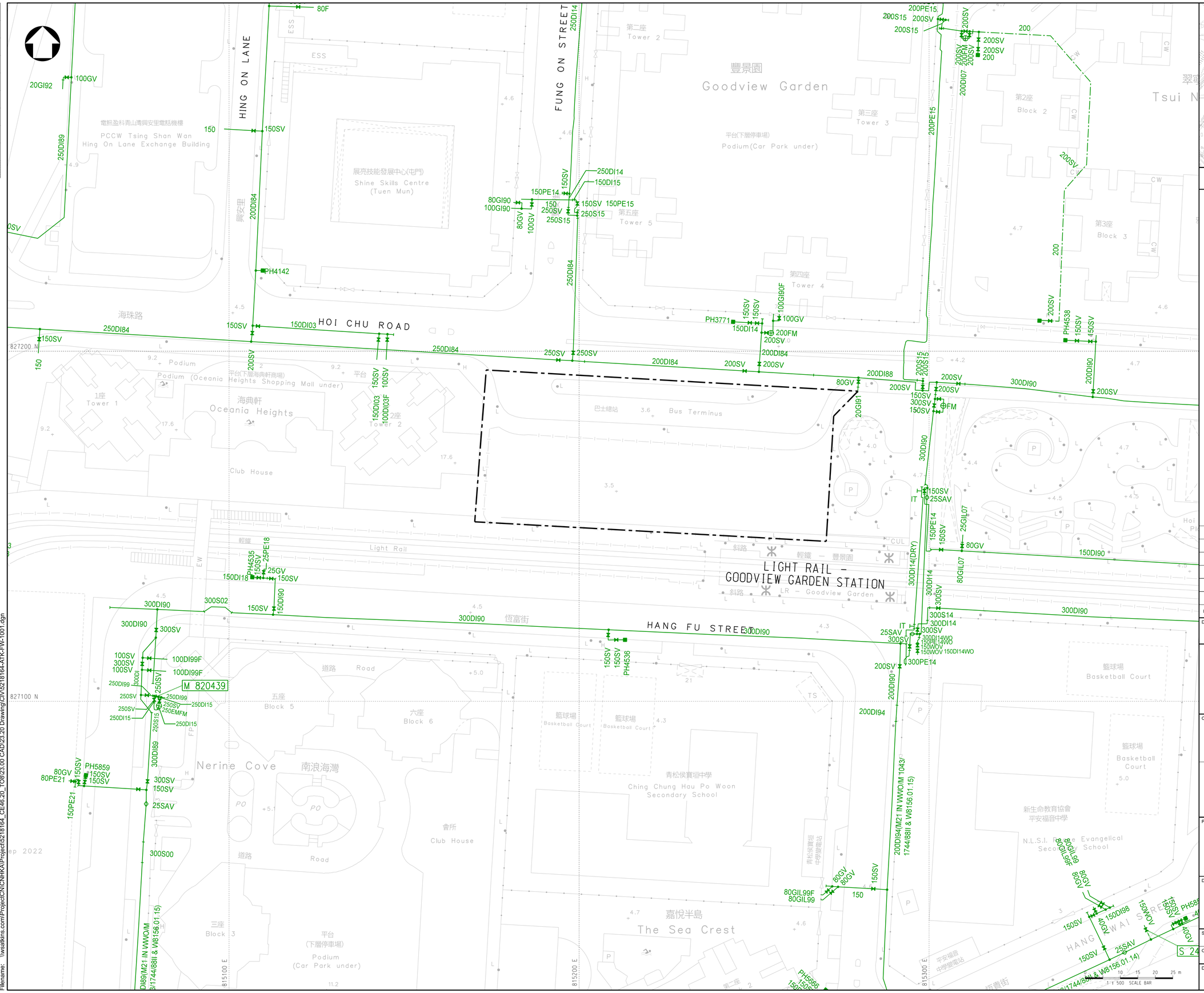

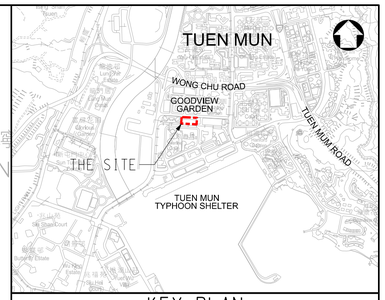

KEY PLAN
N.T.S.

LEGEND:

- BOUNDARY FOR PROPOSED DEVELOPMENT
- 300DI — EXISTING FRESH WATER SUPPLY SYSTEM

CONFIDENTIAL

Rev.	Date	Description	By	Chk'd	App'd
D	SEP 2024	FOURTH ISSUED	EY	SW	DL
C	JAN 2024	THIRD ISSUED	EY	SW	DL
B	AUG 2023	SECOND ISSUED	EY	SW	DL
A	DEC 2022	FIRST ISSUED	EY	SW	DL

Drawing Status: FEASIBILITY STUDY
Suitability: -

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

西拓展處
WEST DEVELOPMENT OFFICE

Project Title: AGREEMENT NO. CE 46/2020 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENTS IN ZONE 1 (2021 - 2024) - FEASIBILITY STUDY (TASK ORDER 8 – GOODVIEW GARDEN STATION)

Drawing Title: EXISTING FRESH WATER SUPPLY SYSTEM

Scale	Designed	Drawn	Checked	Authorised
1:500	EY	YFC	SW	DL
Original Size: A1	Date: DEC 2022	Date: DEC 2022	Date: DEC 2022	Date: DEC 2022

Drawing Number: FIGURE 3.9
Revision: D

1 : 500 SCALE BAR

User name: CHEU9011 Date:9/23/2024 Time: 11:25:06 AM
Filename: \\wsatkins.com\Project\CN\CNHKA\Project\5218164_CE46.20_TO8\23.00 CAD\23.20 Drawing\CIV\5218164-ATK-FW-1001.dgn

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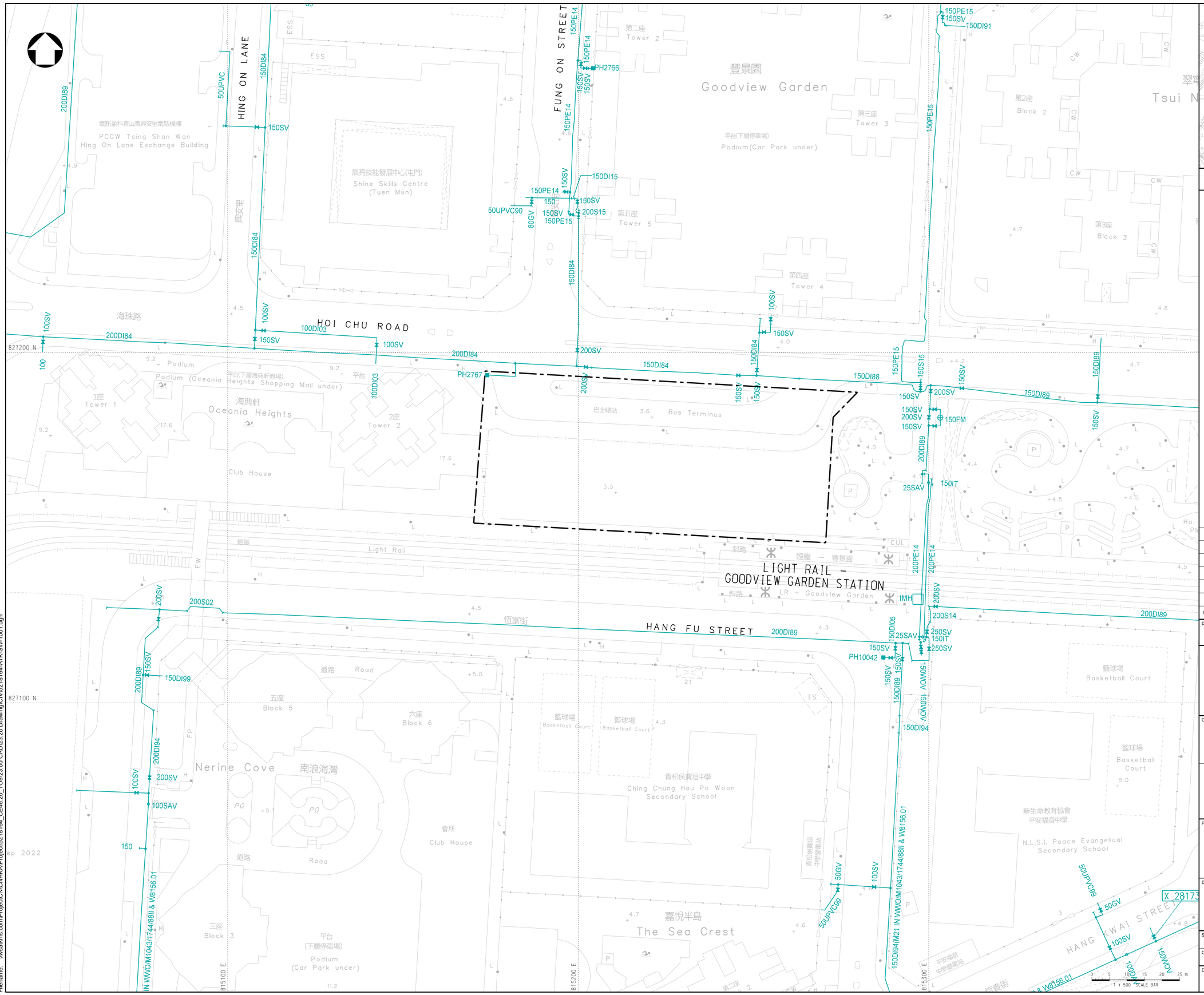

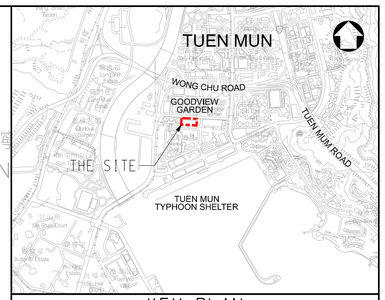

KEY PLAN
N.T.S.

LEGEND:

BOUNDARY FOR PROPOSED DEVELOPMENT

150DI EXISTING SALT WATER SUPPLY SYSTEM

CONFIDENTIAL

Rev.	Date	Description	By	Chk'd	App'd
C	SEP 2024	THIRD ISSUED	EY	SW	DL
B	JAN 2024	SECOND ISSUED	EY	SW	DL
A	DEC 2022	FIRST ISSUED	EY	SW	DL

Drawing Status: FEASIBILITY STUDY

Suitability: -

AtkinsRéalis

Client: 土木工程拓展署 Civil Engineering and Development Department

西拓展處
WEST DEVELOPMENT OFFICE

Project Title: AGREEMENT NO. CE 46/2020 (CE) TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENTS IN ZONE 1 (2021 - 2024) - FEASIBILITY STUDY (TASK ORDER 8 – GOODVIEW GARDEN STATION)

Drawing Title: EXISTING SALT WATER SUPPLY SYSTEM

Scale	Designed	Drawn	Checked	Authorised
1:500	EY	YFC	SW	DL
Original Size: A1	Date: DEC 2022	Date: DEC 2022	Date: DEC 2022	Date: DEC 2022

Drawing Number: FIGURE 3.10

Revision: C

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User name: CHEU9011 Date:9/23/2024 Time: 11:29:27 AM
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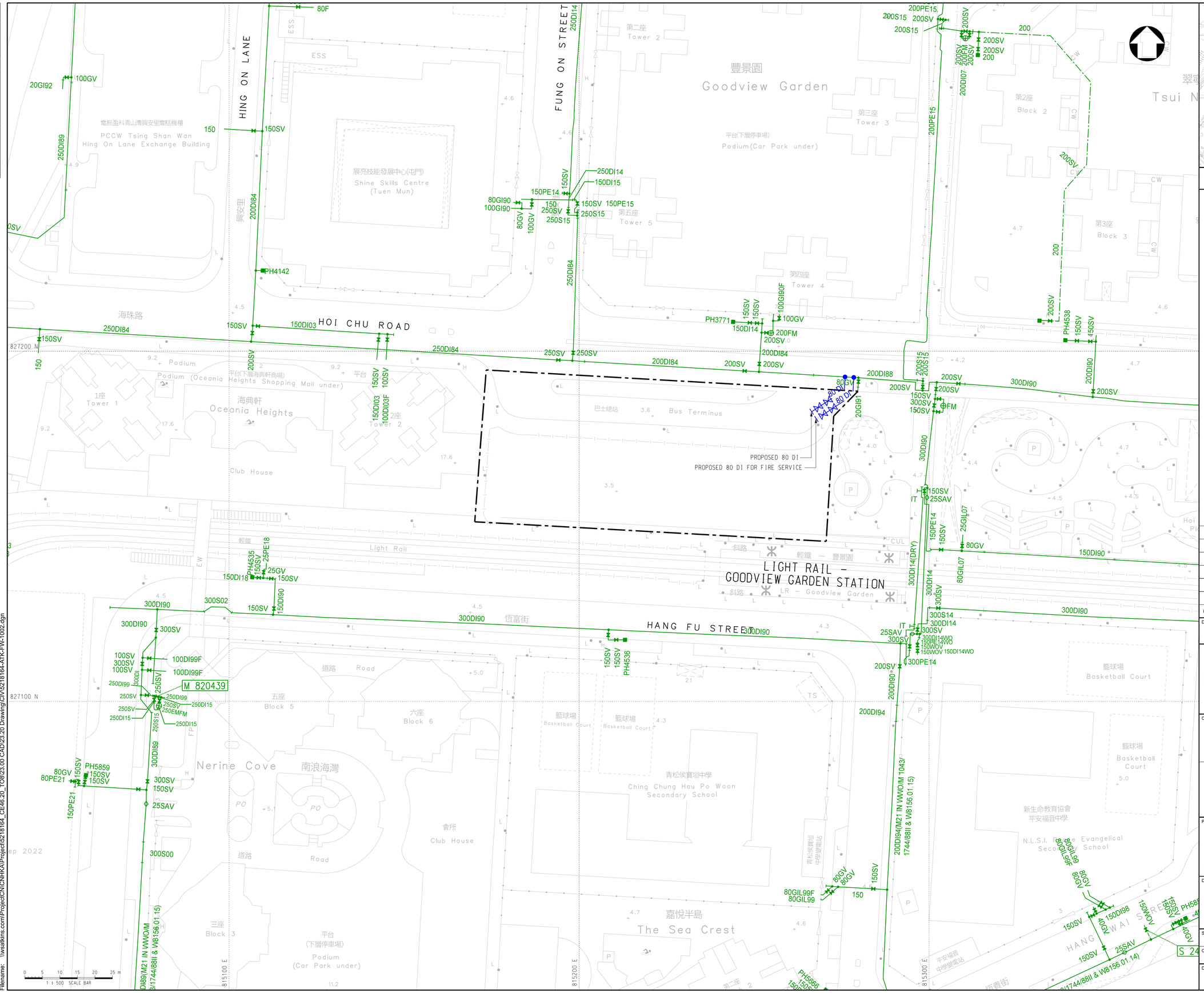

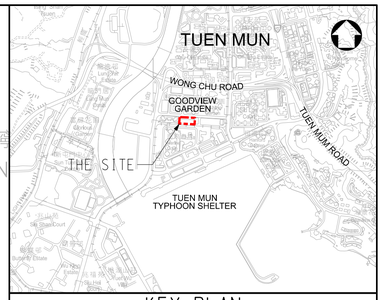

KEY PLAN
N.T.S.

LEGEND:

- BOUNDARY FOR PROPOSED DEVELOPMENT
- 300DI — EXISTING FRESH WATER SUPPLY SYSTEM
- 200DI — PROPOSED FRESH WATER SUPPLY SYSTEM

CONFIDENTIAL

Rev.	Date	Description	By	Chk'd	App'd
D	SEP 2024	FOURTH ISSUED	EY	SW	DL
C	JAN 2024	THIRD ISSUED	EY	SW	DL
B	AUG 2023	SECOND ISSUED	EY	SW	DL
A	DEC 2022	FIRST ISSUED	EY	SW	DL

Drawing Status: FEASIBILITY STUDY
Suitability: -

AtkinsRéalis

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

西拓展處
WEST DEVELOPMENT OFFICE

Project Title: AGREEMENT NO. CE 46/2020 (CE) TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENTS IN ZONE 1 (2021 - 2024) - FEASIBILITY STUDY (TASK ORDER 8 – GOODVIEW GARDEN STATION)

Drawing Title: PROPOSED FRESH WATER SUPPLY SYSTEM

Scale	Designed	Drawn	Checked	Authorised
1:500	EY	YFC	SW	DL
Original Size: A1	Date: DEC 2022	Date: DEC 2022	Date: DEC 2022	Date: DEC 2022

Drawing Number: FIGURE 3.11
Revision: D

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User name: CHEU9011 Date:9/23/2024 Time: 11:31:07 AM
Filename: \\wsatkins.com\Project\CN\CNHKA\Project\521816\4_CE46.20_TO\8\23.00 CAD\23.20 Drawing\CIV\521816\4-ATK-FW-1002.dgn

Millimetres 0 10 100

HING ON LANE
FUNG ON STREET
HOI CHU ROAD
HANG FU STREET
LIGHT RAIL – GOODVIEW GARDEN STATION
HANG CHAI STREET

PCCW Tsing Shan Wan Hing On Lane Exchange Building
電訊盈科青山灣興安里電話機樓
Shine Skills Centre (Tuen Mun)
展亮技能發展中心(屯門)
豐景園 Goodview Garden
第二座 Tower 2
第三座 Tower 3
第四座 Tower 4
第五座 Tower 5
Block 2
Block 3
平台(下層停車場) Podium(Car Park under)
海珠路
興安里
Podium
Podium (Oceania Heights Shopping Mall under)
平台(下層海典軒商場)
海典軒 Oceania Heights
1座 Tower 1
2座 Tower 2
Club House
會所
巴士總站 Bus Terminus
輕鐵 Light Road
斜路
輕鐵 – 豐景園
LR – Goodview Garden
恆富街
道路 Road
五座 Block 5
六座 Block 6
籃球場 Basketball Court
青松侯寶垣中學 Ching Chung Hau Po Woon Secondary School
新生命教育協會平安福音中學 N.L.S.I. Peace Evangelical Secondary School
Nerine Cove 南浪海灣
嘉悅半岛 The Sea Crest
三座 Block 3
平台 (下層停車場) Podium (Car Park under)
Tsui N 翠

827200 N
827100 N
815100 E
815200 E
815300 E

PROPOSED 50 DI
PROPOSED 150 DI
PROPOSED 100 DI
EXISTING 150 DI
EXISTING 100 DI

PH2766 PH2767 PH10042
150PE14 150PE15 150SV 150DI91 150DI15 150DI84 150DI88 150DI89 150DI99 150DI94 150DI05
200DI89 200DI84 100DI03 200S15 200S02 200S14 200SV 100SV 100SAV 200DI94
50UPVC 50UPVC90 80GV 50UPVC99 50GV 50SV 50DI
150FM 25SAV 150IT 250SV 150WOV IMH
150DI94(M21 IN WWO/M1043/1744/88II & W8156.01
150SV 200SV 100SV 150S15
X 28173

TUEN MUN
WONG CHU ROAD
GOODVIEW GARDEN
TUEN MUN ROAD
THE SITE
TUEN MUN TYPHOON SHELTER

KEY PLAN
N.T.S.

LEGEND:
- BOUNDARY FOR PROPOSED DEVELOPMENT
- 150DI EXISTING SALT WATER SUPPLY SYSTEM
- 100DI PROPOSED SALT WATER SUPPLY SYSTEM

CONFIDENTIAL

Rev.	Date	Description	By	Chk'd	App'd
B	SEP 2024	THIRD ISSUED	EY	SW	DL
B	JAN 2024	SECOND ISSUED	EY	SW	DL
A	DEC 2022	FIRST ISSUED	EY	SW	DL

Drawing Status: FEASIBILITY STUDY
Suitability: -

AtkinsRéalis

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

西拓展處
WEST DEVELOPMENT OFFICE

Project Title: AGREEMENT NO. CE 46/2020 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENTS IN ZONE 1 (2021 - 2024) - FEASIBILITY STUDY (TASK ORDER 8 – GOODVIEW GARDEN STATION)

Drawing Title: PROPOSED SALT WATER SUPPLY SYSTEM

Scale	Designed	Drawn	Checked	Authorised
1:500	EY	YFC	SW	DL
Original Size	Date	Date	Date	Date
A1	DEC 2022	DEC 2022	DEC 2022	DEC 2022

Drawing Number: FIGURE 3.12
Revision: C

1 : 500 SCALE BAR 0 5 10 15 20 25 m

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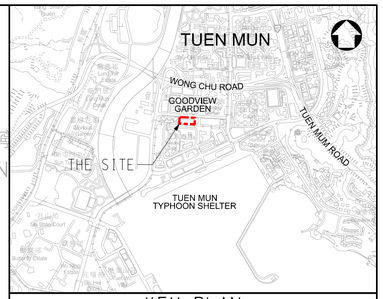
User name: CHEUI9011 Date:9/23/2024 Time:11:35:02 AM
Filename: \\wsatkins.com\Project\CN\CNHKA\Project\5218164_CE46.20_TO8\23.00 CAD\23.20 Drawing\CIV\5218164-ATK-SW-1002.dgn



KEY PLAN
N.T.S.

LEGEND:

- BOUNDARY FOR PROPOSED DEVELOPMENT
- EXISTING SINGLE-ARM PUBLIC LIGHTING COLUMN
- EXISTING DOUBLE-ARM PUBLIC LIGHTING COLUMN
- EXISTING DRAW PIT
- EXISTING BOLLARD
- N.O. EXISTING NORMAL OPEN POINT
- EXISTING CONTROLLER / PILLAR
- EXISTING CABLE JOINT
- P.T. EXISTING POST TOP LOGHTING COLUMN
- EXISTING PUBLICE LIGHING CABLE

CONFIDENTIAL

Rev.	Date	Description	By	Chk'd	App'd
D	SEP 2024	FOURTH ISSUED	EY	SW	DL
C	JAN 2024	THIRD ISSUED	EY	SW	DL
B	AUG 2023	SECOND ISSUED	EY	SW	DL
A	DEC 2022	FIRST ISSUED	EY	SW	DL

Drawing Status: FEASIBILITY STUDY
Suitability: -

AtkinsRéalis

Client: 土木工程拓展署 Civil Engineering and Development Department

西拓展處
WEST DEVELOPMENT OFFICE

Project Title: AGREEMENT NO. CE 46/2020 (CE) TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENTS IN ZONE 1 (2021 - 2024) - FEASIBILITY STUDY (TASK ORDER 8 – GOODVIEW GARDEN STATION)

Drawing Title: LAYOUT PLAN OF EXISTING HyD LIGHTING UTILITIES

Scale	Designed	Drawn	Checked	Authorised
1:500	EY	YFC	SW	DL
Original Size: A1	Date: DEC 2022	Date: DEC 2022	Date: DEC 2022	Date: DEC 2022

Drawing Number: FIGURE 3.13a
Revision: D

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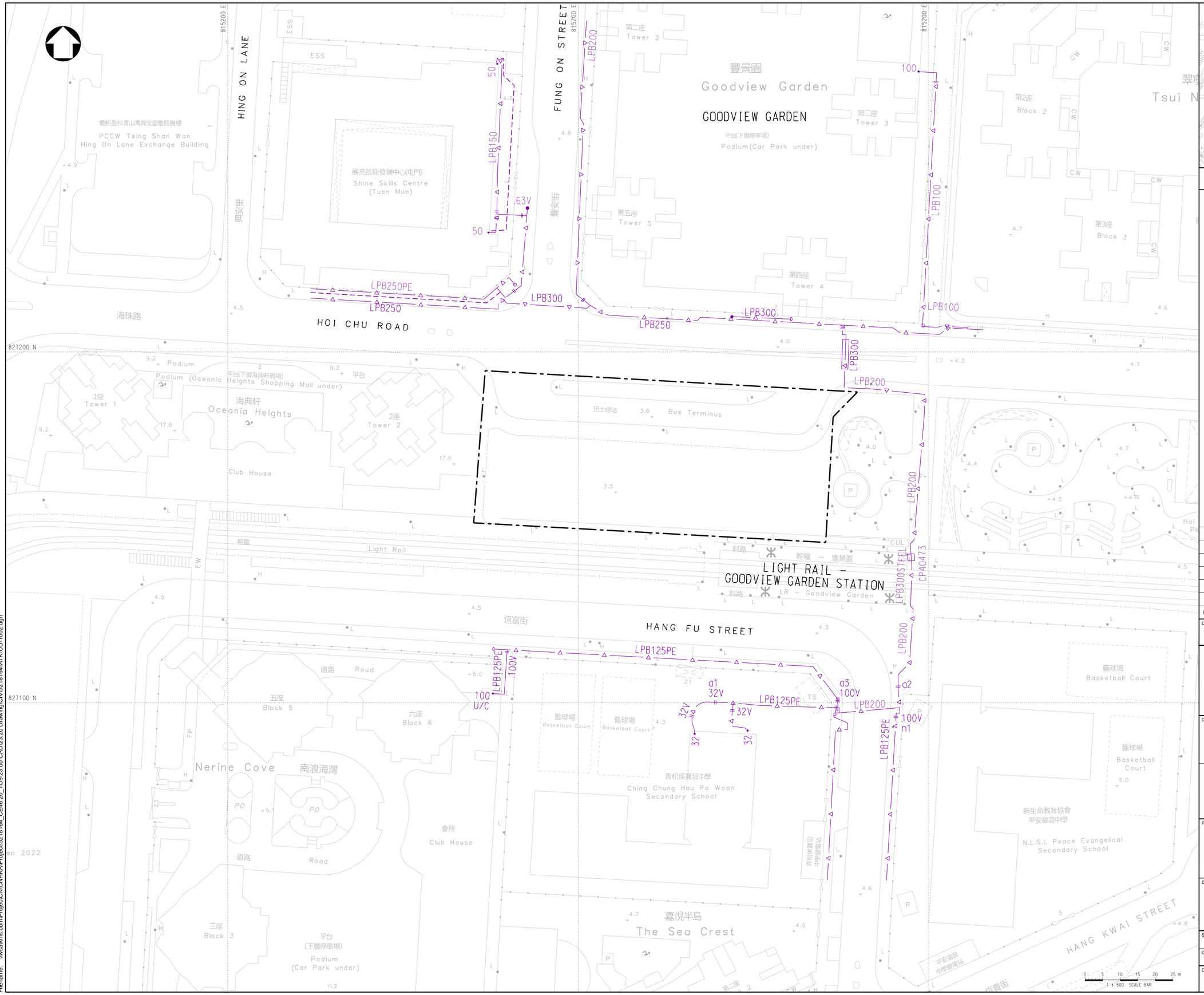
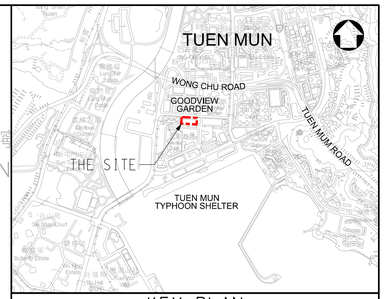
User name: CHEU9011 Date:9/23/2024 Time: 11:36:31 AM
Filename: \\wsatkins.com\Project\CN\CNHKA\Project\5218164_CE46.20_TO8\23.00 CAD\23.20 Drawing\CIV\5218164-ATK-UU-1001.dgn





KEY PLAN
N.T.S.

LEGEND:

BOUNDARY FOR PROPOSED DEVELOPMENT

LPB200 EXISTING GAS MAINS

CONFIDENTIAL

Rev.	Date	Description	By	Chk'd	App'd
D	SEP 2024	FOURTH ISSUED	EY	SW	DL
C	JAN 2024	THIRD ISSUED	EY	SW	DL
B	AUG 2023	SECOND ISSUED	EY	SW	DL
A	DEC 2022	FIRST ISSUED	EY	SW	DL

Drawing Status: FEASIBILITY STUDY

Suitability: -

AtkinsRéalis

Client: 土木工程拓展署 Civil Engineering and Development Department

西拓展處
WEST DEVELOPMENT OFFICE

Project Title: AGREEMENT NO. CE 46/2020 (CE) TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENTS IN ZONE 1 (2021 - 2024) - FEASIBILITY STUDY (TASK ORDER 8 – GOODVIEW GARDEN STATION)

Drawing Title: LAYOUT PLAN OF EXISTING GAS MAINS

Scale	Designed	Drawn	Checked	Authorised
1:500	EY	YFC	SW	DL
Original Size: A1	Date: DEC 2022	Date: DEC 2022	Date: DEC 2022	Date: DEC 2022

Drawing Number: FIGURE 3.13b

Revision: D

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User name: CHEU9011 Date:9/23/2024 Time: 11:38:45 AM
Filename: \\wsatkins.com\Project\CN\CNHKA\Project\5218164_CE46.20_TO8\23.00 CAD\23.20 Drawing\CIV\5218164-ATK-UU-1002.dgn

Millimetres 100 10 0

HING ON LANE
FUNG ON STREET
HOI CHU ROAD
HANG FU STREET
LIGHT RAIL – GOODVIEW GARDEN STATION
HANG KWAI STREET
Light Rail
Bus Terminus
Club House
Podium
Podium (Oceania Heights Shopping Mall under)
PCCW Tsing Shan Wan Hing On Lane Exchange Building
Shine Skills Centre (Tuen Mun)
Goodview Garden
GOODVIEW GARDEN
Podium(Car Park under)
Oceania Heights
Nerine Cove
The Sea Crest
Ching Chung Hau Po Woon Secondary School
N.L.S.I. Peace Evangelical Secondary School
Basketball Court
Road
Tower 1
Tower 2
Tower 3
Tower 4
Tower 5
Block 2
Block 3
Block 5
Block 6
Bus Terminus
Light Rail
Podium
Podium (Car Park under)
Club House
Road
Basketball Court
Basketball Court
Basketball Court
Ching Chung Hau Po Woon Secondary School
N.L.S.I. Peace Evangelical Secondary School
The Sea Crest
Nerine Cove
Oceania Heights
Goodview Garden
Tsui N
Hoi Pi

815200 E
827200 N
827100 N

TM026307JB2V
TM026308JB2V
TM026304JB2V
TM026305JB2V
TM026306JB2V
TM026309JB2V
TM026310JB2V
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TM004774JB4
TM005261JB4
TM004782JB2
TM005262JB4
TM004783JB2
TM005264JB4
TM005263JB4
TM026128JB3V

HKBN

TUEN MUN
WONG CHU ROAD
GOODVIEW GARDEN
TUEN MUN ROAD
THE SITE
TUEN MUN TYPHOON SHELTER

KEY PLAN
N.T.S.

LEGEND:

- BOUNDARY FOR PROPOSED DEVELOPMENT
- HKBN — EXISTING HKBN UNDERGOUND DUCT
- EXISTING HKBN JOINT BOX

CONFIDENTIAL

Rev.	Date	Description	By	Chk'd	App'd
D	SEP 2024	FOURTH ISSUED	EY	SW	DL
C	JAN 2024	THIRD ISSUED	EY	SW	DL
B	AUG 2023	SECOND ISSUED	EY	SW	DL
A	DEC 2022	FIRST ISSUED	EY	SW	DL

Drawing Status: FEASIBILITY STUDY
Suitability: –

AtkinsRéalis

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

西拓展處
WEST DEVELOPMENT OFFICE

Project Title: AGREEMENT NO. CE 46/2020 (CE) TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENTS IN ZONE 1 (2021 - 2024) - FEASIBILITY STUDY (TASK ORDER 8 – GOODVIEW GARDEN STATION)

Drawing Title: LAYOUT PLAN OF EXISTING HKBN CABLES

Scale	Designed	Drawn	Checked	Authorised
1:500	EY	YFC	SW	DL
Original Size: A1	Date: DEC 2022	Date: DEC 2022	Date: DEC 2022	Date: DEC 2022

Drawing Number: FIGURE 3.13c
Revision: D

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1 : 500 SCALE BAR

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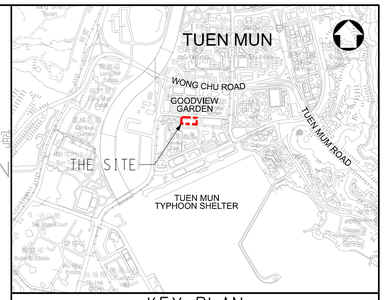
User name: CHEU9011 Date:9/23/2024 Time: 11:40:10 AM
Filename: \\wsatkins.com\Project\CN\CNHKA\Project\5218164_CE46.20_TO8\23.00 CAD\23.20 Drawing\CIV\5218164-ATK-UU-1003.dgn



KEY PLAN
N.T.S.

LEGEND:

- BOUNDARY FOR PROPOSED DEVELOPMENT
- HKT — EXISTING HKT DUCT
- EXISTING HKT JOINT BOX

CONFIDENTIAL

Rev.	Date	Description	By	Chk'd	App'd
D	SEP 2024	FOURTH ISSUED	EY	SW	DL
C	JAN 2024	THIRD ISSUED	EY	SW	DL
B	AUG 2023	SECOND ISSUED	EY	SW	DL
A	DEC 2022	FIRST ISSUED	EY	SW	DL

Drawing Status: FEASIBILITY STUDY
Suitability: –

AtkinsRéalis

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

西拓展處
WEST DEVELOPMENT OFFICE

Project Title: AGREEMENT NO. CE 46/2020 (CE) TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENTS IN ZONE 1 (2021 - 2024) - FEASIBILITY STUDY (TASK ORDER 8 – GOODVIEW GARDEN STATION)

Drawing Title: LAYOUT PLAN OF EXISTING HKT CABLES

Scale	Designed	Drawn	Checked	Authorised
1:500	EY	YFC	SW	DL
Original Size: A1	Date: DEC 2022	Date: DEC 2022	Date: DEC 2022	Date: DEC 2022

Drawing Number: FIGURE 3.13d
Revision: D

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User name: CHEU9011 Date:9/23/2024 Time: 11:41:53 AM
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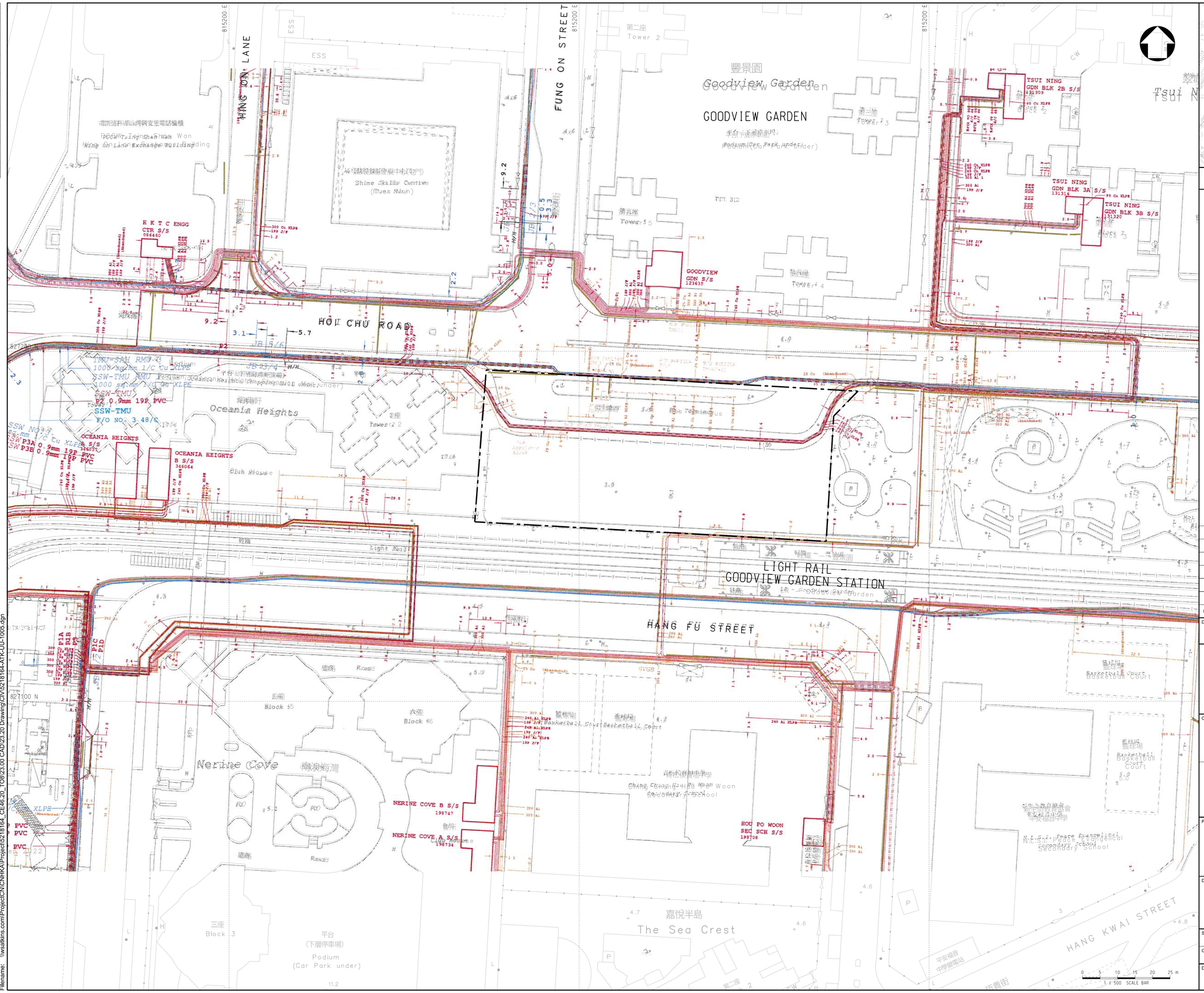

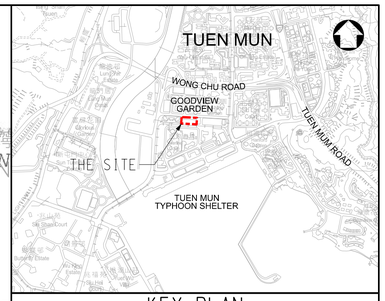

KEY PLAN
N.T.S.

LEGEND:

- BOUNDARY FOR PROPOSED DEVELOPMENT
- 11 kV CABLE
- 11kV STEEL POLE
- 11kV WOOD POLE
- POLE MOUNT TRANSFORMER
- LOW VOLTAGE CABLE
- LOW VOLTAGE OVERHEAD LINE (ABC)
- LOW VOLTAGE STEEL POLE
- LOW VOLTAGE WOOD POLE
- DUCT LINE

CONFIDENTIAL

Rev.	Date	Description	By	Chk'd	App'd
D	SEP 2024	FOURTH ISSUED	EY	SW	DL
C	JAN 2024	THIRD ISSUED	EY	SW	DL
B	AUG 2023	SECOND ISSUED	EY	SW	DL
A	DEC 2022	FIRST ISSUED	EY	SW	DL

Drawing Status: FEASIBILITY STUDY
Suitability: -

AtkinsRéalis

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

西拓展處
WEST DEVELOPMENT OFFICE

Project Title: AGREEMENT NO. CE 46/2020 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENTS IN ZONE 1 (2021 - 2024) - FEASIBILITY STUDY (TASK ORDER 8 – GOODVIEW GARDEN STATION)

Drawing Title: LAYOUT PLAN OF EXISTING CLP CABLES

Scale	Designed	Drawn	Checked	Authorised
1:500	EY	YFC	SW	DL
Original Size: A1	Date: DEC 2022	Date: DEC 2022	Date: DEC 2022	Date: DEC 2022

Drawing Number: FIGURE 3.13e
Revision: D

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User name: CHEUI9011 Date:9/23/2024 Time:11:43:33 AM
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Millimetres 100 10 0

815000 E 815200 E 815400 E

827400 N 827200 N 827000 N

TUEN MUN

WONG CHU ROAD

HOI WONG ROAD

HOI CHU ROAD

GOODVIEW GARDEN

TUEN MUN HEUNG SZE WUI ROAD

LIGHT RAIL – GOODVIEW GARDEN STATION

HANG FU STREET

NERINE COVE

HANG KWAI STREET

HOI WING ROAD

TUEN YEE STREET

HING ON LANE

FUNG ON STREET

Tuen Mun Swimming Pool

Tuen Mun Central Square

KMB Bus Depot (Tuen Mun South Depot)

Castle Peak Bay Fire Station

Castle Peak Bay Ambulance Depot

Nerine Cove

Goodview Garden

Tsui Ning Garden

Oceania Heights

The Sea Crest

Hong Kong Christian Service Pui Oi School (Boarding and Assembly Hall Block)

Hong Kong Christian Service Pui Oi School (Classroom Block)

Ching Chung Hau Po Woon Secondary School

N.L.S.I. Peace Evangelical Secondary School

Ho Sik Nam Primary School

Yan Chai Hospital Ho Sik Nam Primary School

Pok Oi Hospital Tuen Mun

You Oi Sports Centre

Fung On Street Children's Playground

Hoi Chu Road Playground

Hong Kwai Street Playground

Tuen Mun Centre Sports Ground

Tuen Mun Centre Swimming Pool

Tuen Mun Centre Soft Play Area

Tuen Mun Centre Basketball Court

Tuen Mun Centre Cycling Track

Tuen Mun Centre Skateboarding Court

Tuen Mun Centre Football Field

Tuen Mun Centre Children's Playground

Tuen Mun Centre Roller Skating Rink

Tuen Mun Centre Multi-storey Car Park

Tuen Mun Centre Bus Terminus

Tuen Mun Centre Coach Park

Tuen Mun Centre Taxi Stand

Tuen Mun Centre Public Toilet

Tuen Mun Centre Refuse Collection Point

Tuen Mun Centre Refuse Storage and Material Recovery Chamber

Tuen Mun Centre Sitting-out Area

Tuen Mun Centre Elevated Walkway

Tuen Mun Centre Footbridge

Tuen Mun Centre Podium

Tuen Mun Centre Club House

Tuen Mun Centre Car Park

Tuen Mun Centre Basketball Court

Tuen Mun Centre Tennis Court

Tuen Mun Centre Football Field

Tuen Mun Centre Children's Playground

Tuen Mun Centre Sitting-out Area

Tuen Mun Centre Elevated Walkway

Tuen Mun Centre Footbridge

Tuen Mun Centre Podium

Tuen Mun Centre Club House

Tuen Mun Centre Car Park

Tuen Mun Centre Basketball Court

Tuen Mun Centre Tennis Court

Tuen Mun Centre Football Field

Tuen Mun Centre Children's Playground

Tuen Mun Centre Roller Skating Rink

Tuen Mun Centre Multi-storey Car Park

Tuen Mun Centre Bus Terminus

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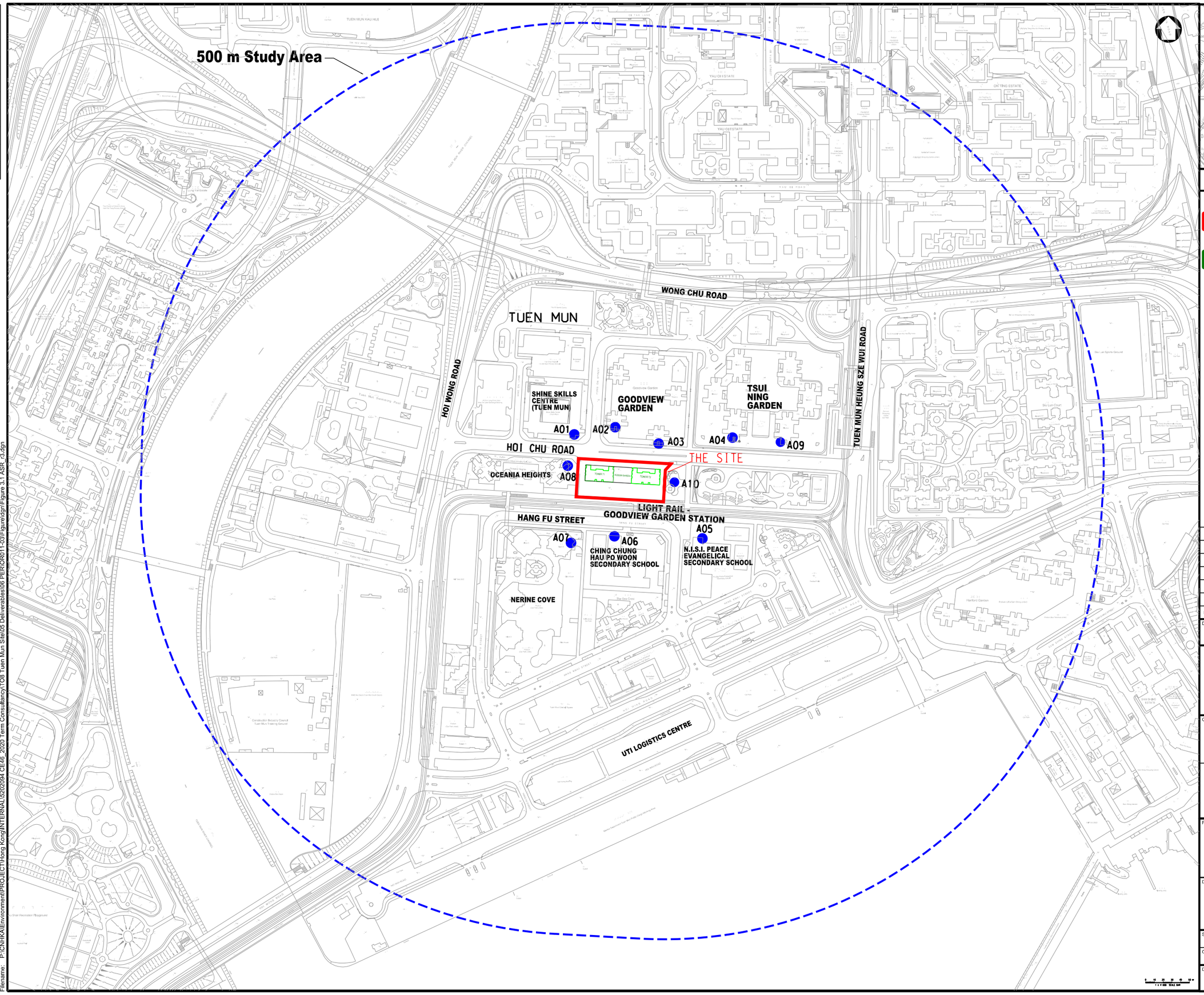
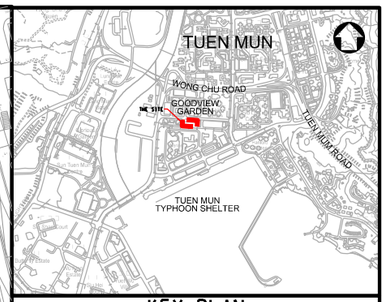
Tuen Mun Centre Taxi Stand

Tuen Mun Centre Public Toilet

Tuen Mun Centre Refuse Collection Point

Tuen Mun Centre Refuse Storage and Material Recovery Chamber





KEY PLAN
N.T.S.

LEGEND:

- PROPOSED SITE BOUNDARY
- PRELIMINARY BUILDING BLOCKS LAYOUT
- 500m AIR QUALITY STUDY AREA
- REPRESENTATIVE AIR SENSITIVE RECEIVERS

Rev.	Date	Description	By	Chk'd	App'd

Drawing Status

Suitability

Client

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

西拓展處
WEST DEVELOPMENT OFFICE

Project Title
AGREEMENT NO. CE 46/2020 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENTS IN ZONE 1 (2021 - 2024) - FEASIBILITY STUDY (TASK ORDER 8 – GOODVIEW GARDEN STATION)

Drawing Title
500M AIR QUALITY STUDY AREA AND AIR SENSITIVE RECEIVERS

Scale	Designed	Drawn	Checked	Authorised
1:4000	HS	HS	CWK	VC
Original Size	Date	Date	Date	Date
A1	MAR 2024	MAR 2024	MAR 2024	MAR 2024

Drawing Number
FIGURE 3.15

Revision
D

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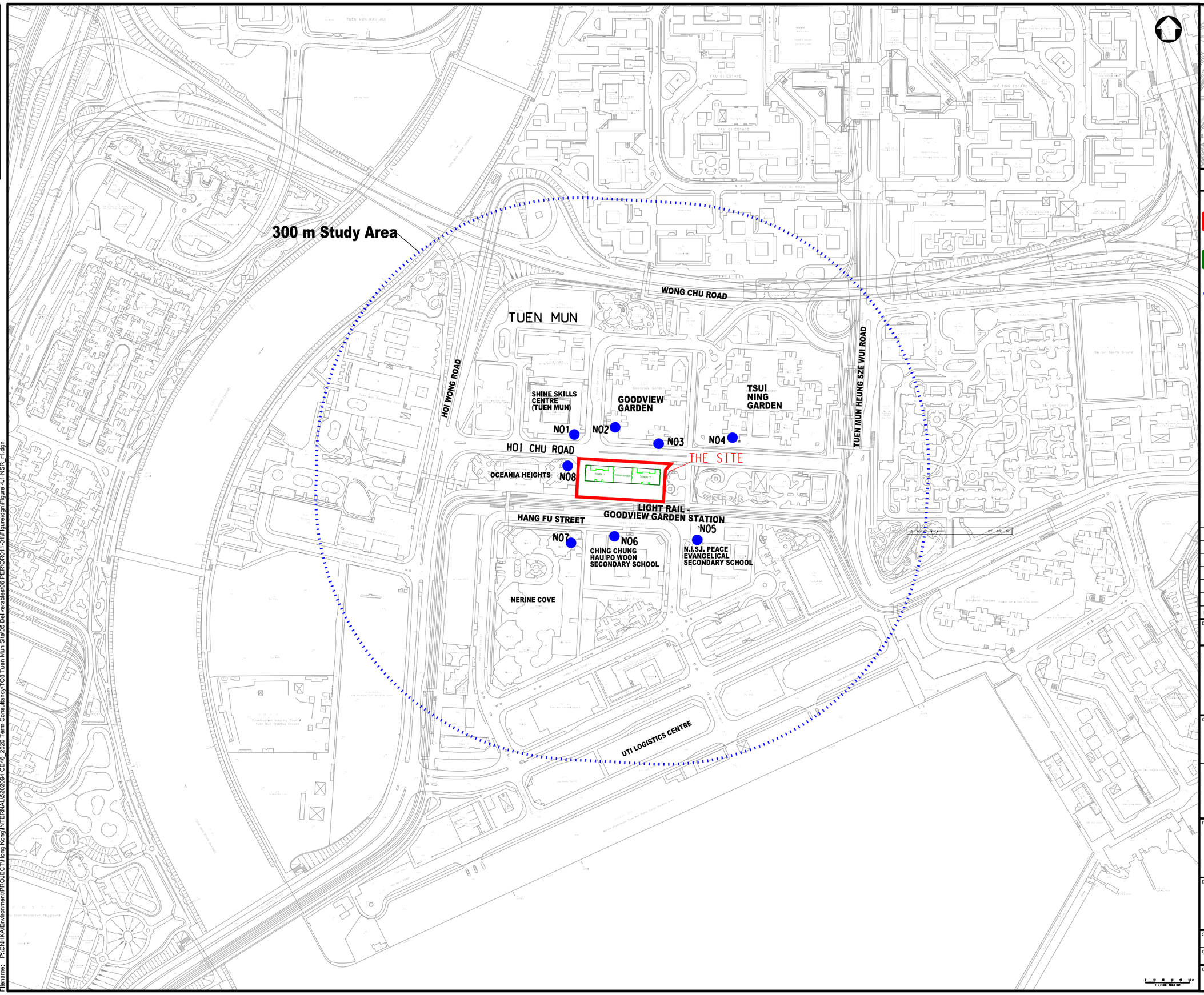
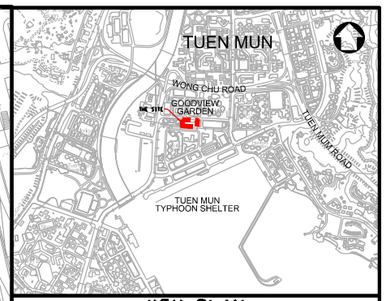
User name: SIUH8730 Date:27/2/2024 Time: 11:00:02 am
Filename: P:\CN\HKA\Environment\PROJECT\Hong Kong\INTERNAL\5202094 CE46_2020 Term Consultancy\TO8 Tuen Mun Site\05 Deliverables\06 PERIOR\011-03\Figure\dgn\Figure 3.1 ASR_r3.dgn





KEY PLAN
N.T.S.

LEGEND:

- PROPOSED SITE BOUNDARY
- PRELIMINARY BUILDING BLOCKS LAYOUT (OPTION 2)
- 300m NOISE STUDY AREA
- REPRESENTATIVE NOISE SENSITIVE RECEIVERS

Rev.	Date	Description	By	Chk'd	App'd

Drawing Status

Suitability

Client

土木工程拓展署
Civil Engineering and Development Department

西拓展處
WEST DEVELOPMENT OFFICE

Project Title
AGREEMENT NO. CE 46/2020 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENTS IN ZONE 1 (2021 - 2024) - FEASIBILITY STUDY (TASK ORDER 8 – GOODVIEW GARDEN STATION)

Drawing Title
300M NOISE STUDY AREA AND NOISE SENSITIVE RECEIVERS

Scale	Designed	Drawn	Checked	Authorised
1:4000	HS	HS	CWK	AF
Original Size	Date	Date	Date	Date
A1	JAN 2024	JAN 2024	JAN 2024	JAN 2024

Drawing Number
FIGURE 3.16

Revision
C

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User name: SIUH8730 Date:21/11/2023 Time:5:17:26 pm
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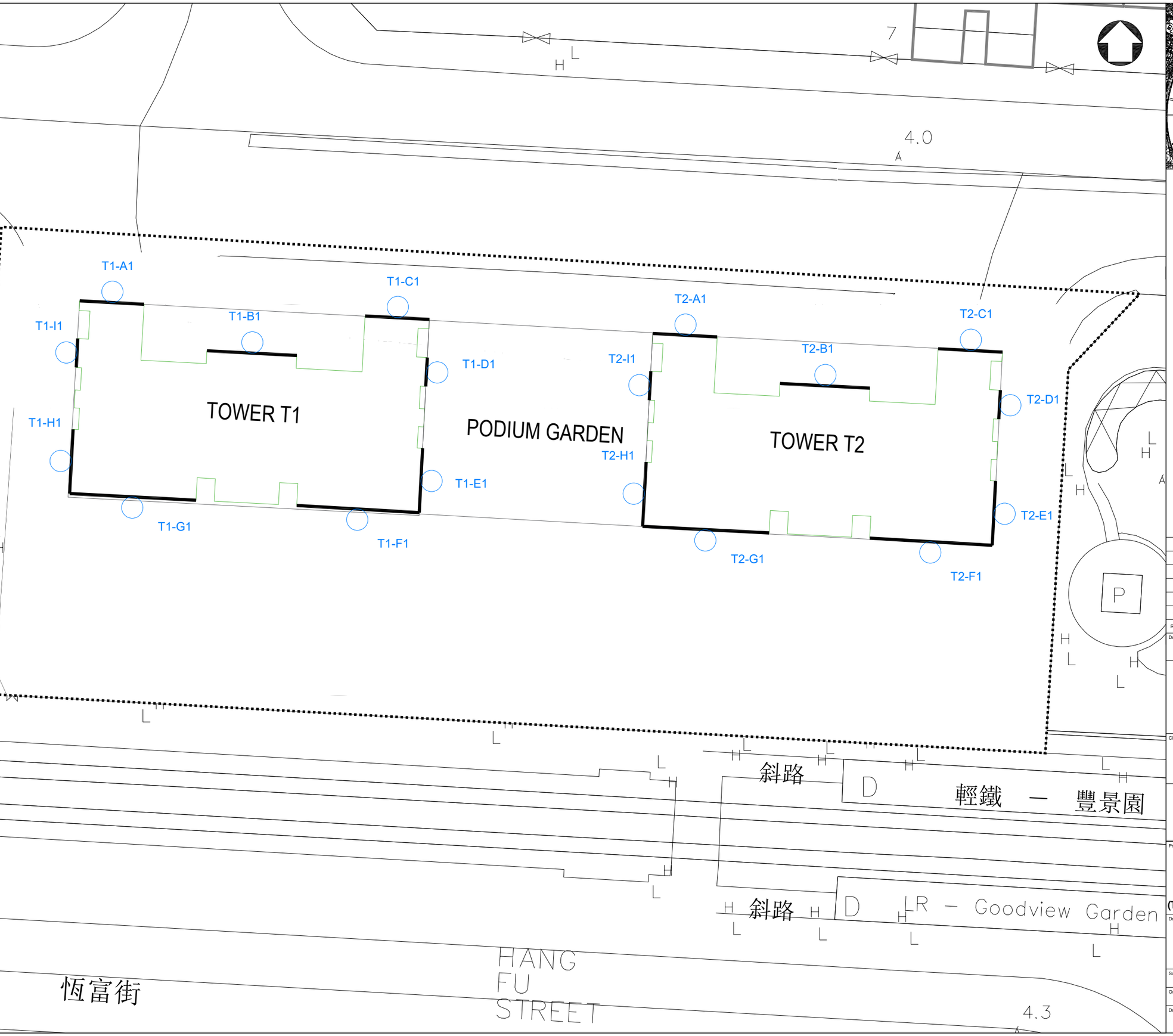

LEGEND :

- PROPOSED SITE BOUNDARY
- PRELIMINARY BUILDING BLOCKS LAYOUT
- NSR_ID REPRESENTATIVE NOISE SENSTIVE RECEIVERS

Rev.	Date	Description	By	Chk'd	App'd
A	MAY 2023	FIRST ISSUED	AC	AC	WW

Drawing Status: FEASIBILITY STUDY

Suitability: -

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

西拓展處

WEST DEVELOPMENT OFFICE

Project Title:
AGREEMENT NO. 46/2020 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRATSTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENT IN ZONE 1 (2021-2024) - FEASIBILITY STUDY (TASK ORDER 8 - GOODVIEW GARDEN STATION)

Drawing Title:
LAYOUT PLAN OF REPRESENTATIVE NOISE SENSITIVE RECEIVERS AT PROPOSED DEVELOPMENT

Scale	Designed	Drawn	Checked	Authorised
As Shown	HS	HS	CWK	AF
Original Size: A3	Date: NOV 2023	Date: NOV 2023	Date: NOV 2023	Date: NOV 2023

Drawing Number: FIGURE 3.17a

Revision: B

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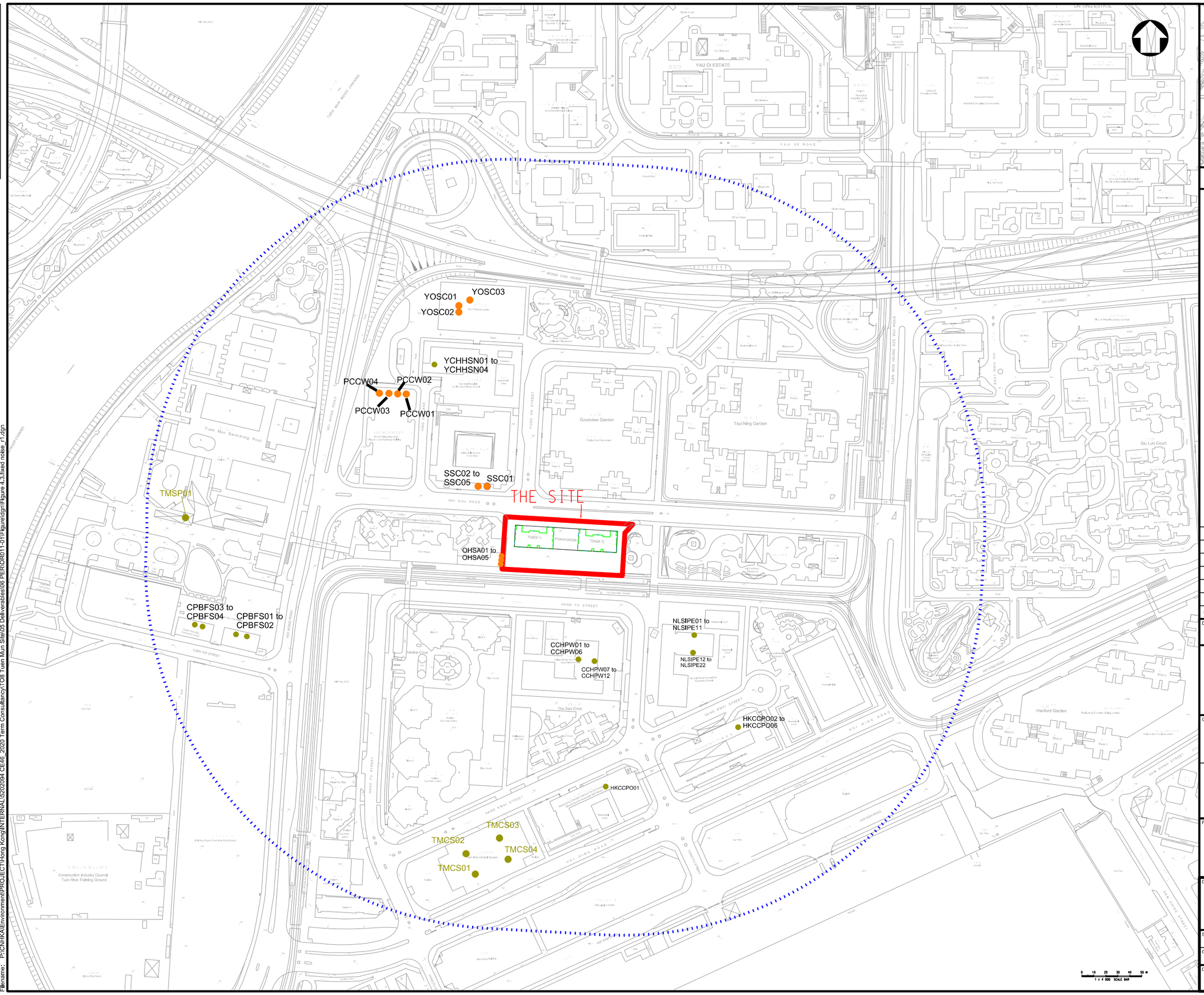
User name: SUH8730 Date:2023/11/21 Time: 17:35:27
Filename: P:\CN\HKA\ENVIRONMENT\PROJECT\HONG KONG\INTERNAL\5202094 CE46_2020 TERM CONSULTANCY\T08 TUEN MUN SITE\05 DELIVERABLES\06 PE\ROR011-01\FIGURE\DGN\FIGURE 4.2 TNIA DIGITIZE_R1.DWG



KEY PLAN
N.T.S.

LEGEND:

- PROPOSED RESIDENTIAL DEVELOPMENT SITE BOUNDARY
- 300m NOISE STUDY AREA
- MAJOR FIXED PLANT NOISE SOURCES
- OTHER FIXED NOISE SOURCES ENVISAGET WITH INSIGNIFICANT NOISE IMPACT
- T1-A1 REPRESENTATIVE NOISE SENSITIVE RECEIVER

Rev.	Date	Descrption	By	Chk'd	App'd

Drawing Status | Suitability

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

西拓展處
WEST DEVELOPMENT OFFICE

Project Title: AGREEMENT NO. CE 46/2020 (CE) TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENTS IN ZONE 1 (2021 - 2024) - FEASIBILITY STUDY (TASK ORDER 8 – GOODVIEW GARDEN STATION)

Drawing Title: LOCATION OF FIXED PLANT NOISE SOURCE

Scale	Designed	Drawn	Checked	Authorised
1:4000	HS	HS	CWK	AF
Original Size: A1	Date: NOV 2023	Date: NOV 2023	Date: NOV 2023	Date: NOV 2023

Drawing Number: FIGURE 3.17b | Revision: B

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User name: SIUH8730 Date:23/11/2023 Time: 3:31:54 pm
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500 m Study Area

W01 Tuen Mun River Channel

W02 Tuen Mun Typhoon Shelters

TUEN MUN

WONG CHU ROAD

HOI WONG ROAD

TUEN MUN HEUNG SZE WUI ROAD

HOI CHU ROAD

THE SITE

SHINE SKILLS CENTRE (TUEN MUN)

GOODVIEW GARDEN

TSUI NING GARDEN

OCEANIA HEIGHTS

LIGHT RAIL - GOODVIEW GARDEN STATION

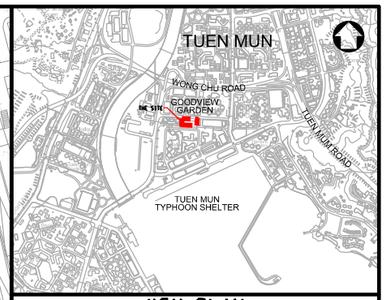
HANG FU STREET

CHING CHUNG HAU PO WOON SECONDARY SCHOOL

N.I.S.I. PEACE EVANGELICAL SECONDARY SCHOOL

NERINE COVE

UTI LOGISTICS CENTRE



KEY PLAN
N.T.S.

LEGEND:

- PROPOSED SITE BOUNDARY
- PRELIMINARY BUILDING BLOCKS LAYOUT (OPTION 2)
- 500m WATER QUALITY STUDY AREA
- REPRESENTATIVE WATER SENSITIVE RECEIVERS

Rev.	Date	Description	By	Chk'd	App'd

Drawing Status

Suitability

Client

土木工程拓展署
Civil Engineering and Development Department

西拓展處
WEST DEVELOPMENT OFFICE

Project Title
AGREEMENT NO. CE 46/2020 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENTS IN ZONE 1 (2021 - 2024) - FEASIBILITY STUDY (TASK ORDER 8 – GOODVIEW GARDEN STATION)

Drawing Title
500M WATER QUALITY STUDY AREA AND WATER SENSITIVE RECEIVERS

Scale	Designed	Drawn	Checked	Authorised
1:4000	HS	HS	CWK	AF
Original Size	Date	Date	Date	Date
A1	JAN 2024	JAN 2024	JAN 2024	JAN 2024

Drawing Number
FIGURE 3.18

Revision
C

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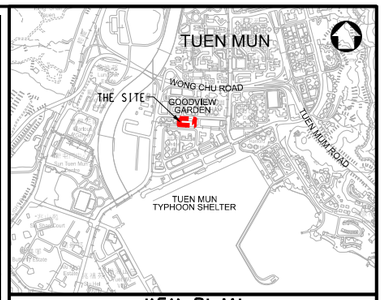
Millimetres 0 10 100
User name: SIUH8730 Date:22/11/2023 Time:11:35:38 am
Filename: P:\CN\HKA\Environment\PROJECT\Hong Kong\INTERNAL\5202094 CE46_2020 Term Consultancy\TO8 Tuen Mun Site\05 Deliverables\06 PER\OR011-01\Figure\dgn\Figure 5.1 WSR_r1.dgn

Tree No.	Species		Co-ordinates		Reduced Level (mPD)	Measurements			Amenity Value	Form	Health Condition	Structural Condition	Suitability for Transplanting		Conservation Status	Recommendation (Retain/ Transplant/ Remove)	Maintenance Department to Provide Comments on TPRP		Additional Remarks
	Scientific Name	Chinese Name	Northing (m)	Easting (m)		Height (m)	DBH (mm)	Crown Spread (m)	(High(H)/ Medium(M)/ Low(L))	(Good(G)/ Average(A)/ Poor(P))	(Good(G)/ Average(A)/ Poor(P))	(Good(G)/ Average(A)/ Poor(P))	(High(H)/ Medium(M)/ Low(L))	Remarks			Before	After	
TM001	*Ficus religiosa*	菩提樹	827175.874	815183.525	4.13	11.0	826	10.0	M	A	A	A	L	c d f	NIL	Remove			asymmetric canopy; co-dominant trunks; embedded materials in trunk; hard paved root zone; restricted for root expansion, on edge of paving, uneven ground
TM002	*Celtis sinensis*	朴樹	827175.904	815185.297	4.14	6.0	370	5.0	M	A	A	A	L	c d f	NIL	Remove			asymmetric canopy; leaning trunk, on edge of paving, uneven ground
TM003	*Ilex rotunda*	鐵冬青	827166.231	815178.269	3.69	4.0	140	2.5	M	A	A	A	M		NIL	Remove			forked branches
TM004	*Bombax ceiba*	木棉	827173.873	815174.589	3.76	19.0	360	3.0	M	A	A	A	L	c d	NIL	Remove			leaning trunk, on edge of paving
TM005	*Ilex rotunda*	鐵冬青	827166.377	815185.551	3.80	4.0	150	2.0	M	A	A	A	L	c	NIL	Remove			asymmetric canopy; crown suppressed by adjacent trees
TM006	*Ilex rotunda*	鐵冬青	827162.435	815185.960	3.98	3.0	135	3.0	M	A	A	A	M		NIL	Remove			co-dominant branches
TM007	*Ilex rotunda*	鐵冬青	827166.382	815189.795	3.74	3.0	135	3.0	M	A	A	A	M		NIL	Remove			co-dominant branches
TM008	*Ficus religiosa*	菩提樹	827151.913	815185.224	3.69	10.0	425	5.0	M	A	A	A	L	c d	NIL	Remove			asymmetric canopy; co-dominant branches; leaning trunk
TM009	*Celtis sinensis*	朴樹	827151.156	815185.750	4.16	6.0	400	3.0	M	A	A	A	M	d	NIL	Remove			large pruning wound on branch, on edge of paving
TM010	*Ficus religiosa*	菩提樹	827152.240	815187.530	3.54	9.0	240	4.0	M	A	A	A	M	d	NIL	Remove			trunk conflict with TM009
TM011	*Macaranga tanarius var. tomentosa*	血桐	827150.700	815198.241	3.59	4.0	220	2.0	M	P	A	A	L	b d	NIL	Remove			trunk strangled by Ficus, on edge of paving
TM012	*Liquidambar formosana*	楓香	827162.229	815195.042	3.70	7.0	150	3.5	M	A	A	A	L	c	NIL	Remove			leaning trunk; sign of borer on trunk
TM013	*Liquidambar formosana*	楓香	827164.825	815199.754	3.64	5.0	120	3.0	M	A	A	A	M		NIL	Remove			
TM014	*Liquidambar formosana*	楓香	827169.194	815204.912	3.68	4.0	85	1.5	M	A	A	A	M		NIL	Remove			undersized
TM015	*Macaranga tanarius var. tomentosa*	血桐	827174.402	815204.069	3.82	4.0	240	4.0	L	P	P	P	L	a b c d	NIL	Remove			leaning trunk; exposed dead wood, on edge of paving
TM016	*Delonix regia*	鳳凰木	827164.464	815209.987	3.75	4.0	175	4.0	M	A	A	A	L	c	NIL	Remove			asymmetric canopy
TM017	*Liquidambar formosana*	楓香	827159.505	815217.728	3.66	7.5	125	2.0	M	A	A	A	M		NIL	Remove			
TM018	*Liquidambar formosana*	楓香	827163.504	815222.742	3.72	7.0	115	3.0	M	A	A	A	M		NIL	Remove			
TM019	*Liquidambar formosana*	楓香	827167.448	815228.597	3.70	6.0	150	3.0	M	A	A	A	M		NIL	Remove			
TM020	*Ficus variegata*	青果榕	827172.904	815235.223	3.61	4.0	206	3.0	M	P	A	A	L	b c d	NIL	Remove			co-dominant trunks; included bark between trunks, on edge of paving
TM021	*Ficus subpisocarpa*	筆管榕	827172.075	815243.854	3.64	4.0	211	4.0	L	P	A	P	L	a b c d	NIL	Remove			asymmetric canopy; co-dominant trunks, on edge of paving
TM022	*Delonix regia*	鳳凰木	827162.806	815234.056	3.87	5.0	190	2.5	M	A	A	A	M		NIL	Remove			
TM023	*Litsea glutinosa*	潺槁樹	827149.410	815219.819	3.20	4.0	143	1.0	L	P	A	A	L	a b d	NIL	Remove			co-dominant branches; low branch bifurcation, on edge of paving
TM024	*Macaranga tanarius var. tomentosa*	血桐	827148.742	815230.653	3.27	4.5	283	6.0	M	P	A	A	L	b c d f	NIL	Remove			forked branches; low branch bifurcation; restricted for root expansion, on edge of paving
TM025	*Bombax ceiba*	木棉	827148.559	815239.897	3.87	6.0	200	5.0	M	A	A	A	M	d	NIL	Remove			on edge of paving
TM026	*Celtis sinensis*	朴樹	827148.051	815250.219	3.91	9.0	405	10.0	M	A	A	A	L	c d f	NIL	Remove			co-dominant branches; grew by hard structure; restricted for root expansion
TM027	*Macaranga tanarius var. tomentosa*	血桐	827147.674	815254.792	3.97	4.0	120	2.5	M	P	A	A	L	b c d f	NIL	Remove			asymmetric canopy; co-dominant branches; cavity on trunk; on slope
TM028	*Macaranga tanarius var. tomentosa*	血桐	827147.427	815263.428	3.94	3.5	138	2.0	M	P	A	A	L	b d f	NIL	Remove			co-dominant branches; low branch bifurcation; grew by hard structure
TM029	*Ilex rotunda*	鐵冬青	827156.105	815266.446	3.78	3.5	130	2.0	M	A	A	A	L	c	NIL	Remove			asymmetric canopy
TM030	*Ilex rotunda*	鐵冬青	827161.645	815261.803	3.91	3.5	105	1.5	M	A	A	A	M		NIL	Remove			
TM031	*Ilex rotunda*	鐵冬青	827160.801	815257.012	3.91	4.0	100	1.0	M	A	A	A	M		NIL	Remove			
TM032	*Ilex rotunda*	鐵冬青	827157.009	815257.423	3.87	4.0	105	1.5	M	A	A	A	M		NIL	Remove			
TM033	*Liquidambar formosana*	楓香	827163.852	815248.236	3.93	5.0	85	1.0	M	A	A	A	L	c	NIL	Remove			leaning trunk
TM034	*Liquidambar formosana*	楓香	827161.498	815244.338	3.83	4.0	80	1.0	M	A	A	A	M		NIL	Remove			
TM035	*Liquidambar formosana*	楓香	827158.160	815239.853	3.86	4.5	85	2.0	M	A	A	A	M		NIL	Remove			
TM036	*Bombax ceiba*	木棉	827152.025	815171.371	4.20	13.0	500	5.0	M	A	A	A	L	c d	NIL	Retain			In tree pit, fused muti-trunk

Notes:
- No tree is registered as OVT referred to DEVB - TC(W) No. 5/2020
- No rare or precious plants was identified referred to "Rare and precious Plants in Hong Kong" issued by AFCD

Suitability for Transplanting:
a - low amenity value
b - poor health, structure or form
c - irrecoverable form after transplanting (e.g. transplanting requires substantial crown and root pruning)
d - low chance of survival upon transplanting
e - undesirable species (e.g. *Leucaena leucocephala* which is an invasive, exotic and self-seeding tree)
f - trees grown under poor conditions which have limited the formation of proper root ball necessary for transplanting



KEY PLAN
N.T.S.

Rev.	Date	Description	By	Chk'd	App'd
A	DEC 2022	FIRST ISSUED	EY	SW	DL

Drawing Status: FEASIBILITY STUDY
Suitability: -

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

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WEST DEVELOPMENT OFFICE

Project Title: AGREEMENT NO. CE 46/2020 (CE) TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENTS IN ZONE 1 (2021 - 2024) - FEASIBILITY STUDY (TASK ORDER 8 – GOODVIEW GARDEN STATION)

Drawing Title: TREE ASSESSMENT SCHEDULE

Scale	Designed	Drawn	Checked	Authorised
Original Size	EY	YFC	SW	DL
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Drawing Number: FIGURE 3.19
Revision:

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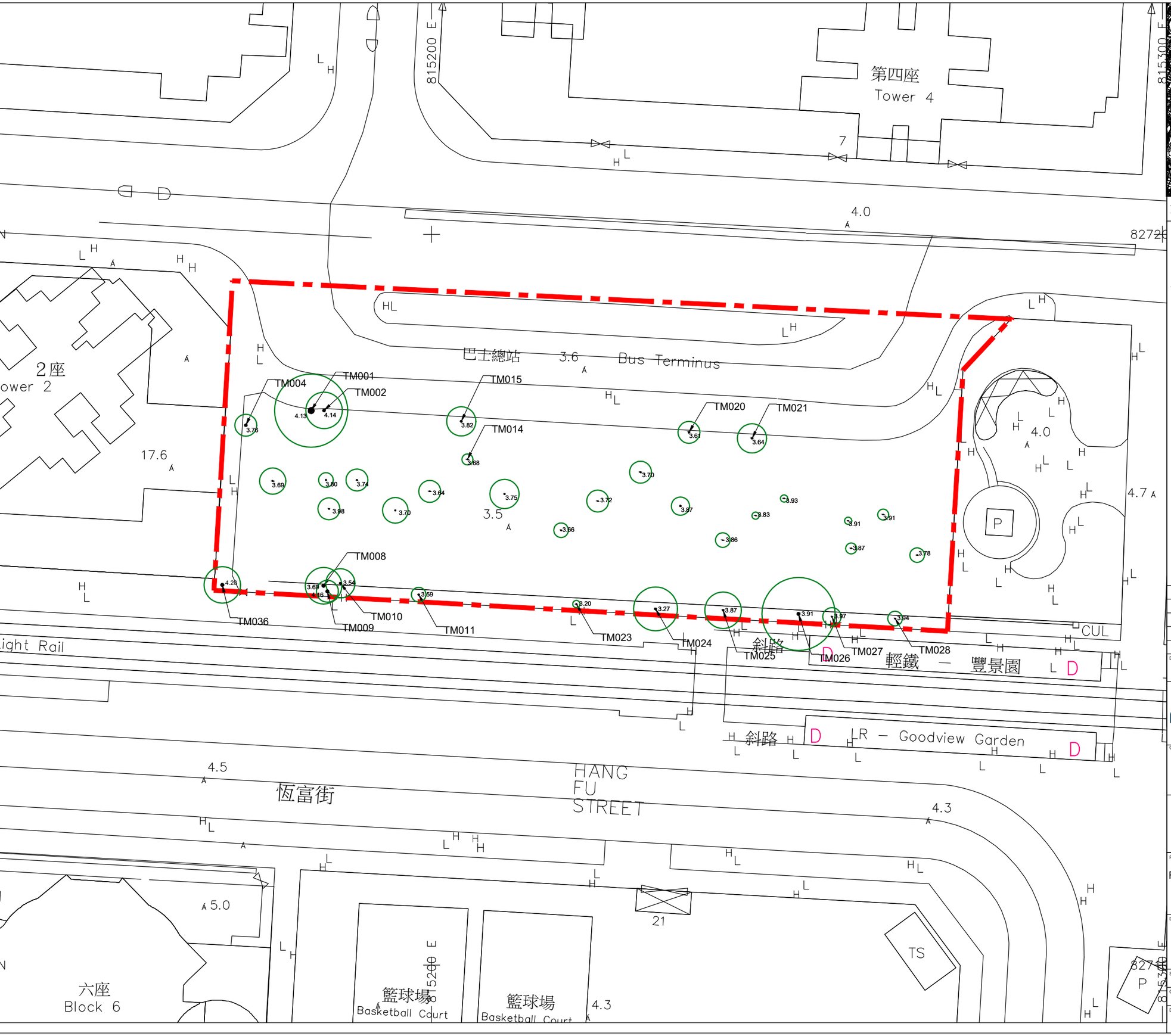

Key Plan (Scale 1:10,000 (A1))

NOTES

1. Coordinates are relative to Hong Kong Metric Grid (1980).
2. All Levels are in metres relative to Principal Datum (P.D.).
3. Dimensions are in metres unless otherwise stated.

LEGEND:

PROPOSED HOUSING DEVELOPMENT BOUNDARY

TM001 EXISTING TREE

Rev.	Date	Description	By	Chk'd	App'd
A	09/24	Gen. Rev.	HT	AW	
-	05/22	FIRST ISSUE	HT	AW	

Drawing Status: FEASIBILITY STUDY

Suitability: -

AtkinsRéalis

Client: 土木工程拓展署 Civil Engineering and Development Department

土木工程處 房屋工程1組 Civil Engineering Office Housing Projects 1 Unit

Project Title: CE 20/2023 (CE) TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENT AND OTHER DEVELOPMENTS IN ZONE 2 (2023-2027)- FEASIBILITY STUDY

Drawing Title: Tree Survey Plan

Scale	Designed	Drawn	Checked	Authorised
1:250 (A1)		HT	AW	
Original Size	Date	Date	Date	Date
A1		04/2023	04/2023	

Drawing Number: FIGURE 3.20

Revision: A

User name: $USERNAME$ Date:$DATE$ Time: $TIME$
Filename: $FILE$

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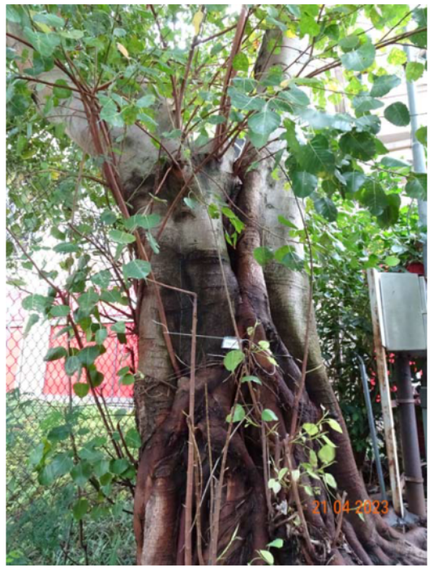
TM001 (1)

TM001 (2)



TM001 (3)

TM001 (4)

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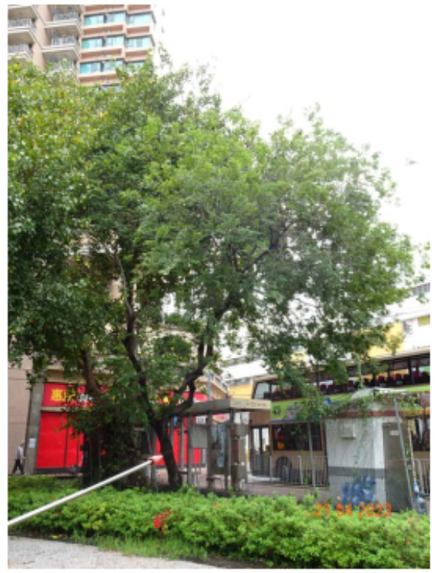
Term Consultancy for Site Formation and Infrastructure Works
for Proposed Housing and Other Developments in Zone 1 (2021-2024) - Feasibility Study
Task Order 8 - Goodview Garden Station Tree Photos

TM001 (5)

TM001 (6)

TM001 (7)



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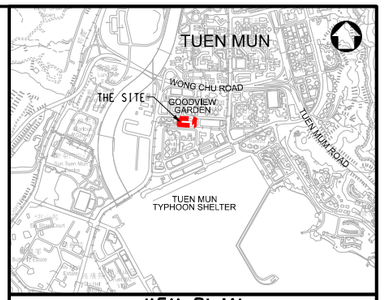

KEY PLAN
N.T.S.

Rev.	Date	Description	By	Chk'd	App'd
A	DEC 2022	FIRST ISSUED	EY	SW	DL

Drawing Status: FEASIBILITY STUDY
Suitability: -

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Drawing Title: TREE PHOTOGRAPHS (1 OF 9)

Scale	Designed	Drawn	Checked	Authorised
Original Size	EY	YFC	SW	DL
	Date: DEC 2022	Date: DEC 2022	Date: DEC 2022	Date: DEC 2022

Drawing Number: FIGURE 3.21a
Revision:

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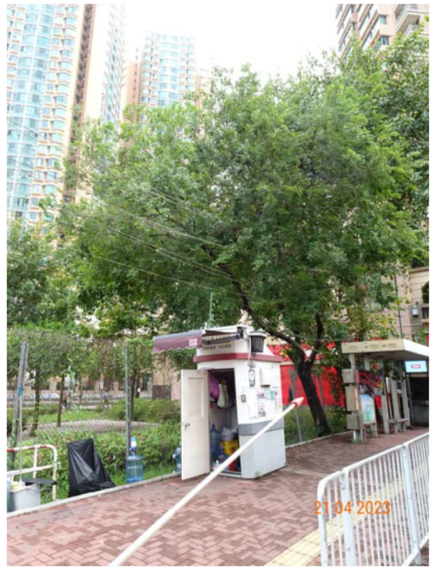
Task Order 8 - Goodview Garden Station Tree Photos



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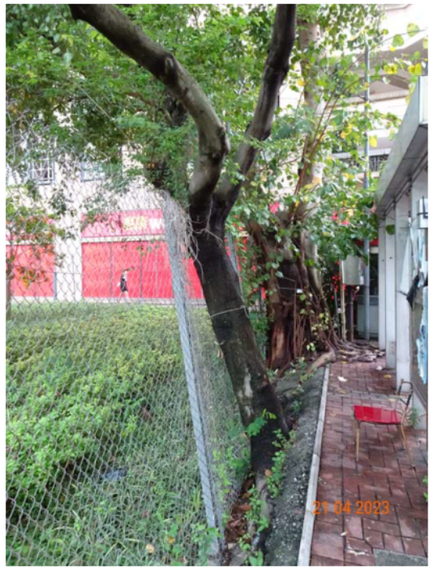

TM002 (3)

TM002 (4)

TM003 (1)

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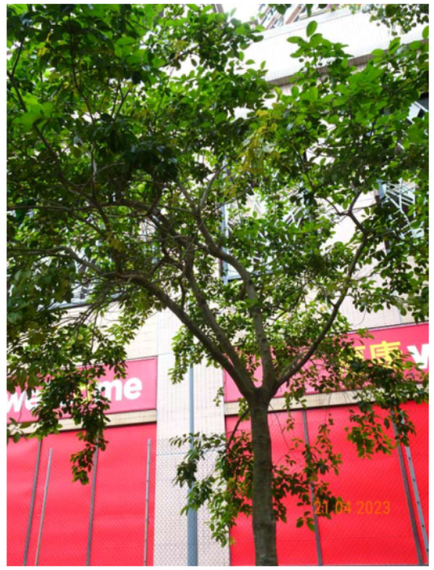
Term Consultancy for Site Formation and Infrastructure Works
for Proposed Housing and Other Developments in Zone 1 (2021-2024) - Feasibility Study
Task Order 8 - Goodview Garden Station Tree Photos



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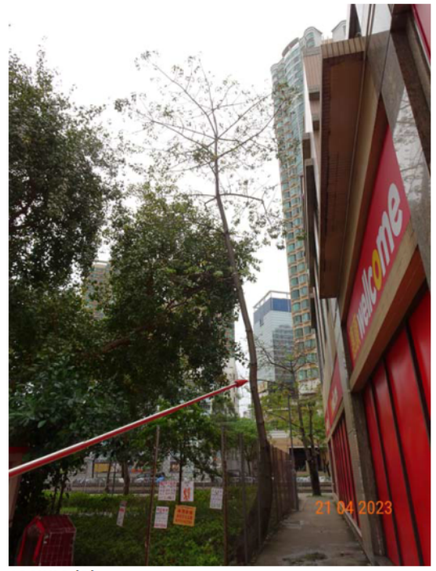

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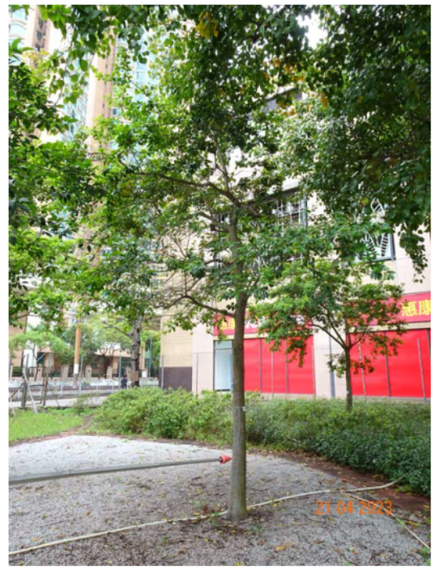

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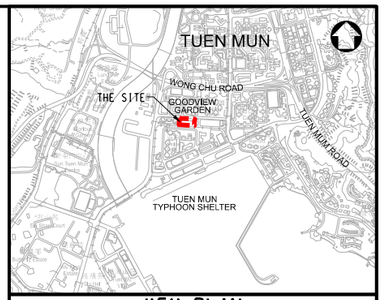

KEY PLAN
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Rev.	Date	Description	By	Chk'd	App'd
A	DEC 2022	FIRST ISSUED	EY	SW	DL

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Drawing Title: TREE PHOTOGRAPHS (2 OF 9)

Scale	Designed	Drawn	Checked	Authorised
	EY	YFC	SW	DL
Original Size	Date	Date	Date	Date
	DEC 2022	DEC 2022	DEC 2022	DEC 2022

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Term Consultancy for Site Formation and Infrastructure Works
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Task Order 8 - Goodview Garden Station Tree Photos

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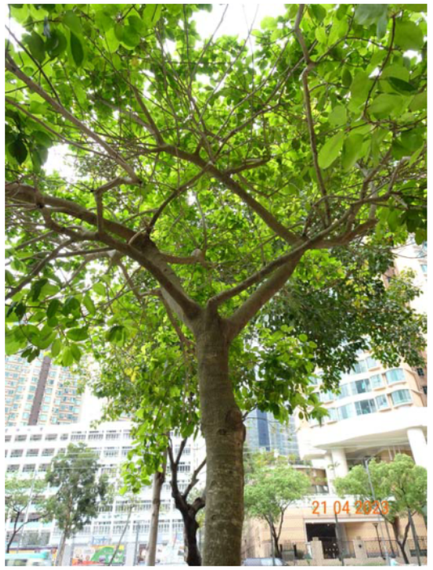

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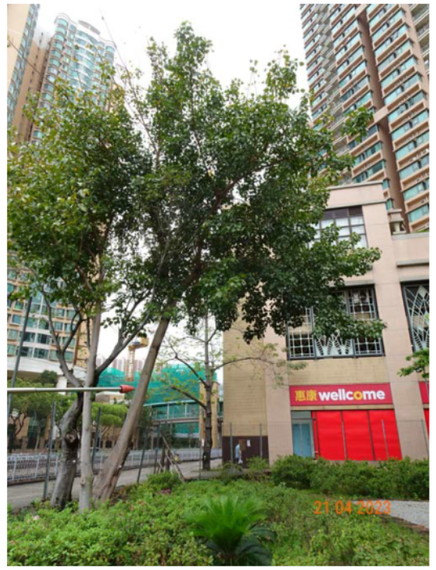

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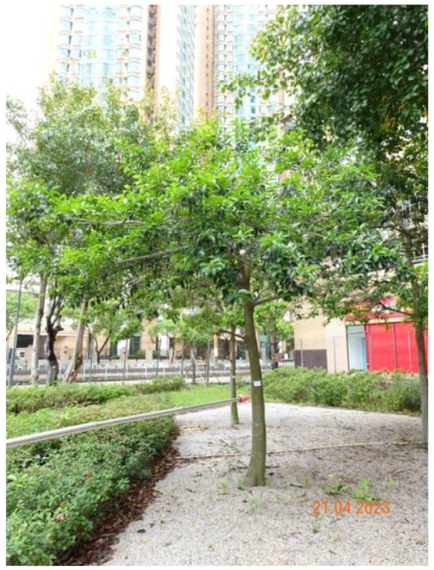

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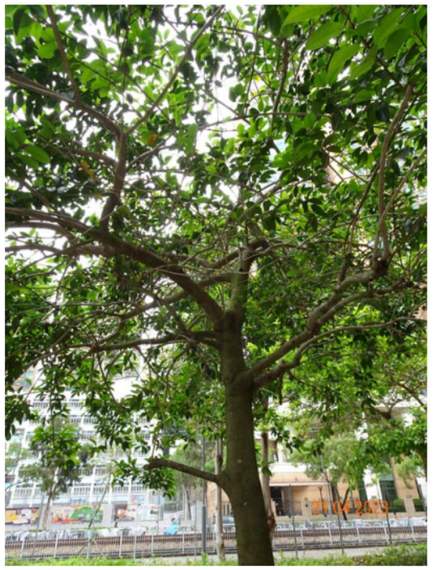
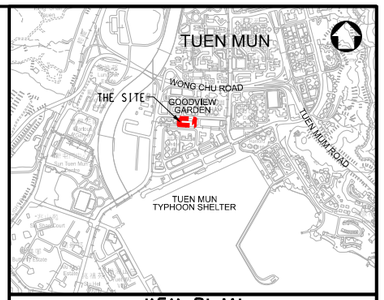


TM007 (2)

TM008 (3)

TM009 (1)



KEY PLAN
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Rev.	Date	Description	By	Chk'd	App'd
A	DEC 2022	FIRST ISSUED	EY	SW	DL

Drawing Status: FEASIBILITY STUDY
Suitability: -

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Drawing Title: TREE PHOTOGRAPHS (3 OF 9)

Scale	Designed	Drawn	Checked	Authorised
	EY	YFC	SW	DL
Original Size	Date	Date	Date	Date
	DEC 2022	DEC 2022	DEC 2022	DEC 2022

Drawing Number: FIGURE 3.21c
Revision:

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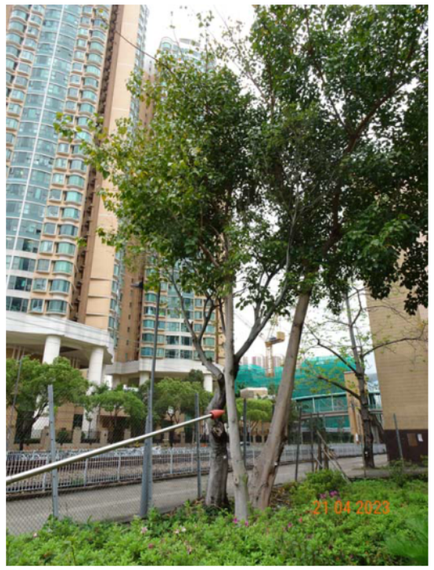
TM009 (2)

TM009 (3)

TM010 (2)

TM011 (1)

TM009 (4)



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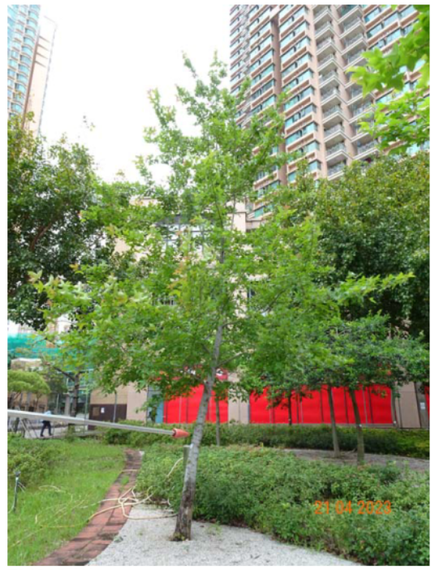

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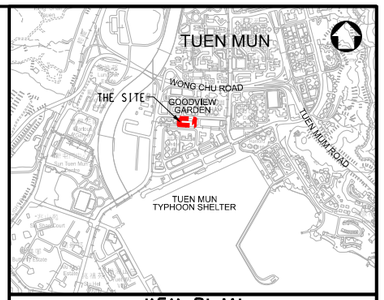

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Rev.	Date	Description	By	Chk'd	App'd
A	DEC 2022	FIRST ISSUED	EY	SW	DL

Drawing Status: FEASIBILITY STUDY

Suitability: -

AtkinsRéalis

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

西拓展處
WEST DEVELOPMENT OFFICE

Project Title: AGREEMENT NO. CE 46/2020 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENTS IN ZONE 1 (2021 - 2024) - FEASIBILITY STUDY (TASK ORDER 8 – GOODVIEW GARDEN STATION)

Drawing Title: TREE PHOTOGRAPHS (4 OF 9)

Scale	Designed	Drawn	Checked	Authorised
Original Size	EY	YFC	SW	DL
	Date: DEC 2022	Date: DEC 2022	Date: DEC 2022	Date: DEC 2022

Drawing Number: FIGURE 3.21d

Revision:

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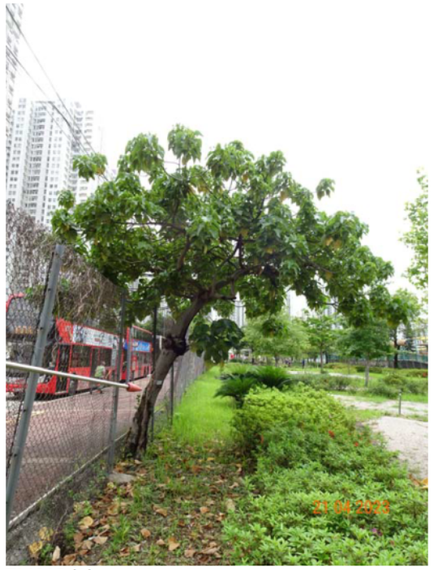
Term Consultancy for Site Formation and Infrastructure Works
for Proposed Housing and Other Developments in Zone 1 (2021-2024) - Feasibility Study
Task Order 8 - Goodview Garden Station Tree Photos

TM012 (2)

TM012 (3)


TM015 (1)

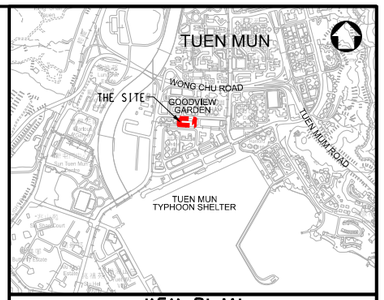
TM015 (2)

TM013

TM014

TM015 (3)

TM016



KEY PLAN
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Suitability: -

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

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Project Title: AGREEMENT NO. CE 46/2020 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENTS IN ZONE 1 (2021 - 2024) - FEASIBILITY STUDY (TASK ORDER 8 – GOODVIEW GARDEN STATION)

Drawing Title: TREE PHOTOGRAPHS (5 OF 9)

Scale	Designed	Drawn	Checked	Authorised
	EY	YFC	SW	DL
Original Size	Date	Date	Date	Date
	DEC 2022	DEC 2022	DEC 2022	DEC 2022

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Revision:

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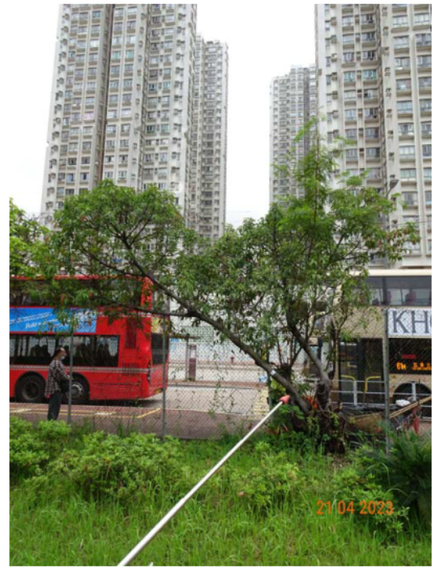
Term Consultancy for Site Formation and Infrastructure Works
for Proposed Housing and Other Developments in Zone 1 (2021-2024) - Feasibility Study
Task Order 8 - Goodview Garden Station Tree Photos

TM017

TM018

TM020 (2)



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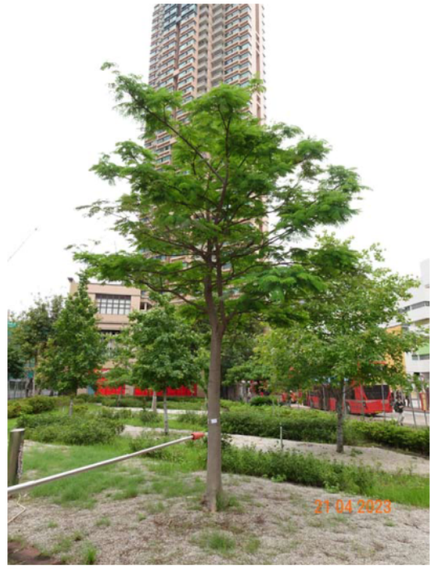
TM019

TM020 (1)



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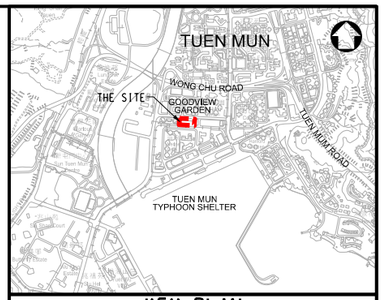
TM023 (1)



KEY PLAN
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Project Title
AGREEMENT NO. CE 46/2020 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENTS IN ZONE 1 (2021 - 2024) - FEASIBILITY STUDY
(TASK ORDER 8 – GOODVIEW GARDEN STATION)

Drawing Title
TREE PHOTOGRAPHS (6 OF 9)

Scale	Designed	Drawn	Checked	Authorised
	EY	YFC	SW	DL
Original Size	Date	Date	Date	Date
	DEC 2022	DEC 2022	DEC 2022	DEC 2022

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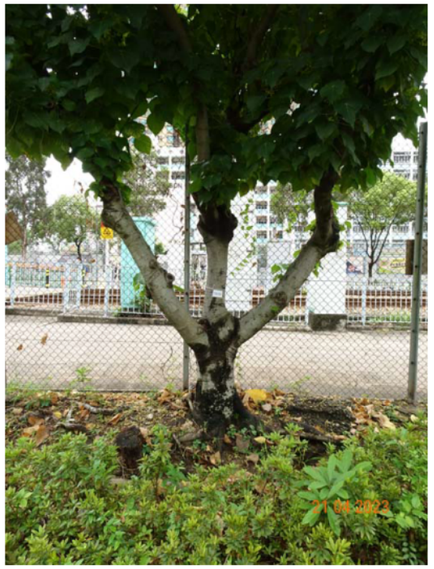
TM023 (2)

TM023 (3)

TM024 (3)

TM025 (1)

TM024 (1)



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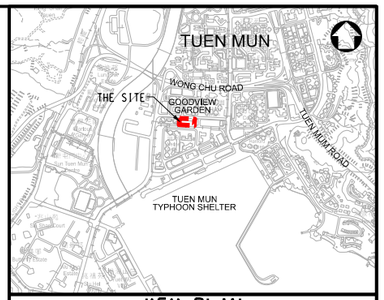
TM025 (2)

TM026 (1)



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Project Title: AGREEMENT NO. CE 46/2020 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENTS IN ZONE 1 (2021 - 2024) - FEASIBILITY STUDY (TASK ORDER 8 – GOODVIEW GARDEN STATION)

Drawing Title: TREE PHOTOGRAPHS (7 OF 9)

Scale	Designed	Drawn	Checked	Authorised
	EY	YFC	SW	DL
Original Size	Date	Date	Date	Date
	DEC 2022	DEC 2022	DEC 2022	DEC 2022

Drawing Number: FIGURE 3.21g
Revision:

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Term Consultancy for Site Formation and Infrastructure Works
for Proposed Housing and Other Developments in Zone 1 (2021-2024) - Feasibility Study
Task Order 8 - Goodview Garden Station Tree Photos

TM026 (2)

TM027 (1)

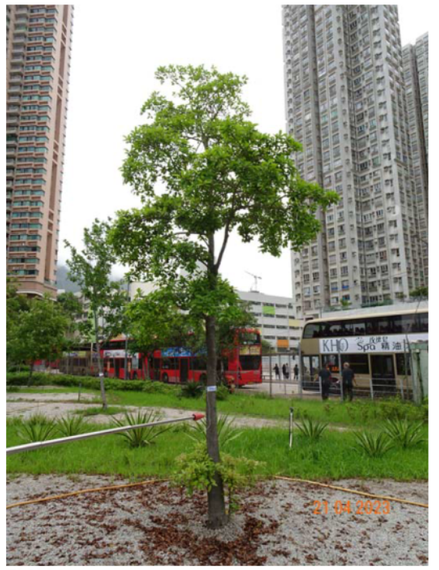
TM028 (2)

TM029

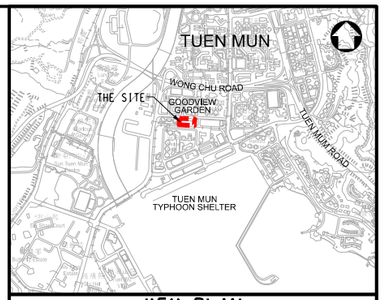
TM027 (2)

TM028 (1)

TM030



TM031



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Drawing Status: FEASIBILITY STUDY
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Project Title: AGREEMENT NO. CE 46/2020 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENTS IN ZONE 1 (2021 - 2024) - FEASIBILITY STUDY (TASK ORDER 8 – GOODVIEW GARDEN STATION)

Drawing Title: TREE PHOTOGRAPHS (8 OF 9)

Scale	Designed	Drawn	Checked	Authorised
Original Size	EY	YFC	SW	DL
	Date: DEC 2022	Date: DEC 2022	Date: DEC 2022	Date: DEC 2022

Drawing Number: FIGURE 3.21h
Revision:

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Term Consultancy for Site Formation and Infrastructure Works
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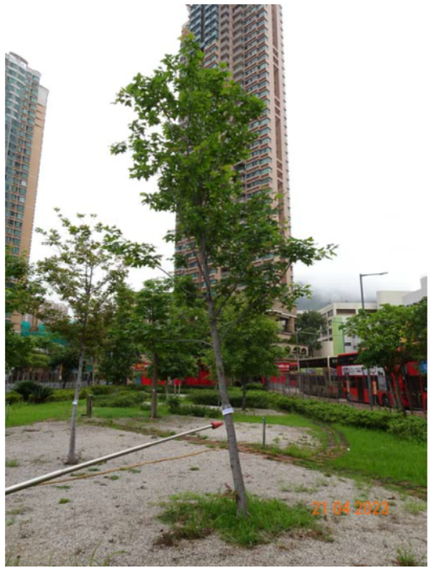
Task Order 8 - Goodview Garden Station Tree Photos

TM032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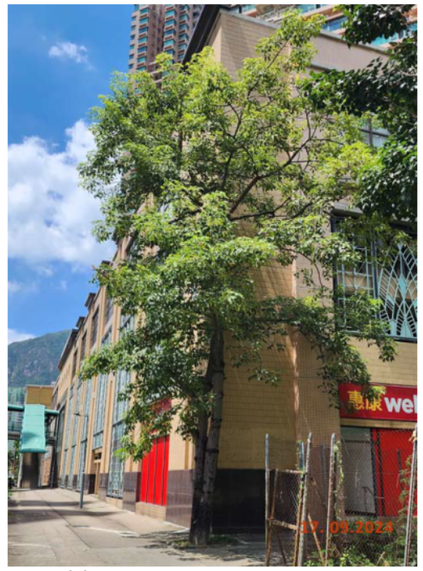
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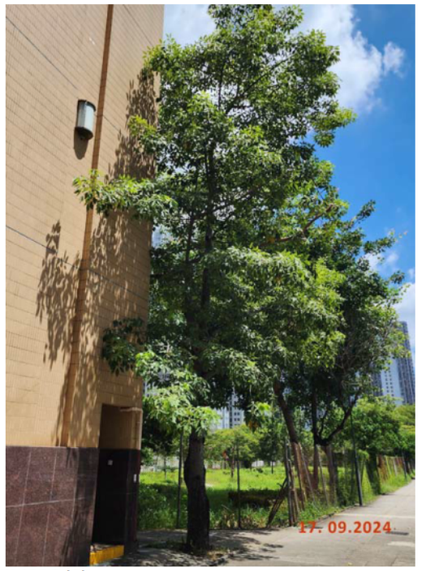
TM036 (2)

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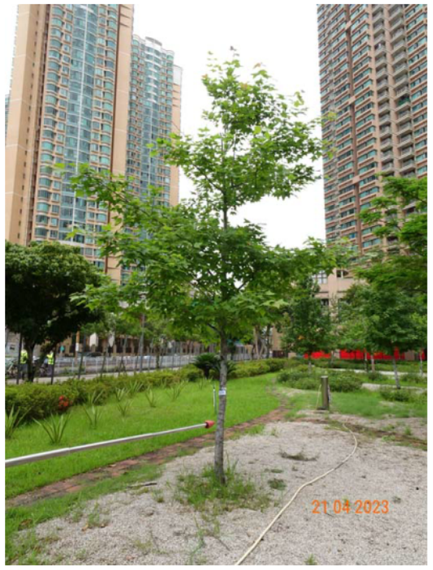
Term Consultancy for Site Formation and Infrastructure Works
for Proposed Housing and Other Developments in Zone 1 (2021-2024) - Feasibility Study
Task Order 8 - Goodview Garden Station Tree Photos

TM034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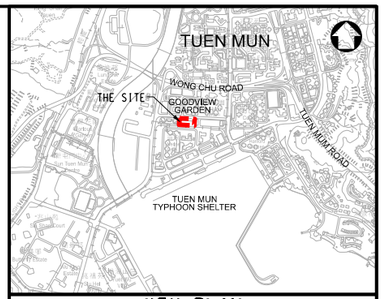
TM036 (3)



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Rev.	Date	Description	By	Chk'd	App'd
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Drawing Status: FEASIBILITY STUDY
Suitability: -

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WEST DEVELOPMENT OFFICE

Project Title: AGREEMENT NO. CE 46/2020 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENTS IN ZONE 1 (2021 - 2024) - FEASIBILITY STUDY (TASK ORDER 8 – GOODVIEW GARDEN STATION)

Drawing Title: TREE PHOTOGRAPHS (9 OF 9)

Scale	Designed	Drawn	Checked	Authorised
Original Size	EY	YFC	SW	DL
	Date: DEC 2022	Date: DEC 2022	Date: DEC 2022	Date: DEC 2022

Drawing Number: FIGURE 3.21i
Revision:

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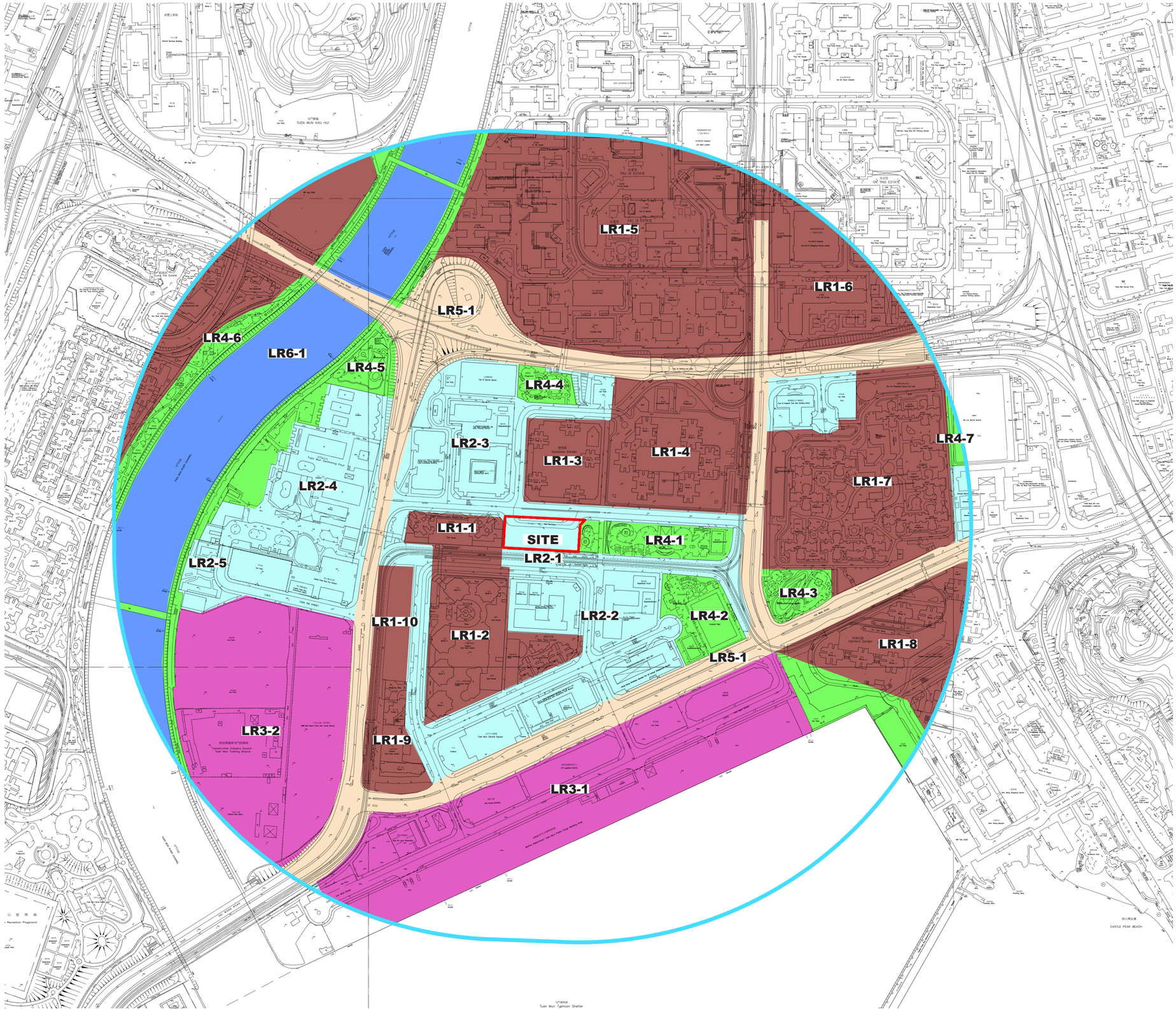

LEGEND

- LR1 Residential Urban Landscape
  - LR1-1 Oceania Heights
  - LR1-2 Nerine Cove
  - LR1-3 Goodview Garden
  - LR1-4 Tsui Ning Garden
  - LR1-5 Yau Oi Estate
  - LR1-6 On Ting Estate
  - LR1-7 Siu Lun Court
  - LR1-8 Hanford Garden
  - LR1-9 Regency Bay
  - LR1-10 Siu Tsui Court (under construction)
- LR2 Institutional Landscape
  - LR2-1 Existing vegetation within Project Site
  - LR2-2 School cluster south of Project Site
  - LR2-3 Shine Skills Centre, Yau Oi Sports Centre, adjacent school, and PCCW Building
  - LR2-4 Tuen Mun Swimming Pool
  - LR2-5 Tuen Mun Community Green Station
- LR3 Industrial Urban Landscape
  - LR3-1 Waterfront industrial strip along Hoi Wing Road and Hoi Wan Road
  - LR3-2 CIC Tuen Mun Training Ground
- LR4 Park Urban Landscape
  - LR4-1 Hoi Chu Road Playground
  - LR4-2 Hang Kwai Street Playground
  - LR4-3 Mouse Island Children's Playground
  - LR4-4 Fung On Street Children's Playground
  - LR4-5 Hoi Wong Road Garden
  - LR4-6 Wu Shan Riverside Park
  - LR4-7 Siu Lun Sports Ground
- LR5 Roads
  - LR5-1 Street trees and other roadside amenities
- LR6 Watercourse
  - LR6-1 Tuen Mun River Channel
- Site Area
- 500m Landscape Study Area

Project Title

LANDSCAPE RESOURCES

CONTRACTOR'S DESIGNER

AtkinsRéalis

Drawing Status

Client

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

Drawing Number

FIGURE 3.22

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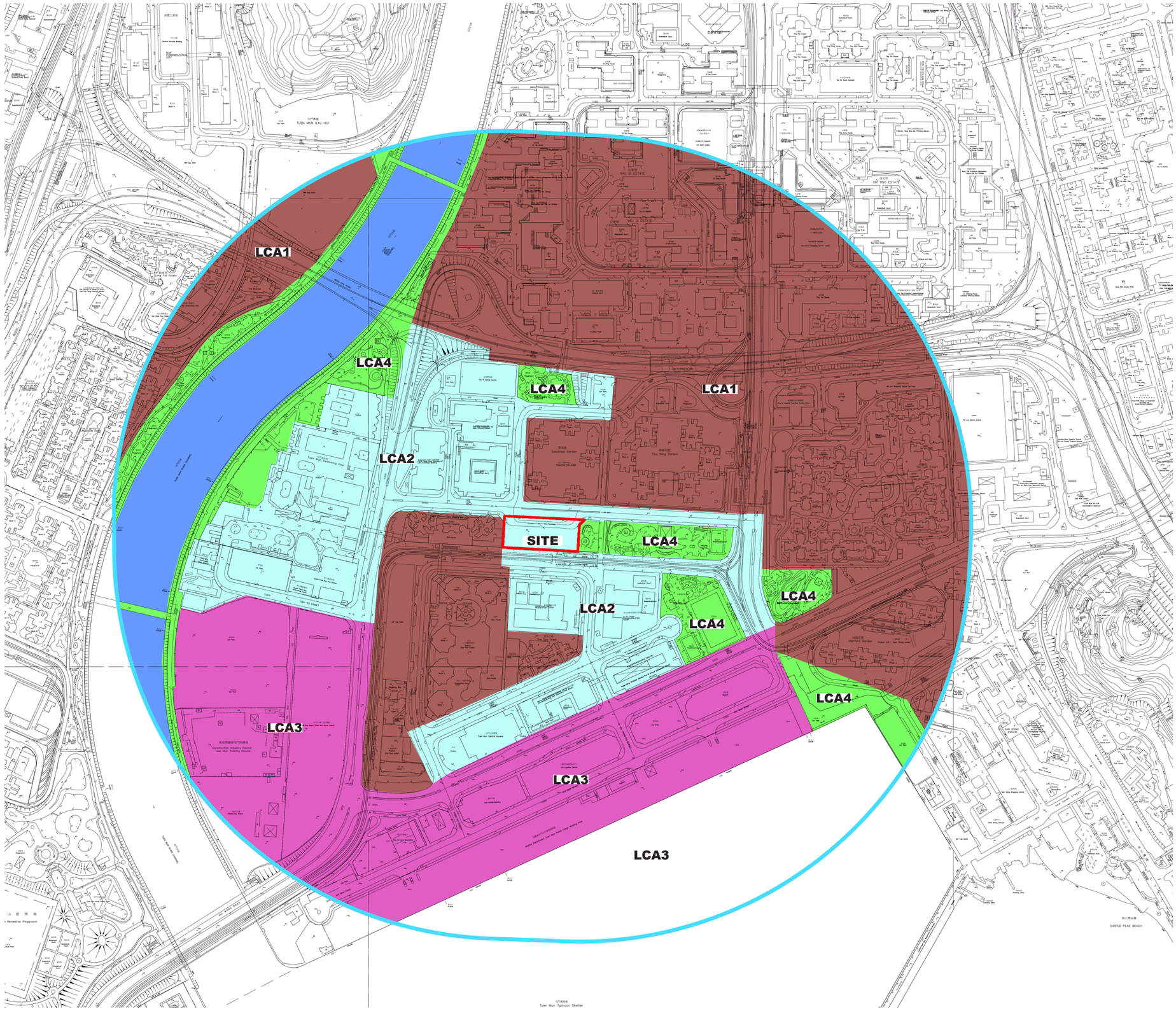

LEGEND

- LCA1 Residential Urban Landscape
- LCA2 Institutional Landscape
- LCA3 Industrial Urban Landscape
- LCA4 Park Urban Landscape
- Site Area
- 500m Landscape Study Area

0 50 100 250 M

1:5000 (A3)

Project Title

LANDSCAPE CHARACTER AREAS

CONTRACTOR'S DESIGNER

AtkinsRéalis

Drawing Status

Client

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

Drawing Number

FIGURE 3.23

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LR1-1 Oceania Heights

LR1-2 Nerine Cove

LR1-3 Goodview Garden

LR1-4 Tsui Ning Garden

LR1-5 Yau Oi Estate

LR1-6 On Ting Estate

LR1-7 Siu Lun Court

LR1-8 Hanford Garden

LR1-9 Regency Bay

LEGEND

- LR1 Residential Urban Landscape
  - LR1-1 Oceania Heights
  - LR1-2 Nerine Cove
  - LR1-3 Goodview Garden
  - LR1-4 Tsui Ning Garden
  - LR1-5 Yau Oi Estate
  - LR1-6 On Ting Estate
  - LR1-7 Siu Lun Court
  - LR1-8 Hanford Garden
  - LR1-9 Regency Bay
  - LR1-10 Siu Tsui Court (under construction)
- LR2 Institutional Landscape
  - LR2-1 Existing vegetation within Project Site
  - LR2-2 School cluster south of Project Site
  - LR2-3 Shine Skills Centre, Yau Oi Sports Centre, adjacent school, and PCCW Building
  - LR2-4 Tuen Mun Swimming Pool
  - LR2-5 Tuen Mun Community Green Station
- LR3 Industrial Urban Landscape
  - LR3-1 Waterfront industrial strip along Hoi Wing Road and Hoi Wan Road
  - LR3-2 CIC Tuen Mun Training Ground
- LR4 Park Urban Landscape
  - LR4-1 Hoi Chu Road Playground
  - LR4-2 Hang Kwai Street Playground
  - LR4-3 Mouse Island Children's Playground
  - LR4-4 Fung On Street Children's Playground
  - LR4-5 Hoi Wong Road Garden
  - LR4-6 Wu Shan Riverside Park
  - LR4-7 Siu Lun Sports Ground
- LR5 Roads
  - LR5-1 Street trees and other roadside amenities
- LR6 Watercourse
  - LR6-1 Tuen Mun River Channel
- Site Area
- 500m Landscape Study Area

Project Title

PHOTOS OF LANDSCAPE RESOURCES (1 OF 3)

CONTRACTOR'S DESIGNER

AtkinsRéalis

Client

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

Drawing Status

Drawing Number

FIGURE 3.24a

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LR1-10 Siu Tsui Court (under construction)

LR2-1 Existing vegetation within Project Site

LR2-2 School cluster south of Project Site

LR2-3 Shine Skills Centre, Yau Oi Sports Centre, adjacent school, and PCCW Building

LR2-4 Tuen Mun Swimming Pool

LR2-5 Tuen Mun Community Green Station

LR3-1 Waterfront industrial strip along Hoi Wing Road and Hoi Wan Road

LR3-2 CIC Tuen Mun Training Ground

LR4-1 Hoi Chu Road Playground

LEGEND

- LR1 Residential Urban Landscape
  - LR1-1 Oceania Heights
  - LR1-2 Nerine Cove
  - LR1-3 Goodview Garden
  - LR1-4 Tsui Ning Garden
  - LR1-5 Yau Oi Estate
  - LR1-6 On Ting Estate
  - LR1-7 Siu Lun Court
  - LR1-8 Hanford Garden
  - LR1-9 Regency Bay
  - LR1-10 Siu Tsui Court (under construction)
- LR2 Institutional Landscape
  - LR2-1 Existing vegetation within Project Site
  - LR2-2 School cluster south of Project Site
  - LR2-3 Shine Skills Centre, Yau Oi Sports Centre, adjacent school, and PCCW Building
  - LR2-4 Tuen Mun Swimming Pool
  - LR2-5 Tuen Mun Community Green Station
- LR3 Industrial Urban Landscape
  - LR3-1 Waterfront industrial strip along Hoi Wing Road and Hoi Wan Road
  - LR3-2 CIC Tuen Mun Training Ground
- LR4 Park Urban Landscape
  - LR4-1 Hoi Chu Road Playground
  - LR4-2 Hang Kwai Street Playground
  - LR4-3 Mouse Island Children's Playground
  - LR4-4 Fung On Street Children's Playground
  - LR4-5 Hoi Wong Road Garden
  - LR4-6 Wu Shan Riverside Park
  - LR4-7 Siu Lun Sports Ground
- LR5 Roads
  - LR5-1 Street trees and other roadside amenities
- LR6 Watercourse
  - LR6-1 Tuen Mun River Channel

Site Area

500m Landscape Study Area

Project Title

PHOTOS OF LANDSCAPE RESOURCES (2 OF 3)

CONTRACTOR'S DESIGNER

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Drawing Status

Client

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

Drawing Number

FIGURE 3.24b

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LR4-2 Hang Kwai Street Playground

LR4-3 Mouse Island Children's Playground

LR4-4 Fung On Street Children's Playground

LR4-5 Hoi Wong Road Garden

LR4-6 Wu Shan Riverside Park

LR4-7 Siu Lun Sports Ground

LR5-1 Street trees and other roadside amenities

LR6-1 Tuen Mun River Channel

LEGEND

- LR1 Residential Urban Landscape
  - LR1-1 Oceania Heights
  - LR1-2 Nerine Cove
  - LR1-3 Goodview Garden
  - LR1-4 Tsui Ning Garden
  - LR1-5 Yau Oi Estate
  - LR1-6 On Ting Estate
  - LR1-7 Siu Lun Court
  - LR1-8 Hanford Garden
  - LR1-9 Regency Bay
  - LR1-10 Siu Tsui Court (under construction)
- LR2 Institutional Landscape
  - LR2-1 Existing vegetation within Project Site
  - LR2-2 School cluster south of Project Site
  - LR2-3 Shine Skills Centre, Yau Oi Sports Centre, adjacent school, and PCCW Building
  - LR2-4 Tuen Mun Swimming Pool
  - LR2-5 Tuen Mun Community Green Station
- LR3 Industrial Urban Landscape
  - LR3-1 Waterfront industrial strip along Hoi Wing Road and Hoi Wan Road
  - LR3-2 CIC Tuen Mun Training Ground
- LR4 Park Urban Landscape
  - LR4-1 Hoi Chu Road Playground
  - LR4-2 Hang Kwai Street Playground
  - LR4-3 Mouse Island Children's Playground
  - LR4-4 Fung On Street Children's Playground
  - LR4-5 Hoi Wong Road Garden
  - LR4-6 Wu Shan Riverside Park
  - LR4-7 Siu Lun Sports Ground
- LR5 Roads
  - LR5-1 Street trees and other roadside amenities
- LR6 Watercourse
  - LR6-1 Tuen Mun River Channel

Site Area

500m Landscape Study Area

Project Title

PHOTOS OF LANDSCAPE RESOURCES (3 OF 3)

CONTRACTOR'S DESIGNER

AtkinsRéalis

Client

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

Drawing Status

Drawing Number

FIGURE 3.24c

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LEGEND

- LCA1 Residential Urban Landscape
- LCA2 Institutional Landscape
- LCA3 Industrial Urban Landscape
- LCA4 Park Urban Landscape
- Site Area
- 500m Landscape Study Area

LCA1 Residential Urban Landscape

LCA2 Institutional Landscape

LCA3 Industrial Urban Landscape

LCA4 Park Urban Landscape

Project Title

PHOTOS OF LANDSCAPE CHARACTER AREAS

CONTRACTOR'S DESIGNER

AtkinsRéalis

Drawing Status

Client

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

Drawing Number

FIGURE 3.25

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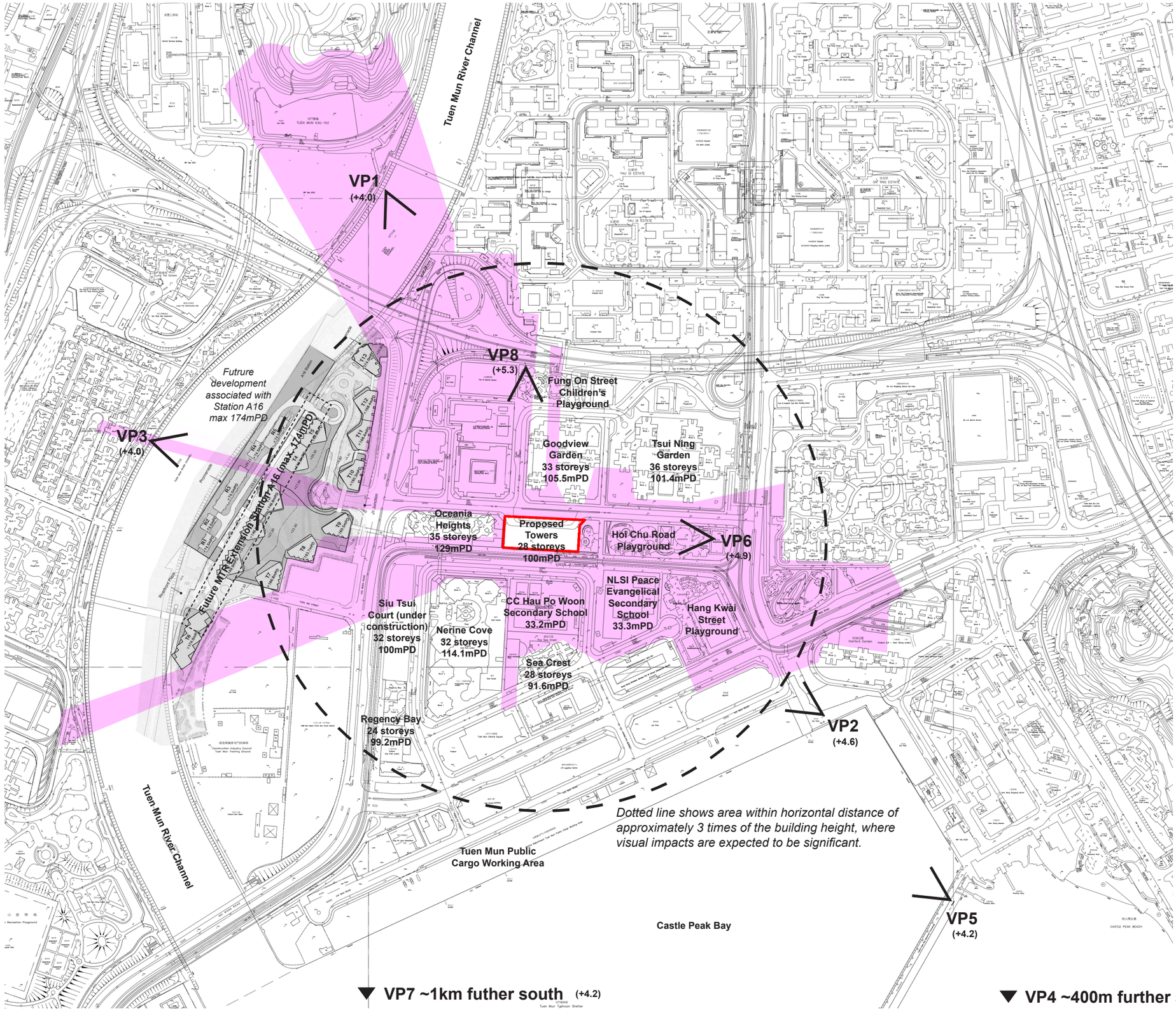

Project Title

VISUAL ENVELOPE

CONTRACTOR'S DESIGNER

AtkinsRéalis

Drawing Status

Client

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

Drawing Number

FIGURE 3.26a

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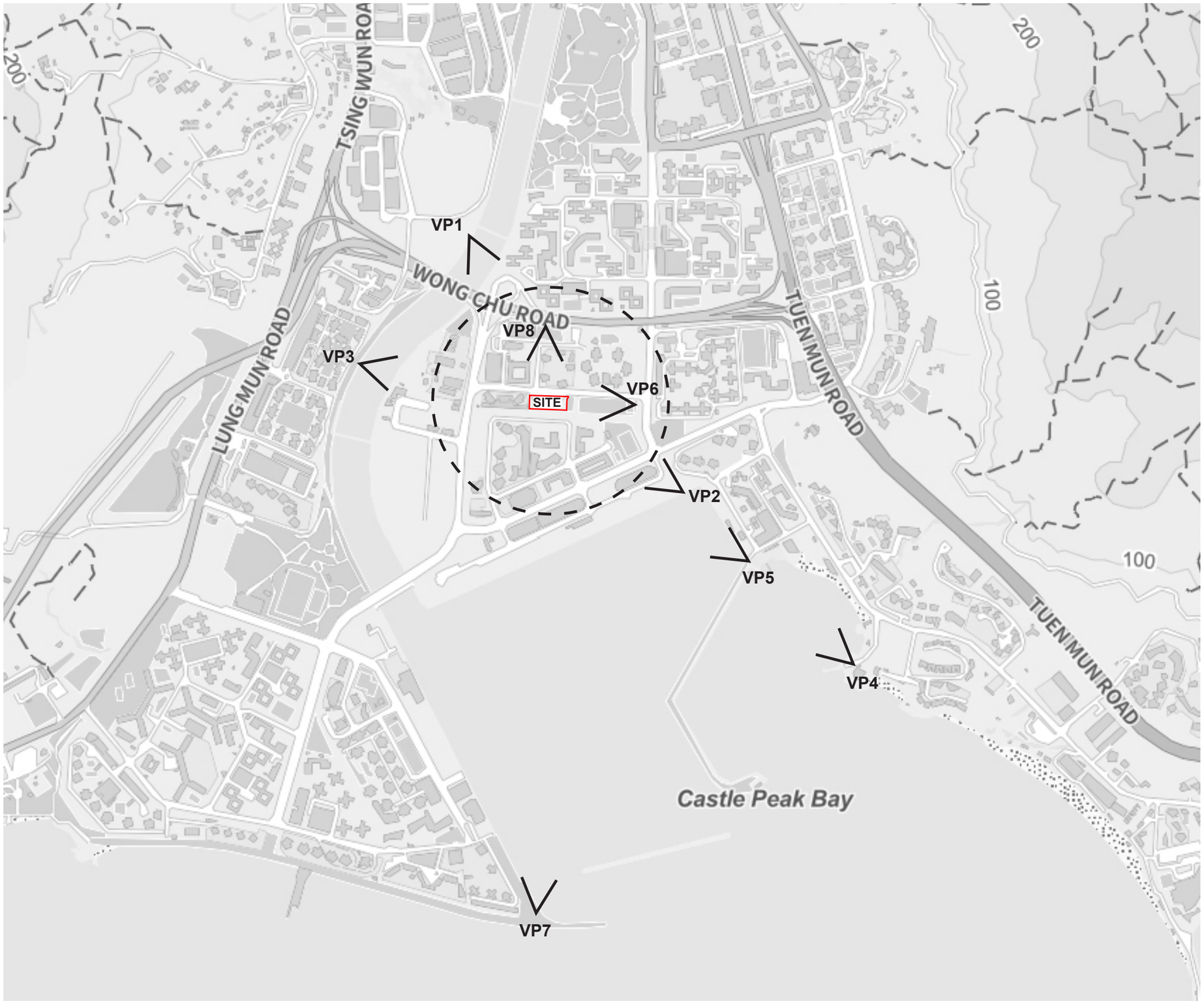

LEGEND

Site Area

Horizontal distance 3x height of development

Location map for all VP locations. Not to standard scale.

Project Title

VISUAL ENVELOPE AND KEY PUBLIC VIEWPOINTS

CONTRACTOR'S DESIGNER

AtkinsRéalis

Client

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

Drawing Status

Drawing Number

FIGURE 3.26b

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VP1 - From Tin Hau Road and Tuen Mun River across Yau Oi Estate (550m)

VP2 - From Waterfront near Hanford Garden and Sam Shing Estate (480m)

VP3 - From Promenade along Wu Shan Riverside Park (480m)

VP4 - From Kadoorie Pier (1000m)

VP5 - From Castle Peak Bay Waterfront Promenade (660m)

VP6 - From Hoi Chu Road Playground (180m)

VP7 - From Tuen Mun Promenade (1380m)

VP8 - From Fung On Street Children's Playground (190m)

Project Title

VISUAL ENVELOPE AND KEY PUBLIC VIEWPOINTS

CONTRACTOR'S DESIGNER

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Drawing Status

Client

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Drawing Number

FIGURE 3.26c

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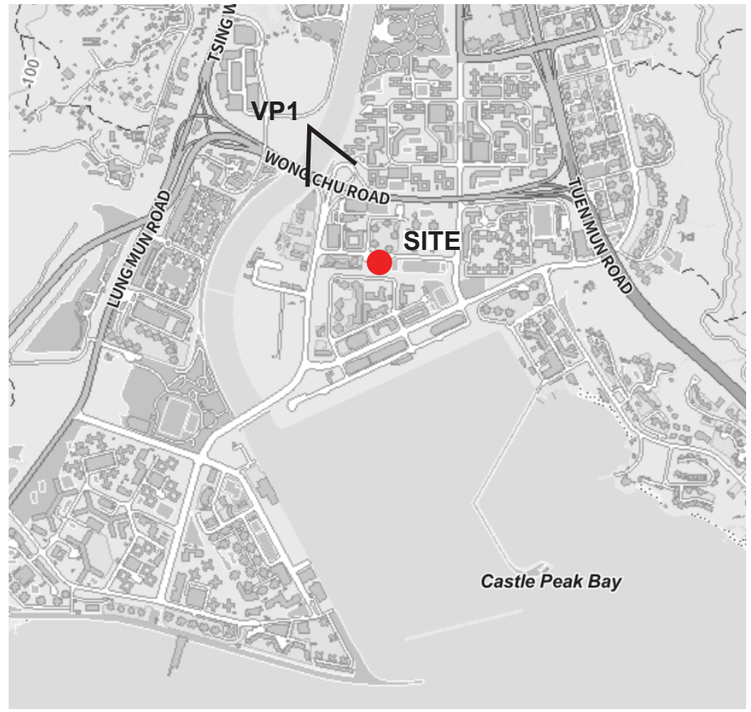

AFTER

Project Title

VP1 - From Tin Hau Road and Tuen Mun River across Yau Oi Estate (550m)

CONTRACTOR'S DESIGNER

AtkinsRéalis

Drawing Status

Client

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

Drawing Number

FIGURE 3.27a

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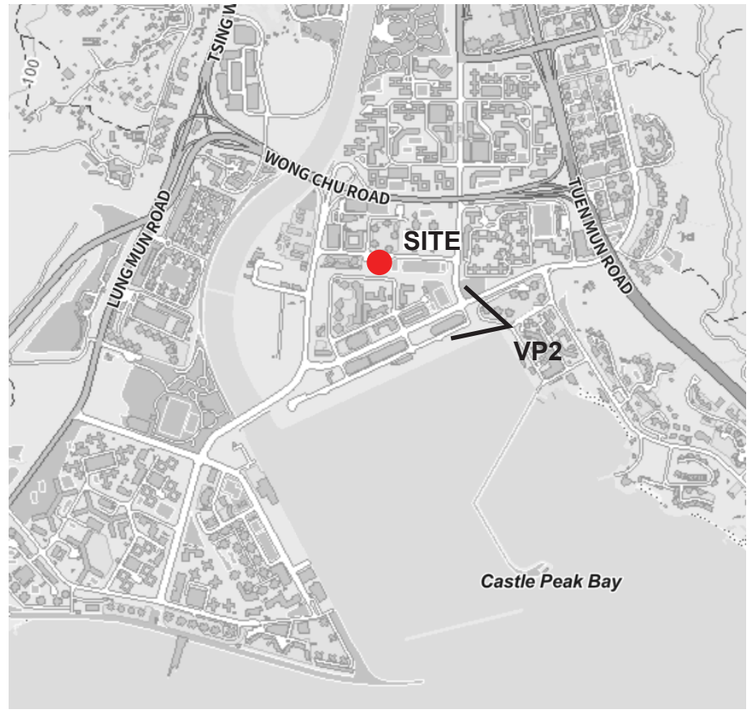

Project Title

VP2 - From Waterfront near Hanford Garden and Sam Shing Estate (480m)

CONTRACTOR'S DESIGNER

AtkinsRéalis

Client

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

Drawing Status

Drawing Number

FIGURE 3.27b

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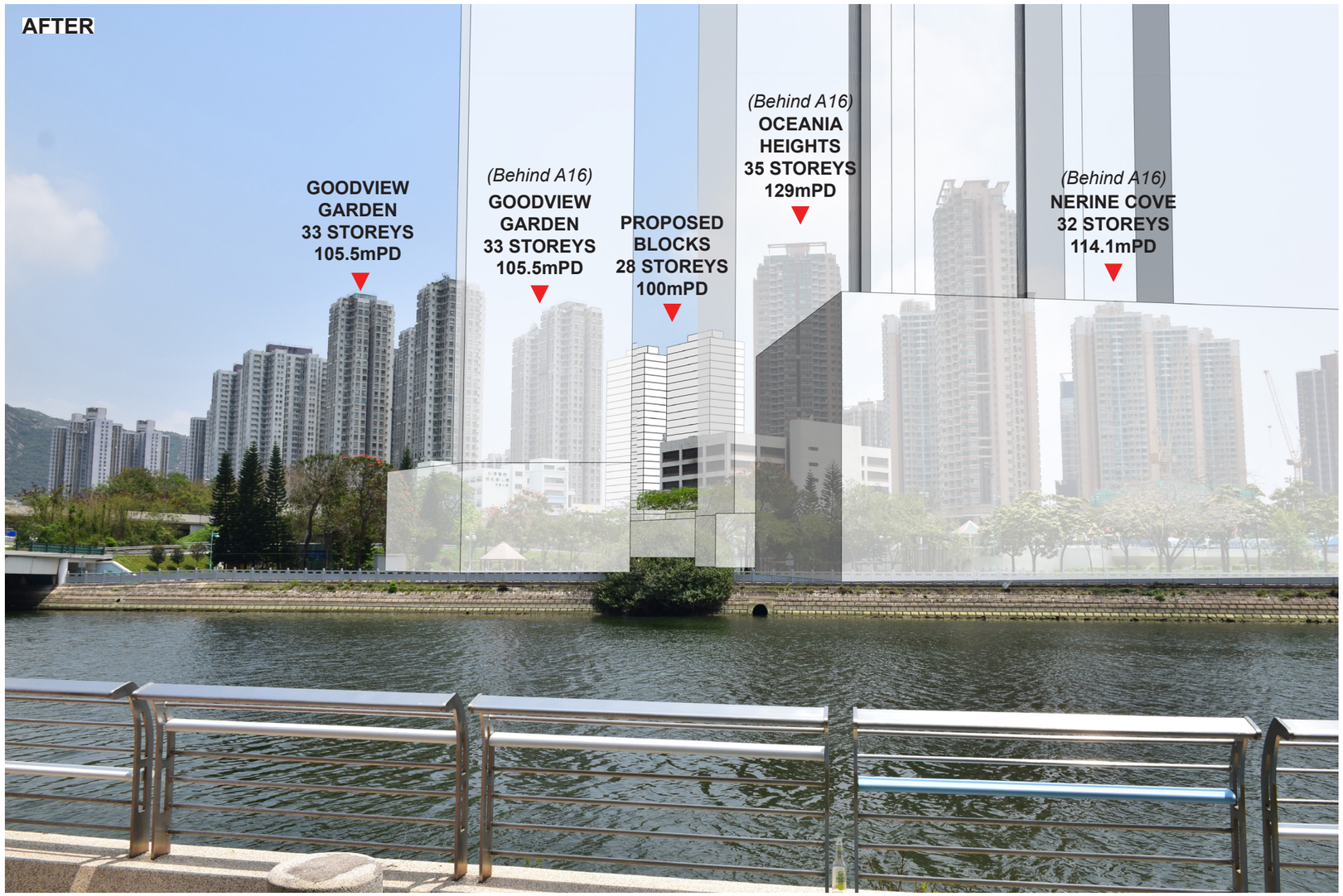
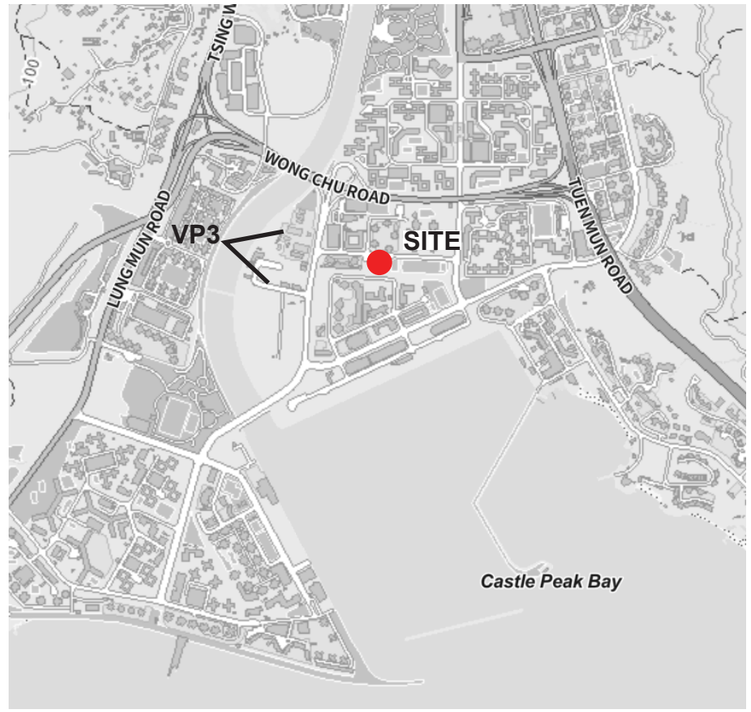
AFTER





Project Title

VP3 - From Promenade along Wu Shan Riverside Park (480m)

CONTRACTOR'S DESIGNER

AtkinsRéalis

Drawing Status

Client

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

Drawing Number

FIGURE 3.27c

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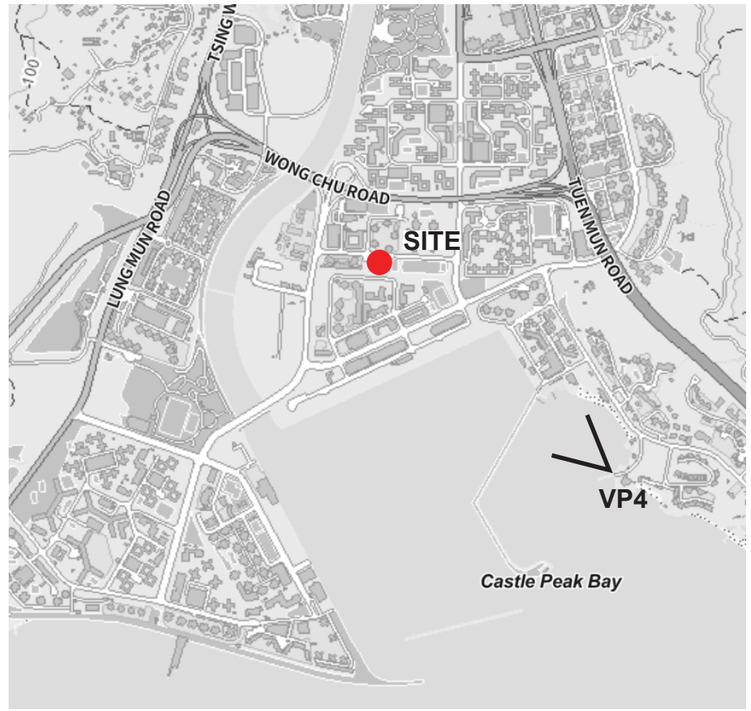

AFTER

Project Title

VP4 - From Kadoorie Pier (1000m)

CONTRACTOR'S DESIGNER

AtkinsRéalis

Drawing Status

Client

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

Drawing Number

FIGURE 3.27d

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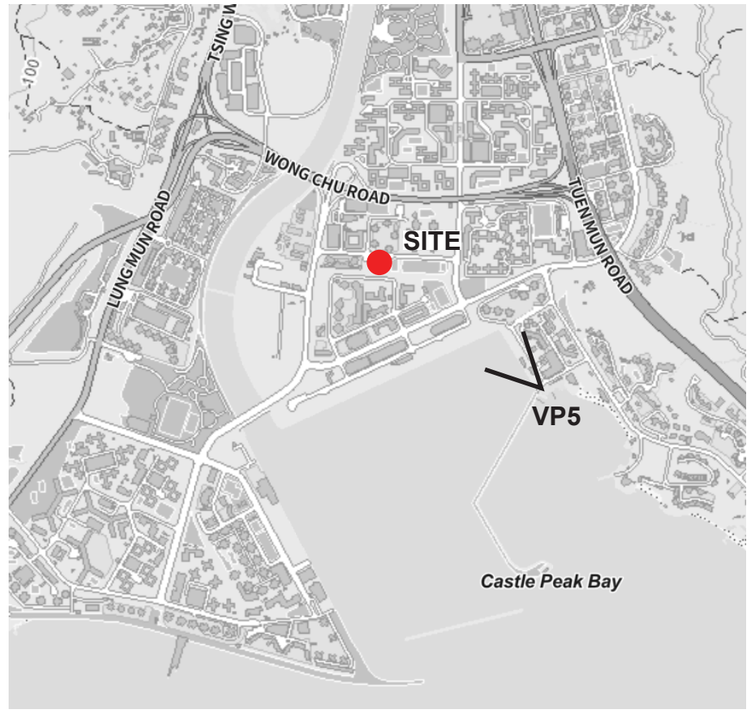

AFTER

Project Title

VP5 - From Castle Peak Bay Waterfront Promenade (660m)

CONTRACTOR'S DESIGNER

AtkinsRéalis

Drawing Status

Client

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

Drawing Number

FIGURE 3.27e

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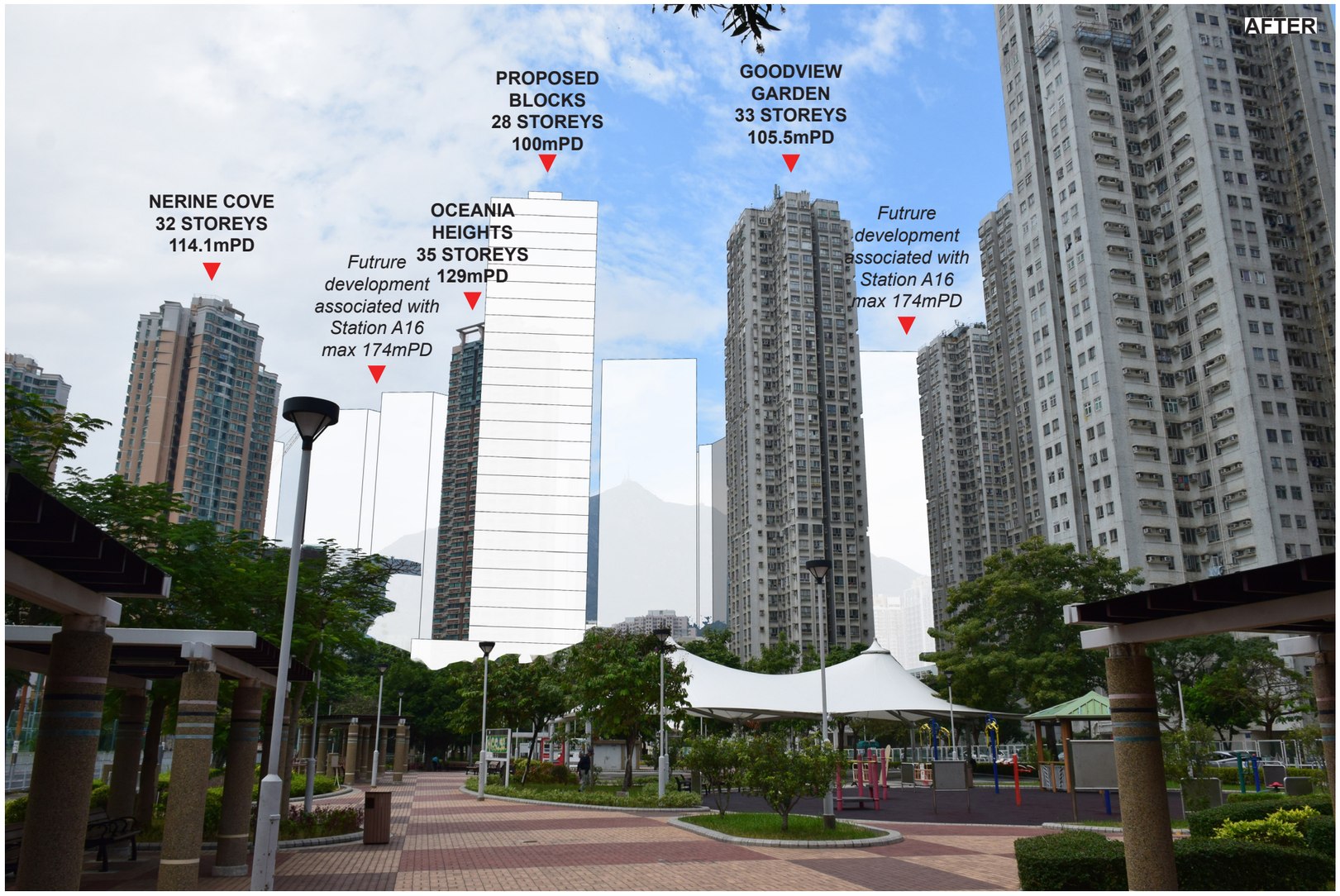

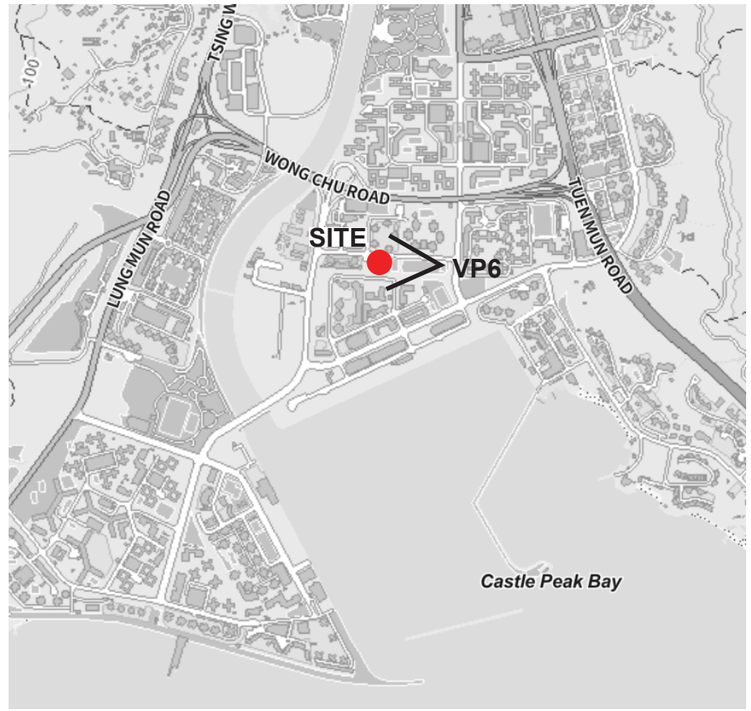

Project Title

VP6 - From Hoi Chu Road Playground (180m)

CONTRACTOR'S DESIGNER

AtkinsRéalis

Drawing Status

Client

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

Drawing Number

FIGURE 3.27f

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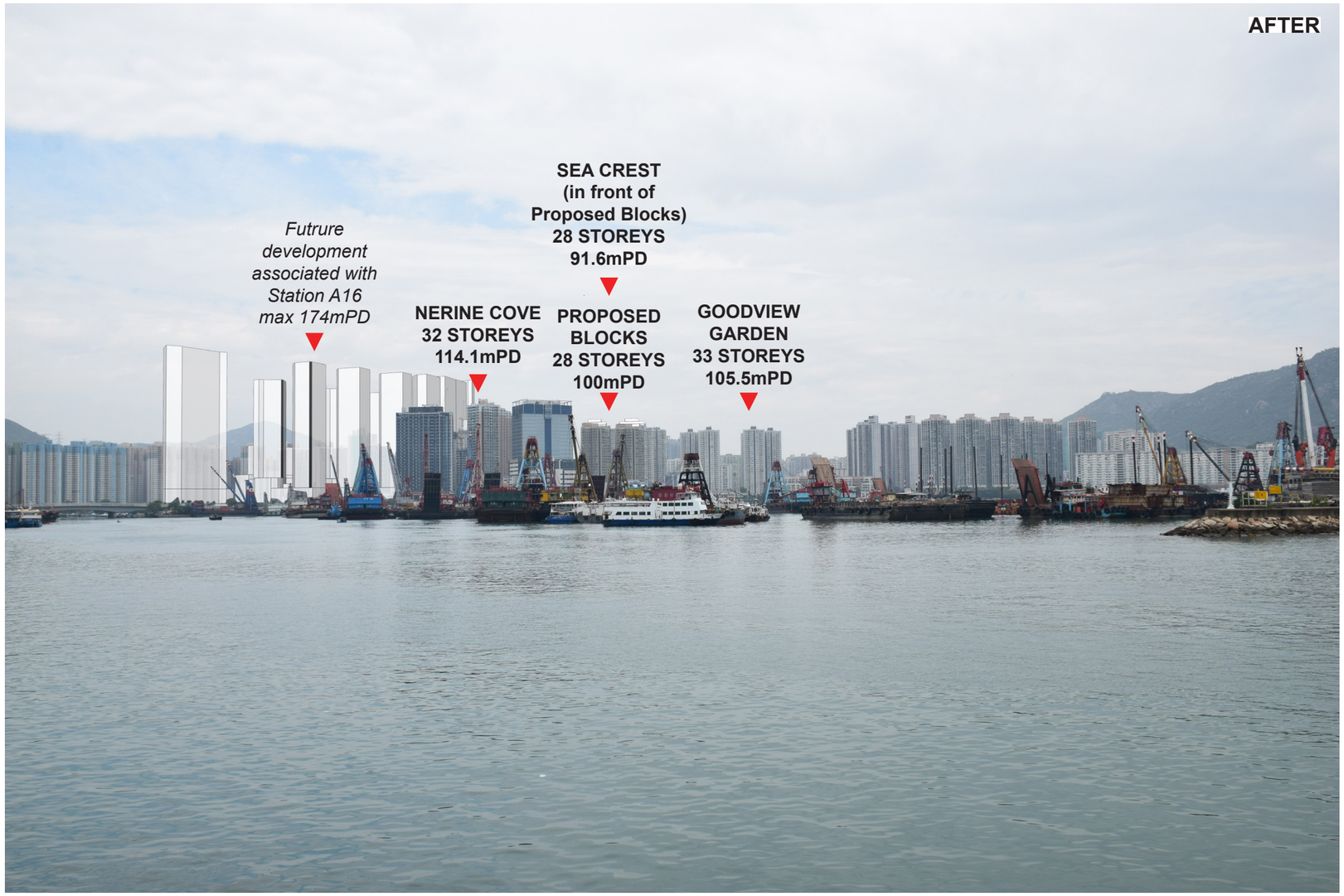
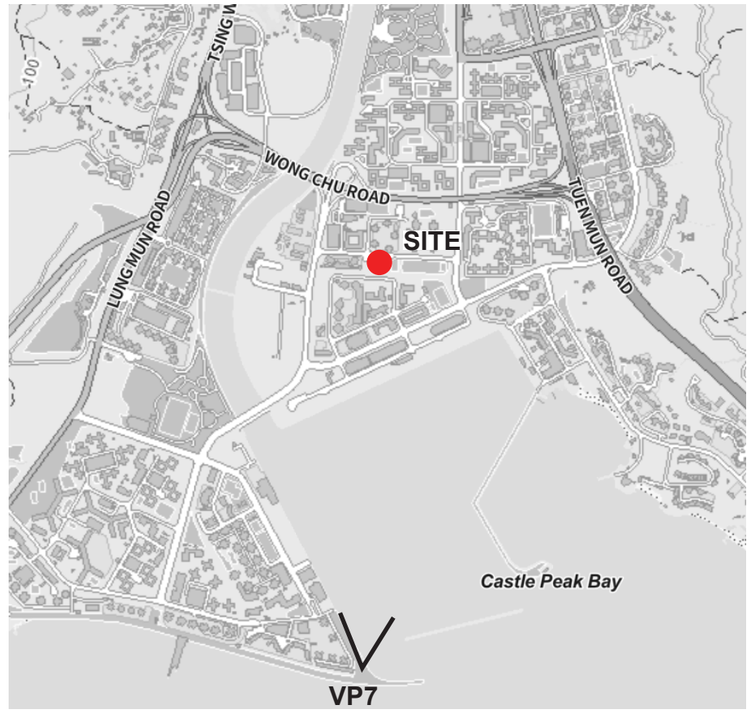
AFTER





Project Title

VP7 - From Tuen Mun Promenade (1380m)

CONTRACTOR'S DESIGNER

AtkinsRéalis

Client

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

Drawing Status

Drawing Number

FIGURE 3.27g

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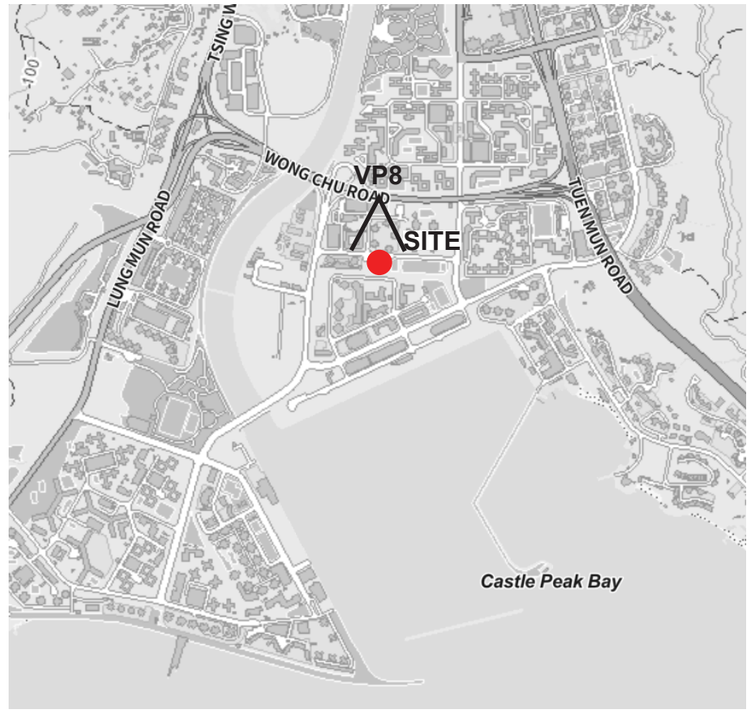

Project Title

VP8 - From Fung On Street Children's Playground (190m)

CONTRACTOR'S DESIGNER

AtkinsRéalis

Drawing Status

Client

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

Drawing Number

FIGURE 3.27h

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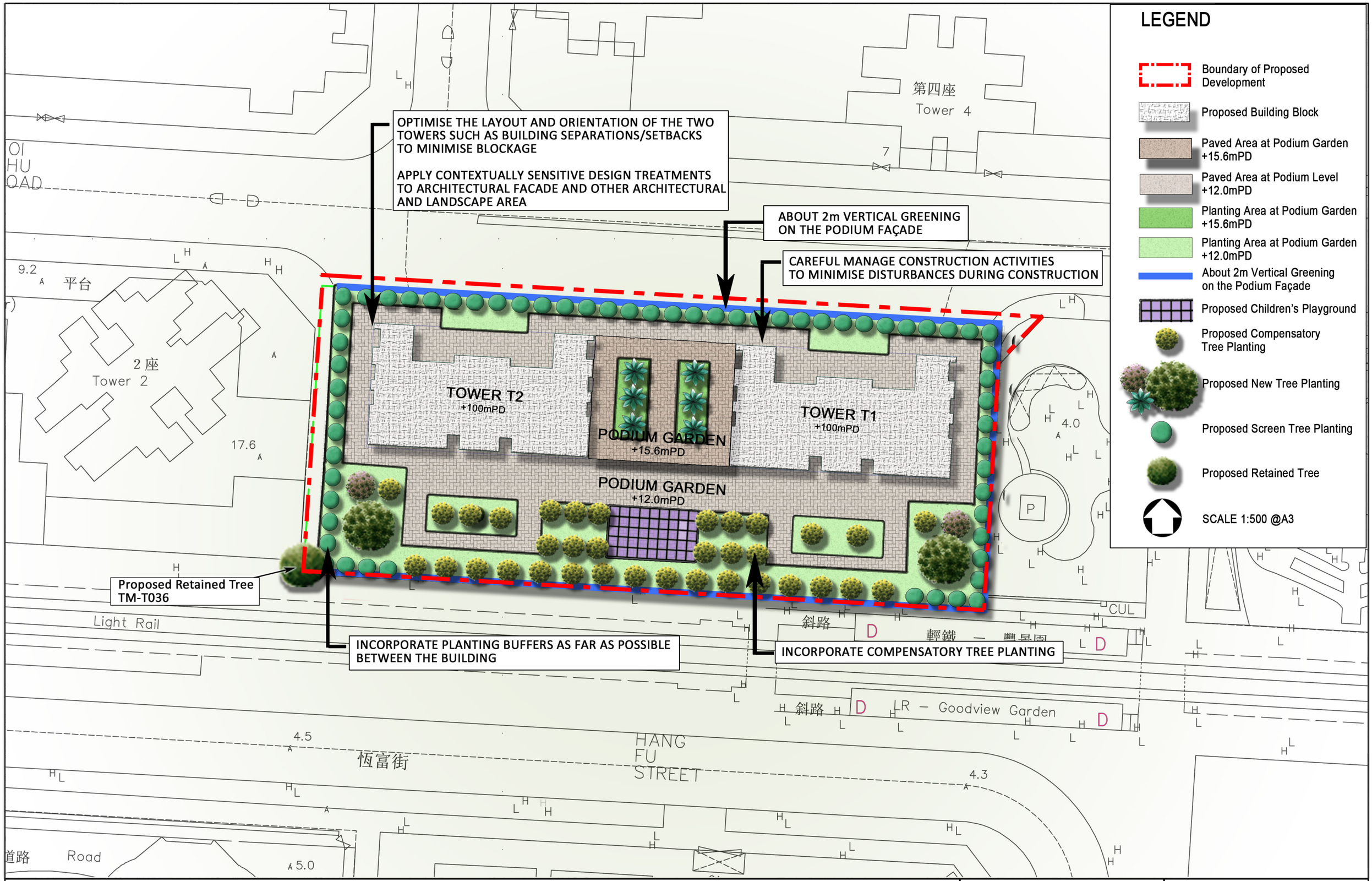

Project Title

CONCEPTUAL LANDSCAPE PLAN (WITH MITIGATION MEASURES)

CONTRACTOR'S DESIGNER
AtkinsRéalis

Drawing Status

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

Drawing Number
FIGURE 3.28

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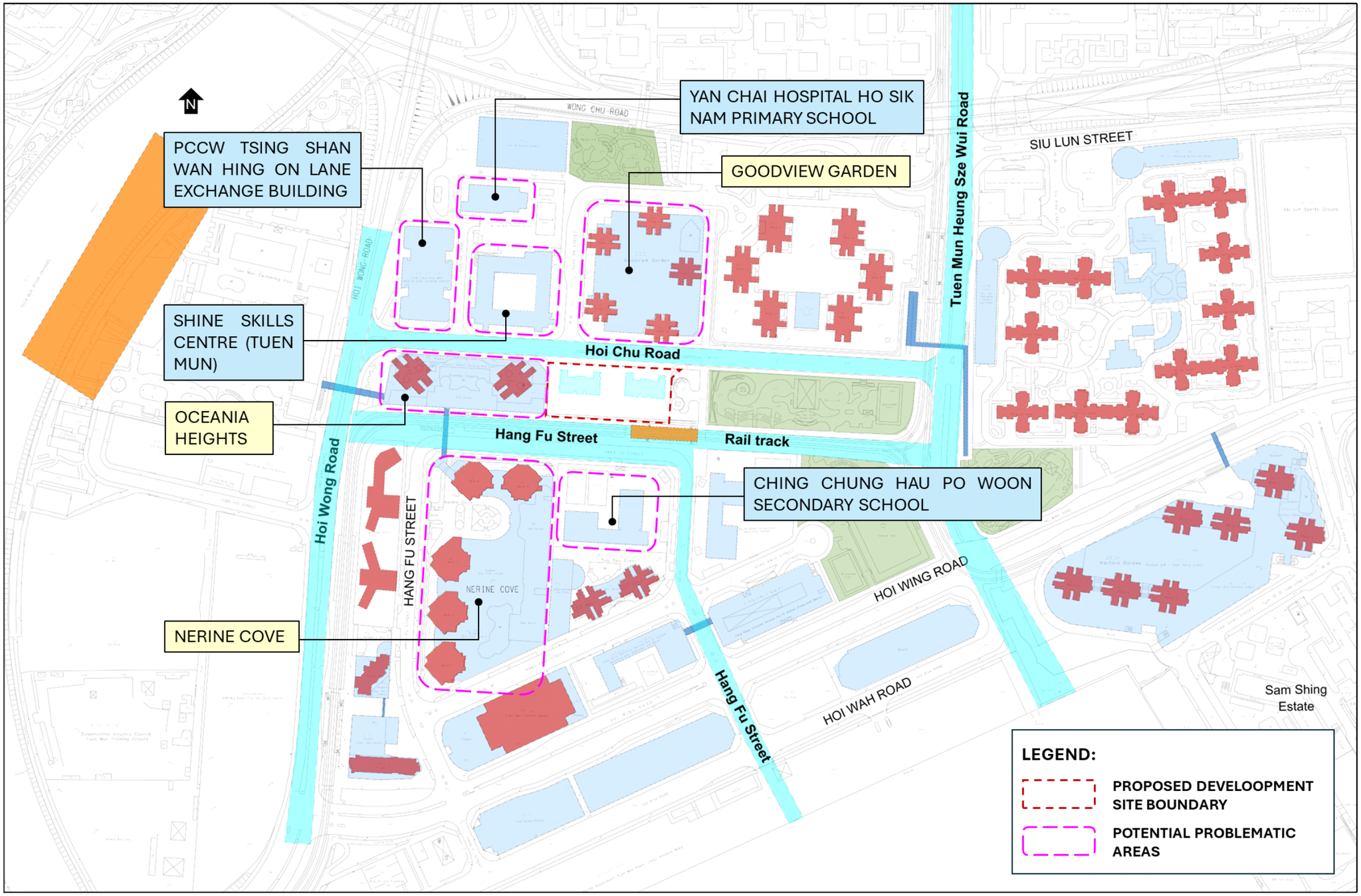

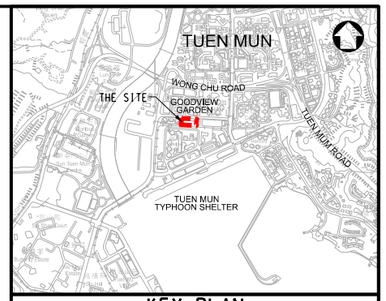

KEY PLAN
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Drawing Status: FEASIBILITY STUDY
Suitability: -

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Drawing Title: POTENTIAL PROBLEMATIC AREAS

Scale	Designed	Drawn	Checked	Authorised
	EY	YFC	SW	DL
Original Size	Date	Date	Date	Date
	DEC 2022	DEC 2022	DEC 2022	DEC 2022

Drawing Number: FIGURE 3.29a
Revision:

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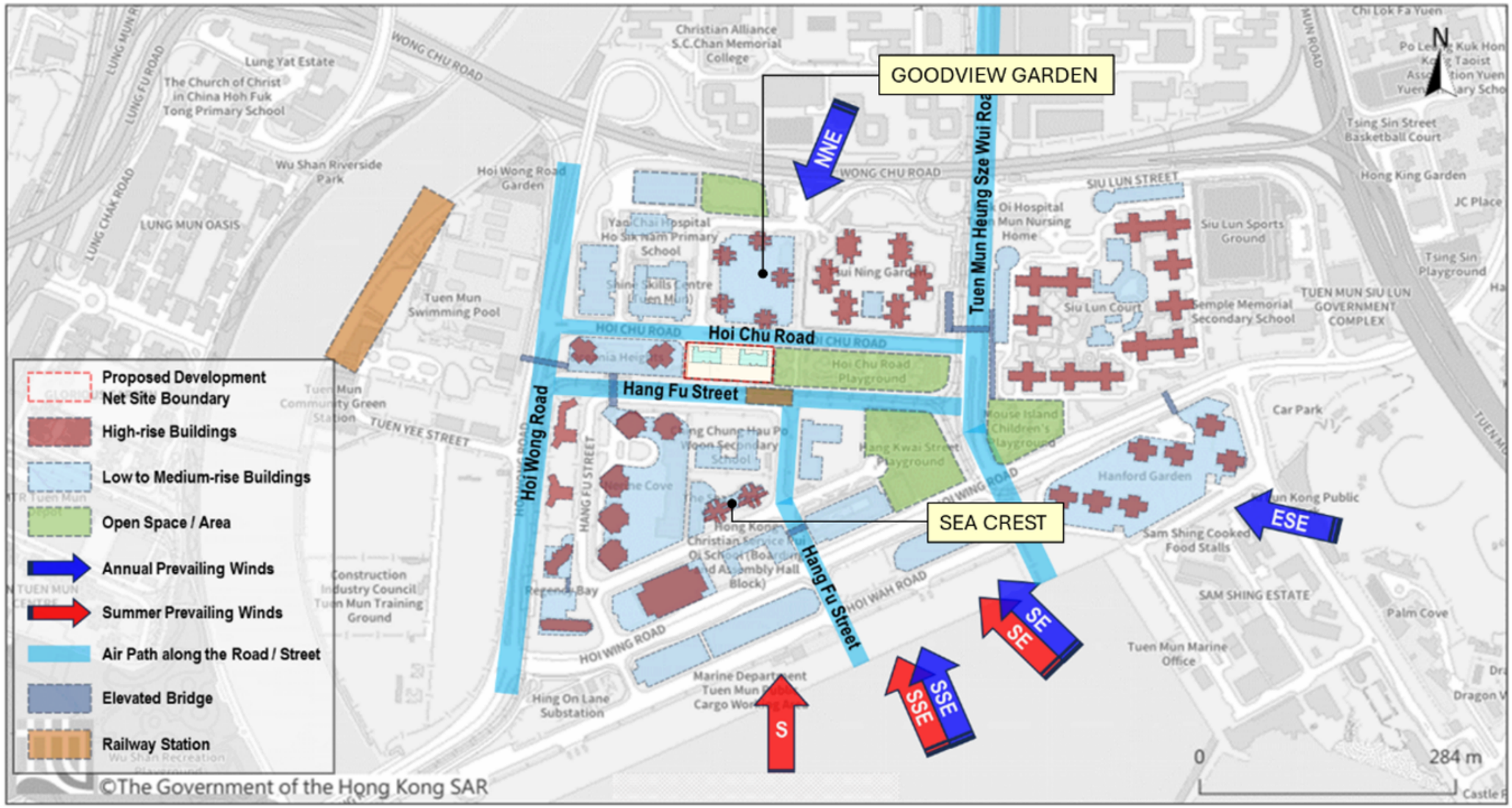

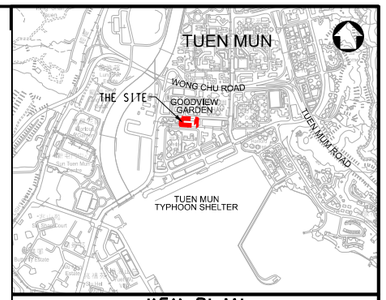

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Rev.	Date	Description	By	Chk'd	App'd
A	DEC 2022	FIRST ISSUED	EY	SW	DL

Drawing Status: FEASIBILITY STUDY
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Drawing Title: ANNUAL AND SUMMER AIR PATHS

Scale	Designed	Drawn	Checked	Authorised
	EY	YFC	SW	DL
Original Size	Date	Date	Date	Date
	DEC 2022	DEC 2022	DEC 2022	DEC 2022

Drawing Number: FIGURE 3.29b
Revision:

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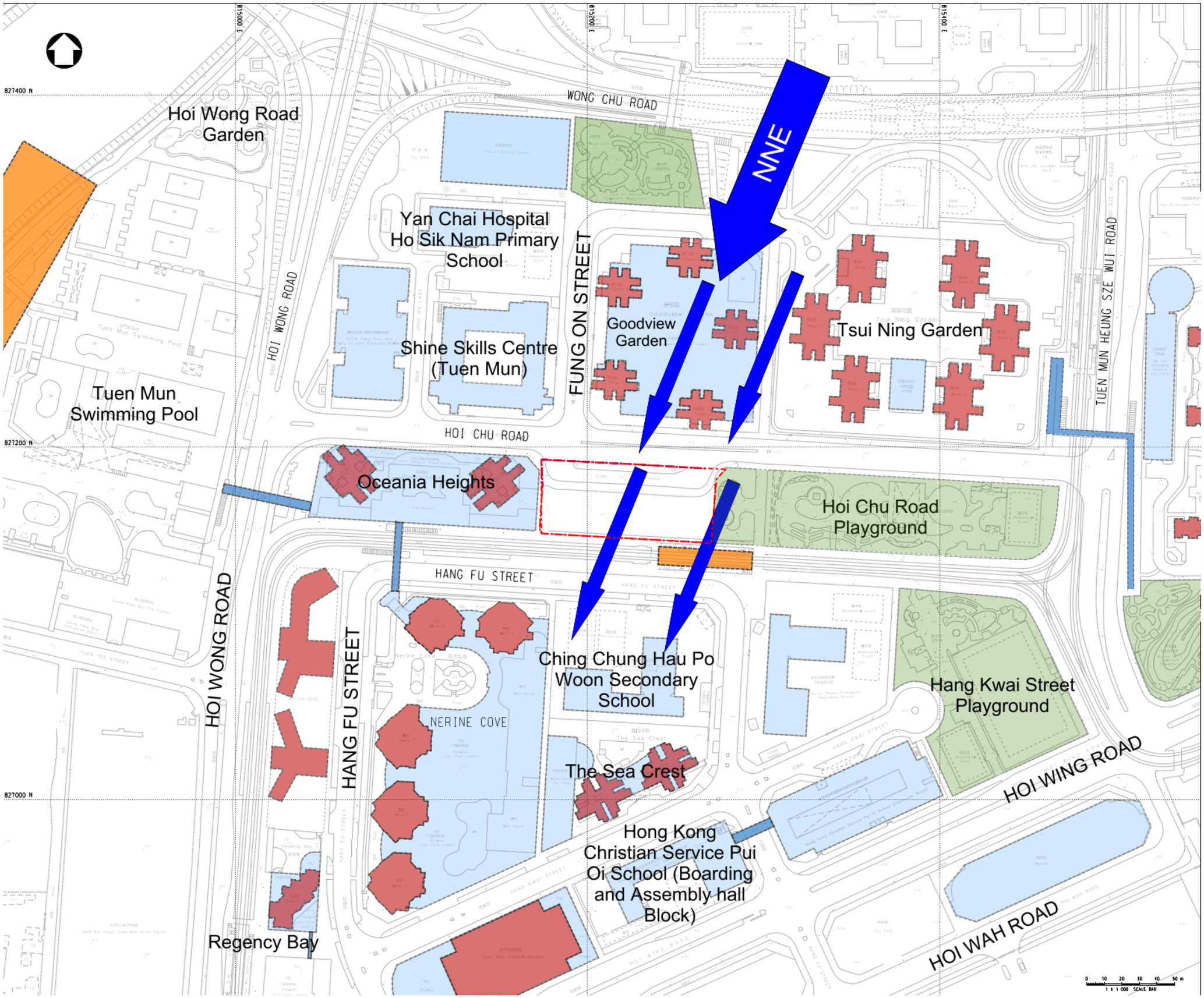

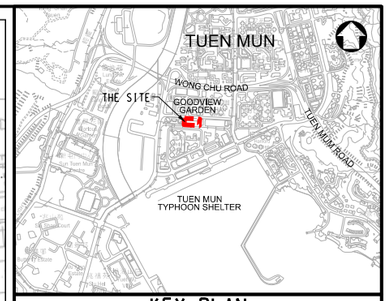

KEY PLAN
N.T.S.

Rev.	Date	Description	By	Chk'd	App'd
A	DEC 2022	FIRST ISSUED	EY	SW	DL

Drawing Status: FEASIBILITY STUDY

Suitability: -

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Drawing Title: BASELINE SCHEME FOR NNE WIND

Scale	Designed	Drawn	Checked	Authorised
	EY	YFC	SW	DL
Original Size	Date	Date	Date	Date
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Drawing Number: FIGURE 3.30a

Revision:

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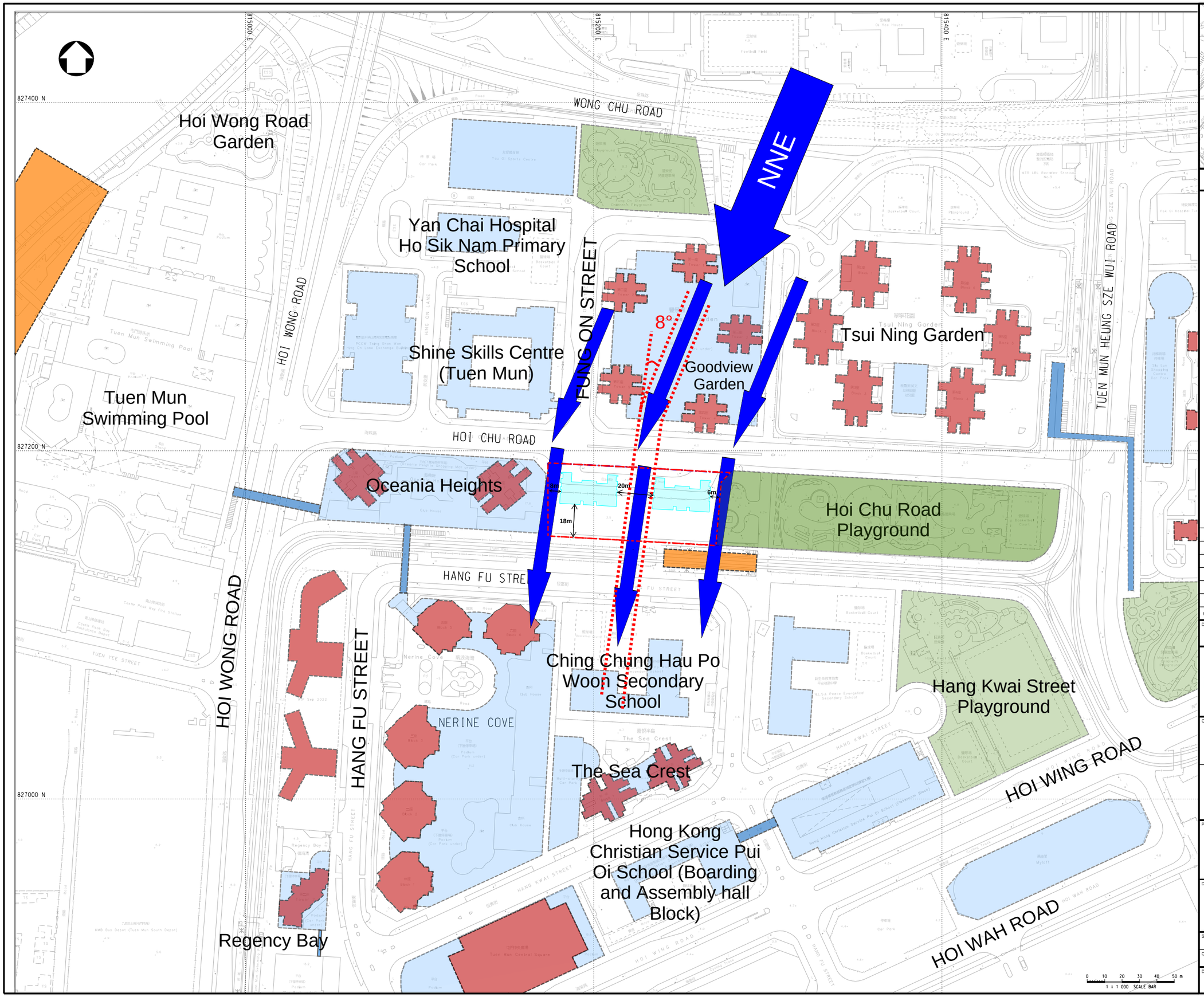

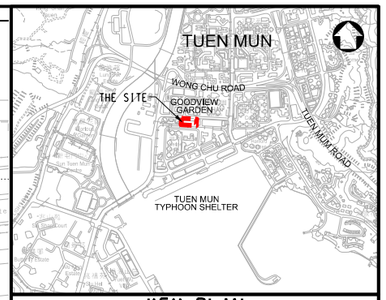

KEY PLAN
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Drawing Status: FEASIBILITY STUDY
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Drawing Title: ILLUSTRATIVE SCHEME FOR NNE WIND

Scale	Designed	Drawn	Checked	Authorised
Original Size	EY	YFC	SW	DL
	Date DEC 2022	Date DEC 2022	Date DEC 2022	Date DEC 2022

Drawing Number: FIGURE 3.30b
Revision:

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Hoi Wong Road Garden
Yau Oi Sports Centre
Fung On Street Children's Playgtound
Yan Chai Hospital Ho Sik Nam Primary School
PCCW Tsing Shan Wan Hing On Lane Exchange Building
Shine Skills Centre (Tuen Mun)
FUNG ON STREET
Goodview Garden
Tsui Ning Garden
SIU LUN STREET
At least 30m building separation between Hanford Garden Block 4 & 7
Siu Lun Court
Hanford Garden Block 4
Tuen Mun Swimming Pool
Oceania Heights
Hoi Chu Road Playground
≤15°
ESE
HOI WONG ROAD
HANG FU STREET
Siu Tsui Court
Ching Chung Hau Po Woon Secondary School
N.L.S.I. Peace Evangelical Secondary School
Hang Kwai Street Playground
Mouse Island Children's Playground
HOI WING ROAD
Hanford Garden
The Sea Crest
Hong Kong Christian Service Pui Oi School (Boarding and Assembly hall Block)
Myloft
Hanford Garden Block 7
HOI WAH ROAD
Regency Bay
Tuen Mun Central Square

TUEN MUN
THE SITE
WONG CHU ROAD
GOODVIEW GARDEN
TUEN MUN ROAD
TUEN MUN TYPHOON SHELTER

KEY PLAN
N.T.S.

Rev.	Date	Description	By	Chk'd	App'd
A	DEC 2022	FIRST ISSUED	EY	SW	DL

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Suitability: -

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Project Title
AGREEMENT NO. CE 46/2020 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENTS IN ZONE 1 (2021 - 2024) - FEASIBILITY STUDY (TASK ORDER 8 – GOODVIEW GARDEN STATION)

Drawing Title
BASELINE SCHEME FOR ESE WIND

Scale	Designed	Drawn	Checked	Authorised
	EY	YFC	SW	DL
Original Size	Date	Date	Date	Date
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Drawing Number: FIGURE 3.31a
Revision:

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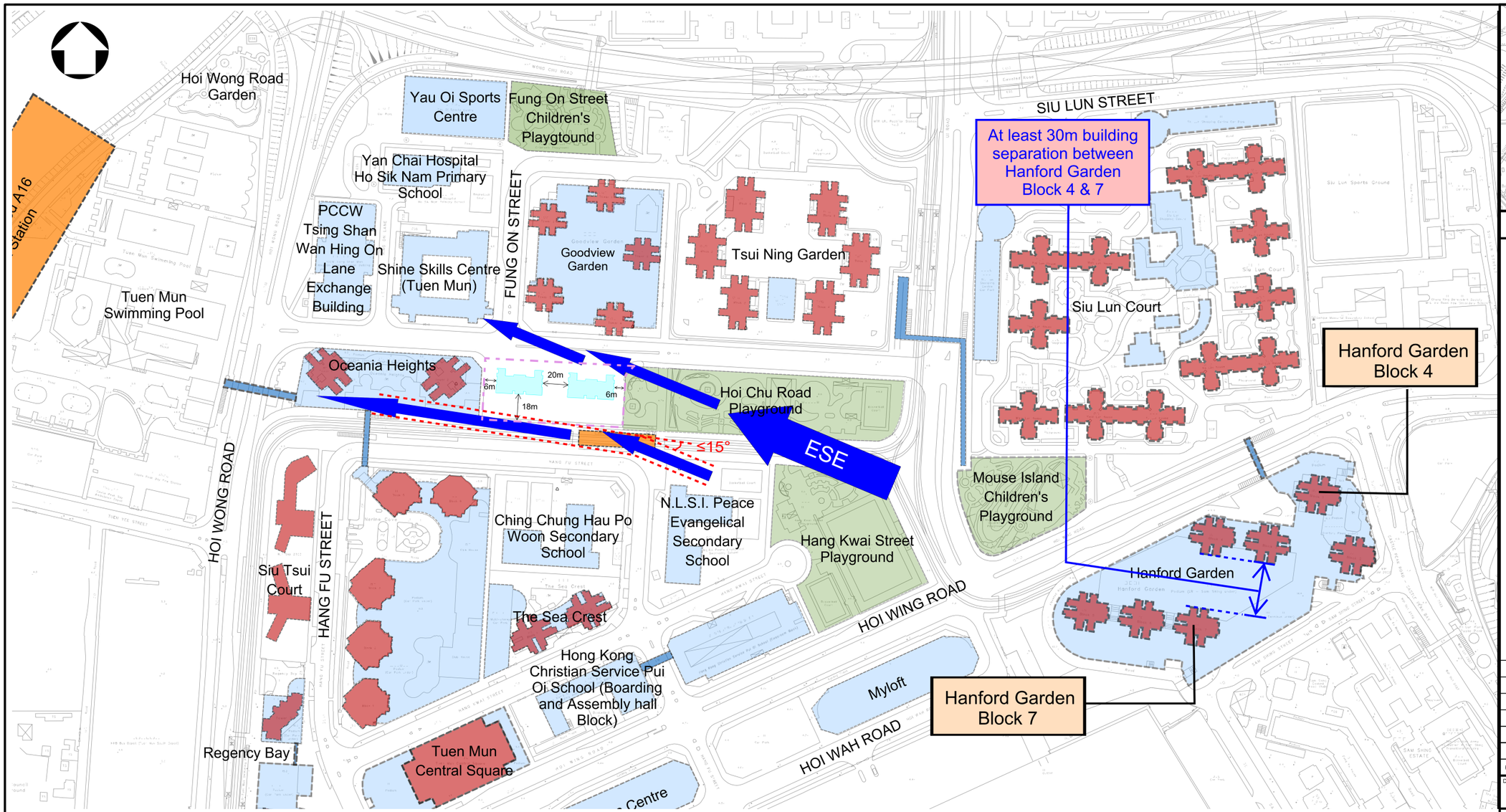

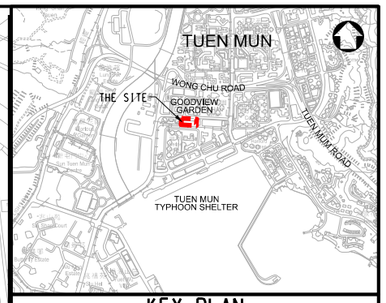

KEY PLAN
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Rev.	Date	Description	By	Chk'd	App'd
A	DEC 2022	FIRST ISSUED	EY	SW	DL

Drawing Status: FEASIBILITY STUDY

Suitability: -

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Drawing Title: ILLUSTRATIVE SCHEME FOR ESE WIND

Scale	Designed	Drawn	Checked	Authorised
	EY	YFC	SW	DL
Original Size	Date	Date	Date	Date
	DEC 2022	DEC 2022	DEC 2022	DEC 2022

Drawing Number: FIGURE 3.31b

Revision:

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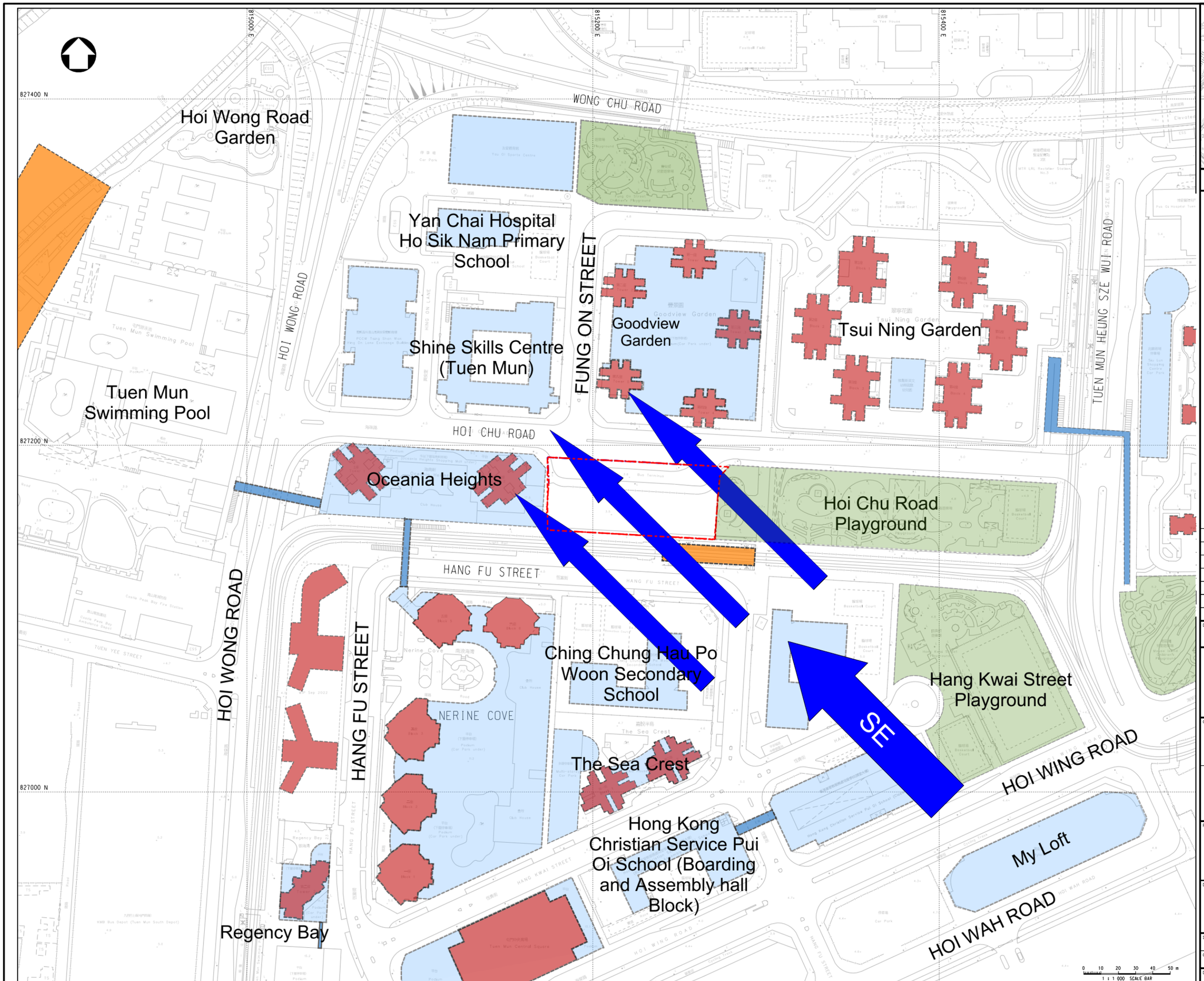

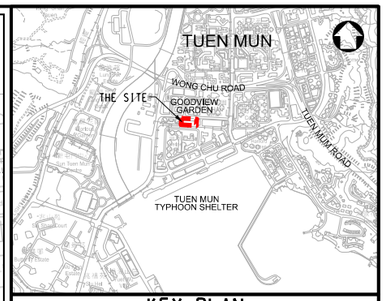

KEY PLAN
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Rev.	Date	Description	By	Chk'd	App'd
A	DEC 2022	FIRST ISSUED	EY	SW	DL

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Drawing Title: BASELINE SCHEME FOR SE WIND

Scale	Designed	Drawn	Checked	Authorised
	EY	YFC	SW	DL
Original Size	Date	Date	Date	Date
	DEC 2022	DEC 2022	DEC 2022	DEC 2022

Drawing Number: FIGURE 3.32a

Revision:

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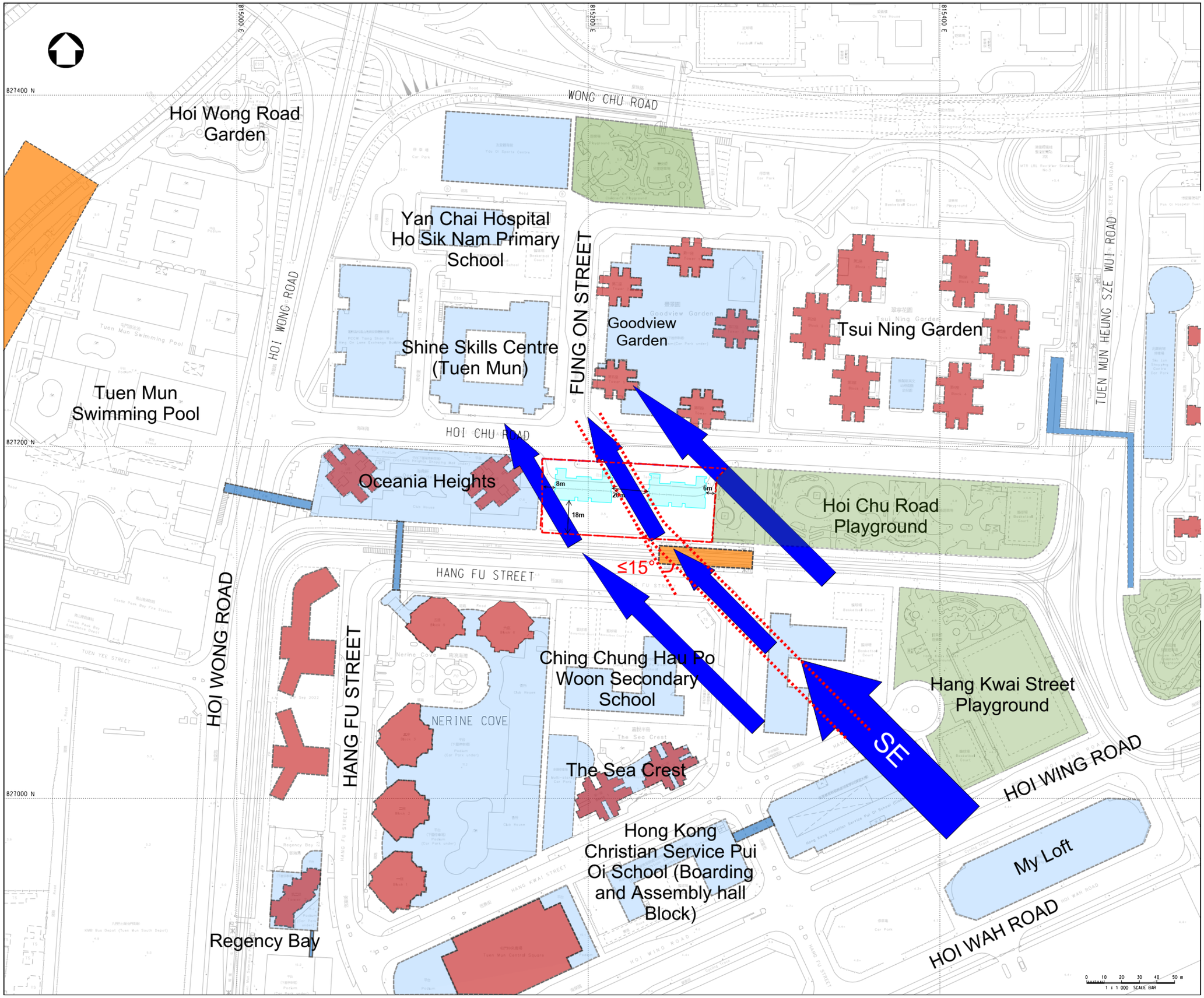

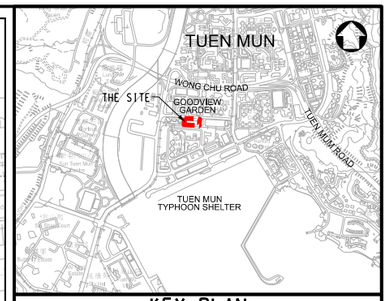

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Rev.	Date	Description	By	Chk'd	App'd
A	DEC 2022	FIRST ISSUED	EY	SW	DL

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Drawing Title: ILLUSTRATIVE SCHEME FOR SE WIND

Scale	Designed	Drawn	Checked	Authorised
	EY	YFC	SW	DL
Original Size	Date	Date	Date	Date
	DEC 2022	DEC 2022	DEC 2022	DEC 2022

Drawing Number: FIGURE 3.32b

Revision: -

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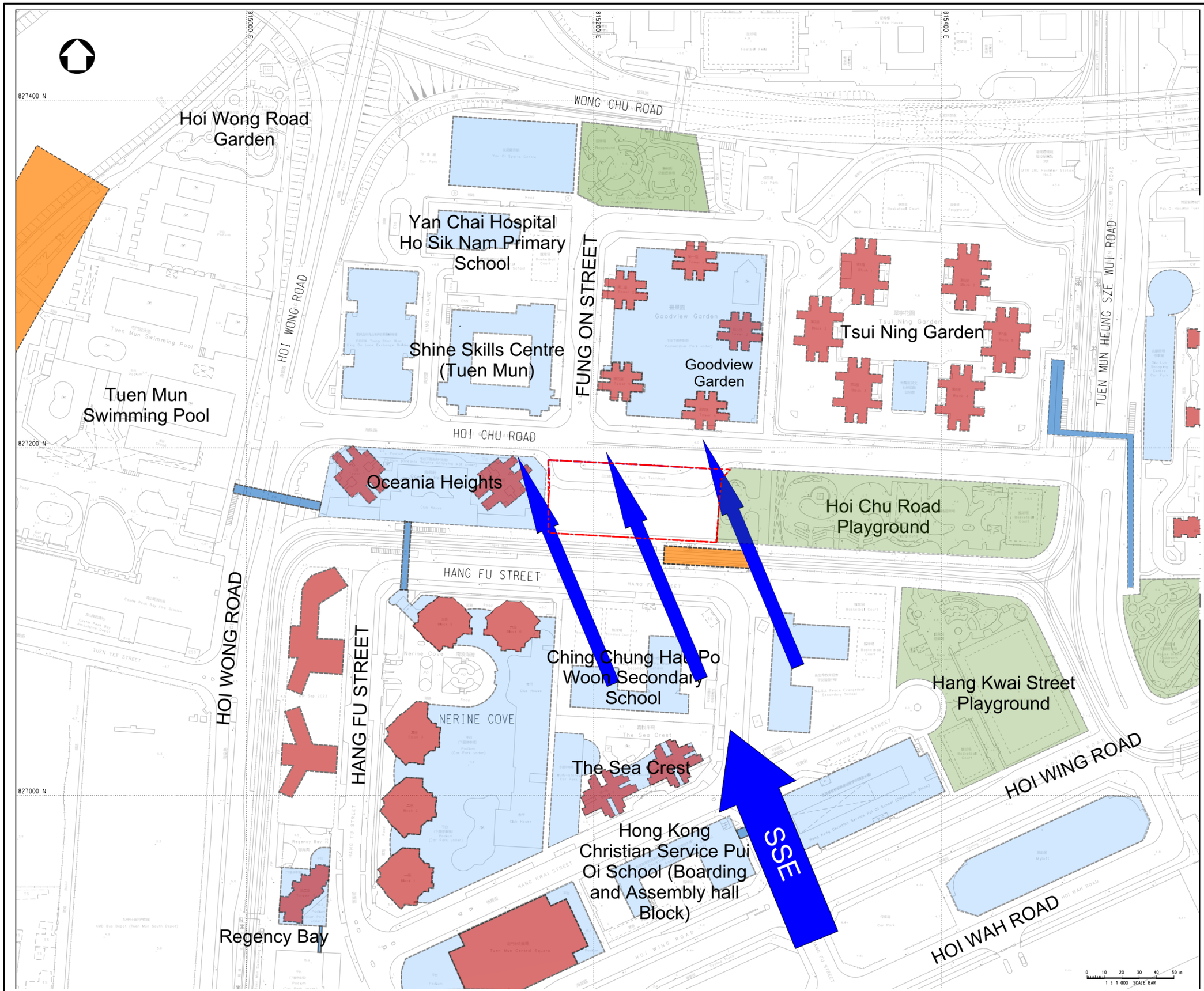

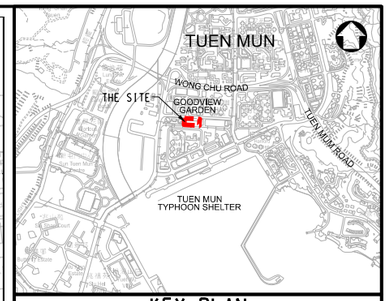

KEY PLAN
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Rev.	Date	Description	By	Chk'd	App'd
A	DEC 2022	FIRST ISSUED	EY	SW	DL

Drawing Status: FEASIBILITY STUDY

Suitability: -

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Project Title: AGREEMENT NO. CE 46/2020 (CE) TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENTS IN ZONE 1 (2021 - 2024) - FEASIBILITY STUDY (TASK ORDER 8 – GOODVIEW GARDEN STATION)

Drawing Title: BASELINE SCHEME FOR SSE WIND

Scale	Designed	Drawn	Checked	Authorised
	EY	YFC	SW	DL
Original Size	Date	Date	Date	Date
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Drawing Number: FIGURE 3.33a

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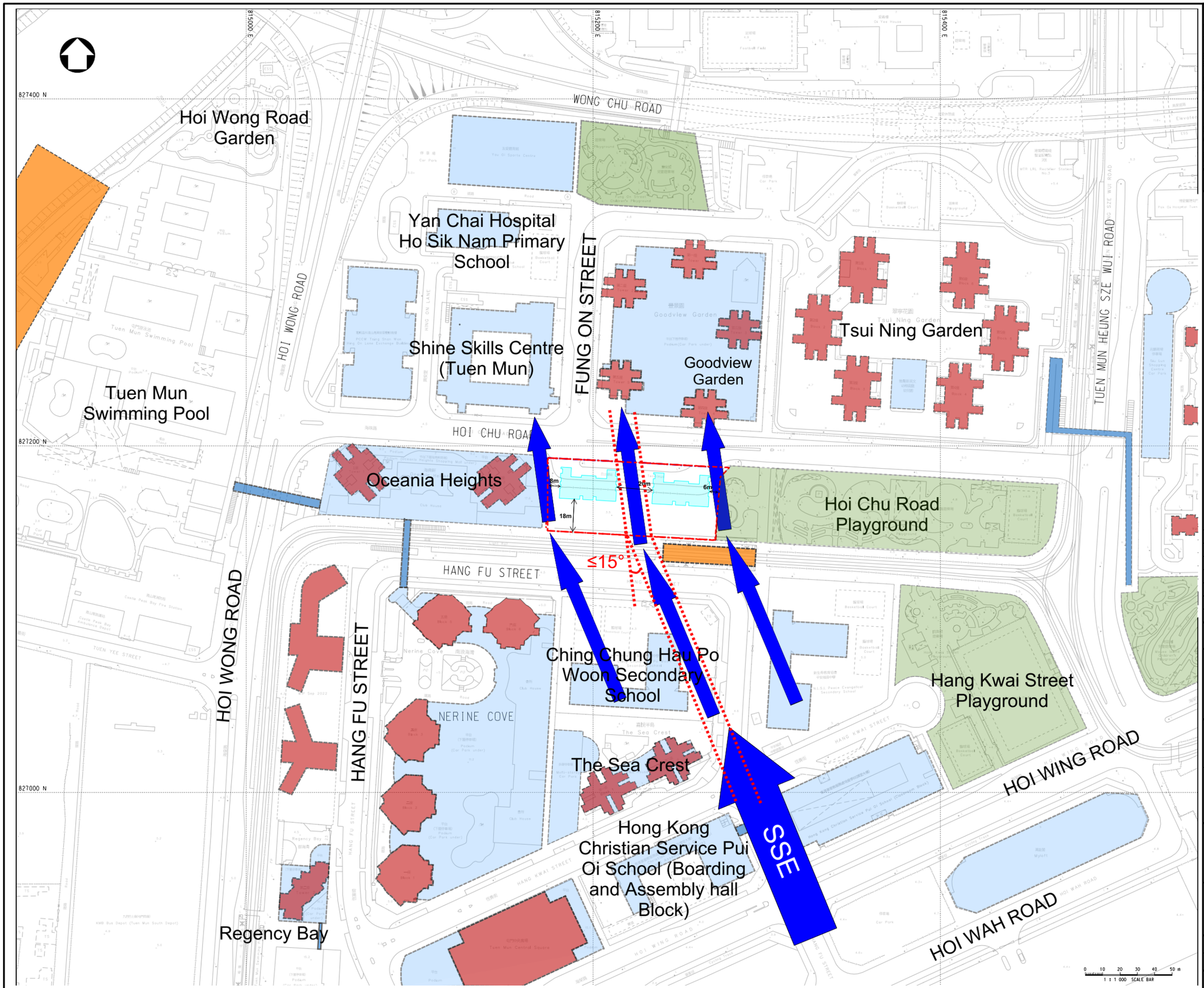

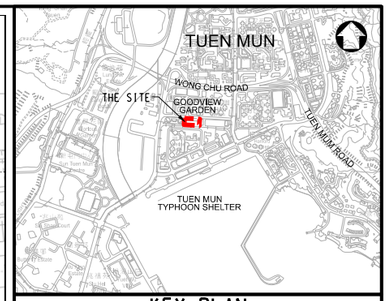

KEY PLAN
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Rev.	Date	Description	By	Chk'd	App'd
A	DEC 2022	FIRST ISSUED	EY	SW	DL

Drawing Status: FEASIBILITY STUDY

Suitability: -

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

西拓展處
WEST DEVELOPMENT OFFICE

Project Title: AGREEMENT NO. CE 46/2020 (CE) TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENTS IN ZONE 1 (2021 - 2024) - FEASIBILITY STUDY (TASK ORDER 8 – GOODVIEW GARDEN STATION)

Drawing Title: ILLUSTRATIVE SCHEME FOR SSE WIND

Scale	Designed	Drawn	Checked	Authorised
	EY	YFC	SW	DL
Original Size	Date	Date	Date	Date
	DEC 2022	DEC 2022	DEC 2022	DEC 2022

Drawing Number: FIGURE 3.33b

Revision:

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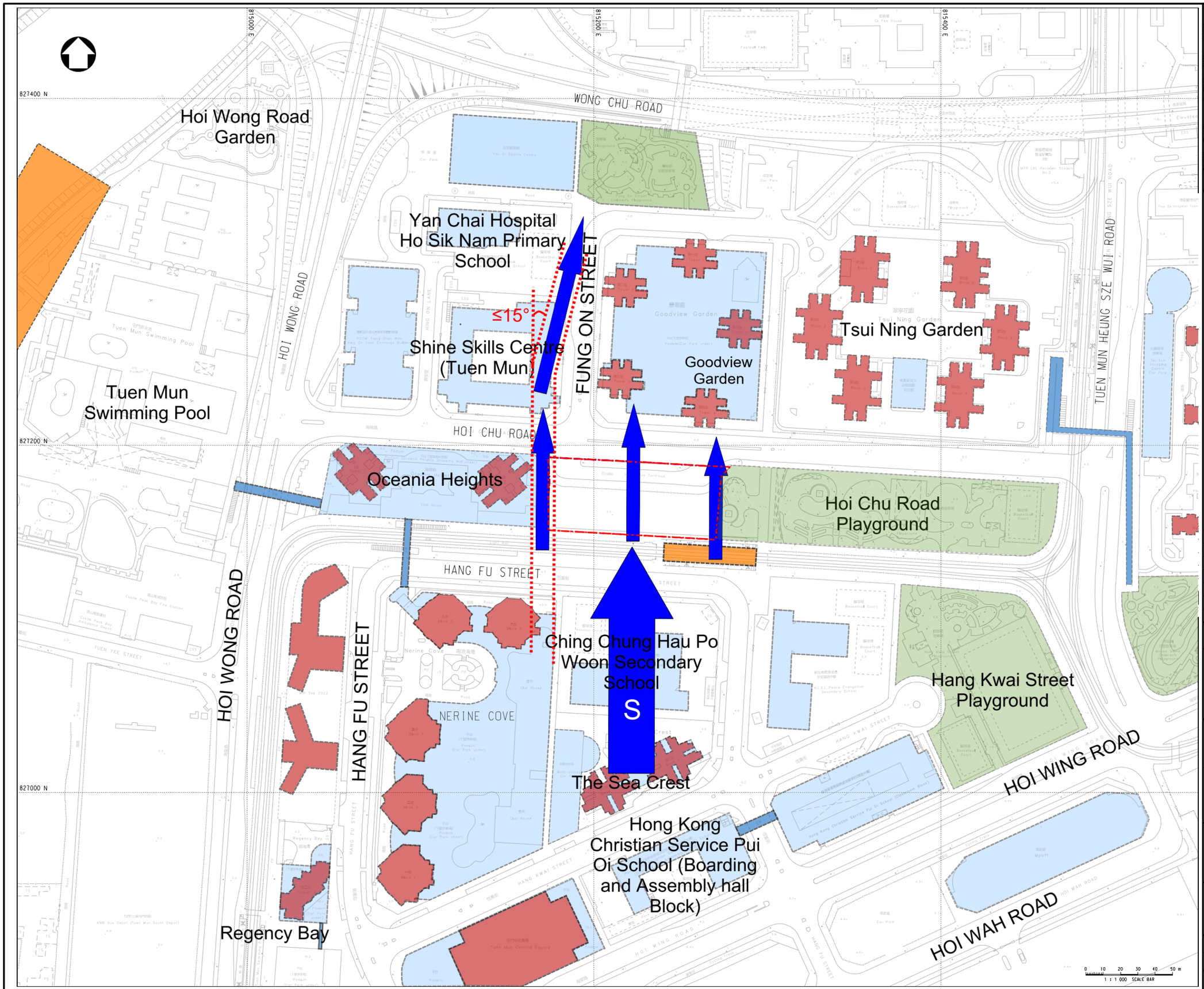

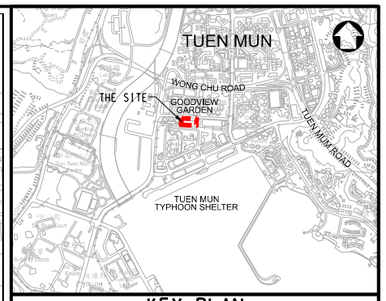

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A	DEC 2022	FIRST ISSUED	EY	SW	DL

Drawing Status: FEASIBILITY STUDY

Suitability: -

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Drawing Title: BASELINE SCHEME FOR S WIND

Scale	Designed	Drawn	Checked	Authorised
	EY	YFC	SW	DL
Original Size	Date	Date	Date	Date
	DEC 2022	DEC 2022	DEC 2022	DEC 2022

Drawing Number: FIGURE 3.34a

Revision:

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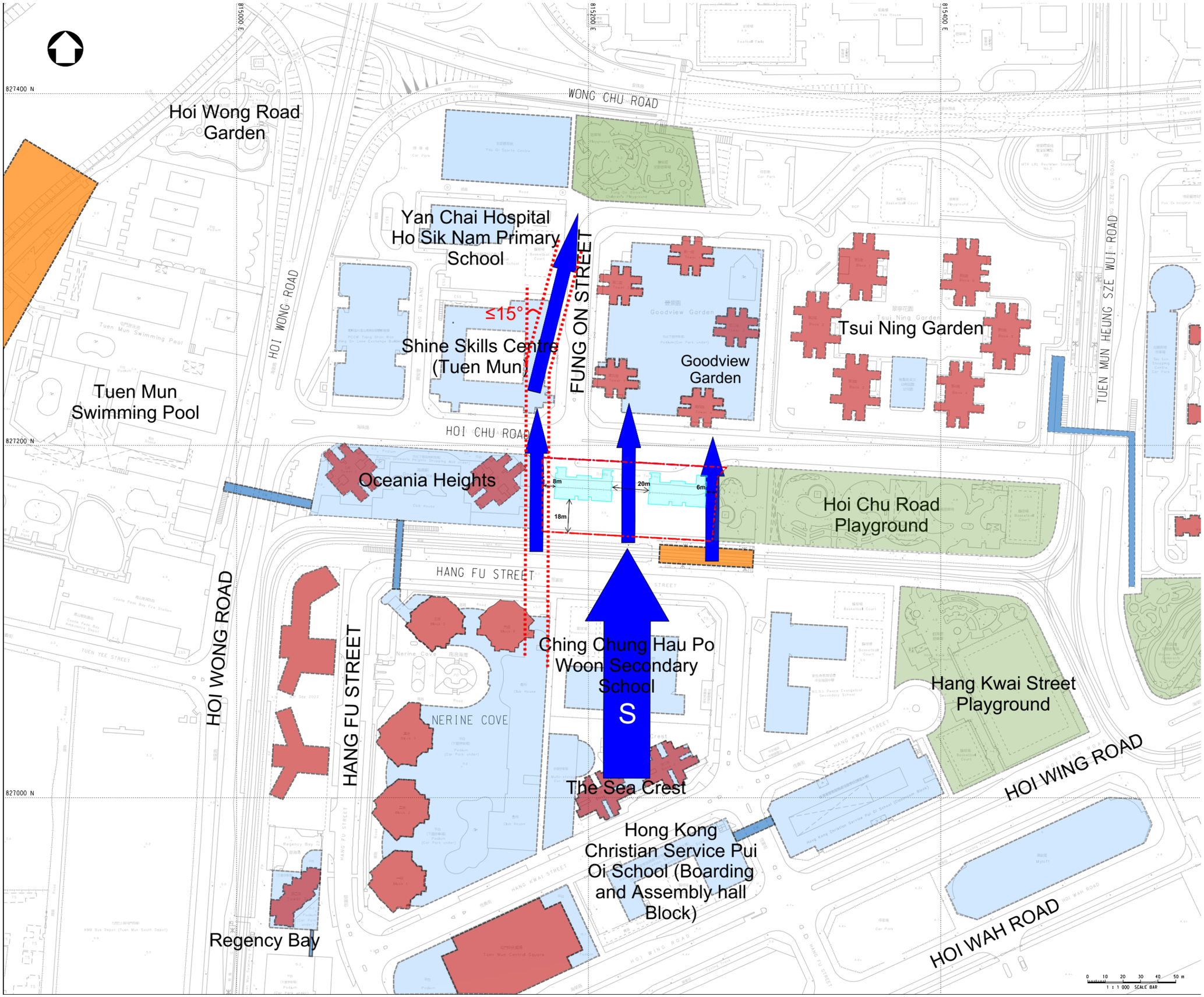

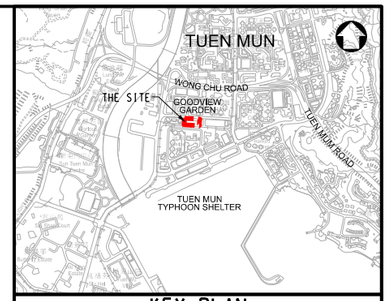

KEY PLAN
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Rev.	Date	Description	By	Chk'd	App'd
A	DEC 2022	FIRST ISSUED	EY	SW	DL

Drawing Status: FEASIBILITY STUDY

Suitability: -

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Drawing Title: ILLUSTRATIVE SCHEME FOR S WIND

Scale	Designed	Drawn	Checked	Authorised
	EY	YFC	SW	DL
Original Size	Date	Date	Date	Date
	DEC 2022	DEC 2022	DEC 2022	DEC 2022

Drawing Number: FIGURE 3.34b

Revision:

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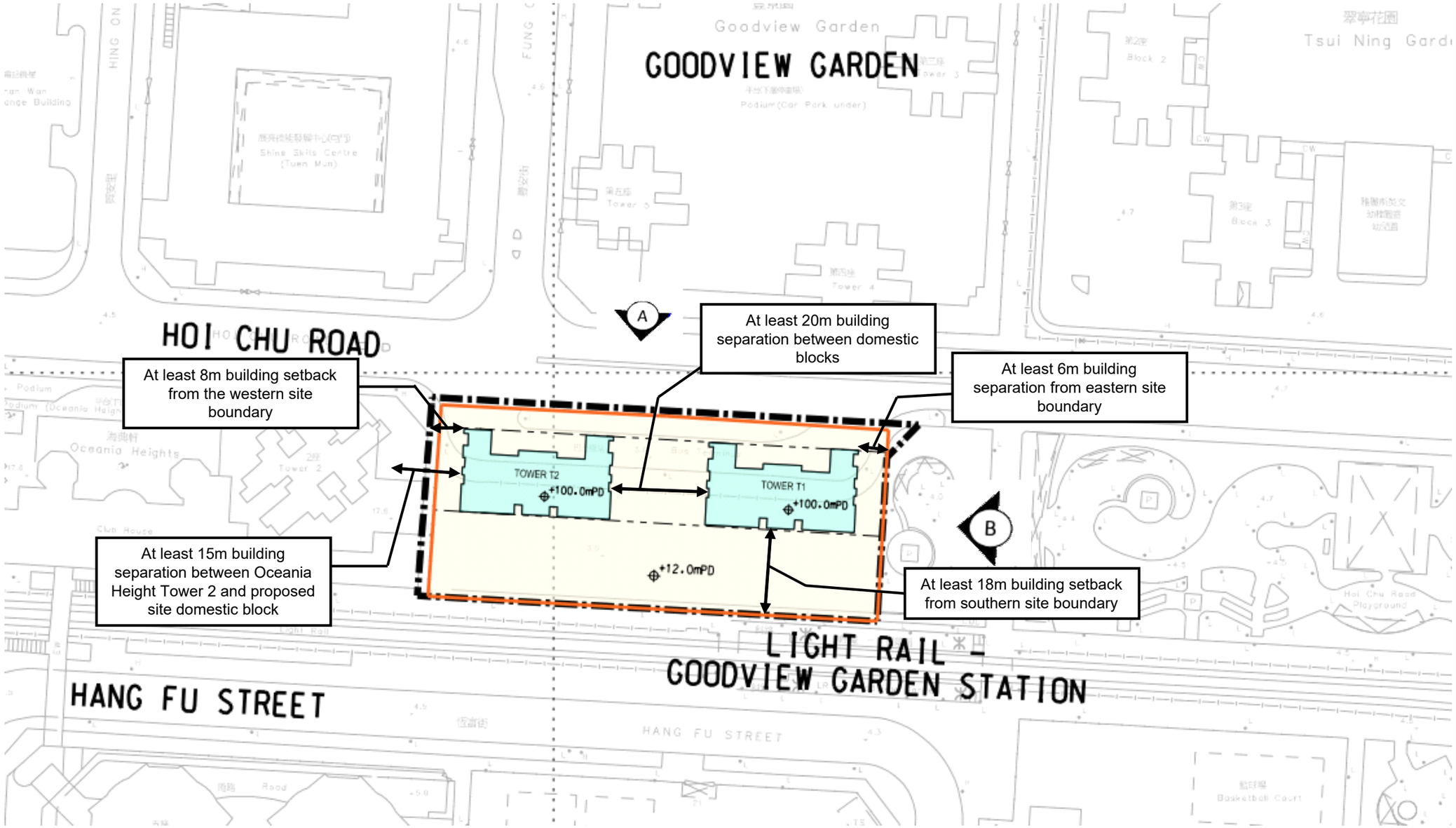

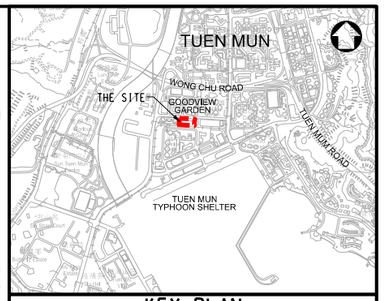

KEY PLAN
N.T.S.

Legend
- Development Boundary
- Podium Structure
- Building Block

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A	DEC 2022	FIRST ISSUED	EY	SW	DL

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Project Title: AGREEMENT NO. CE 46/2020 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENTS IN ZONE 1 (2021 - 2024) - FEASIBILITY STUDY
(TASK ORDER 8 – GOODVIEW GARDEN STATION)

Drawing Title: ILLUSTRACTIVE SCHEME WITH INDICATIONS OF BUILDING SEPARATION

Scale	Designed	Drawn	Checked	Authorised
Original Size	EY	YFC	SW	DL
	Date: DEC 2022	Date: DEC 2022	Date: DEC 2022	Date: DEC 2022

Drawing Number: FIGURE 3.35

Revision:

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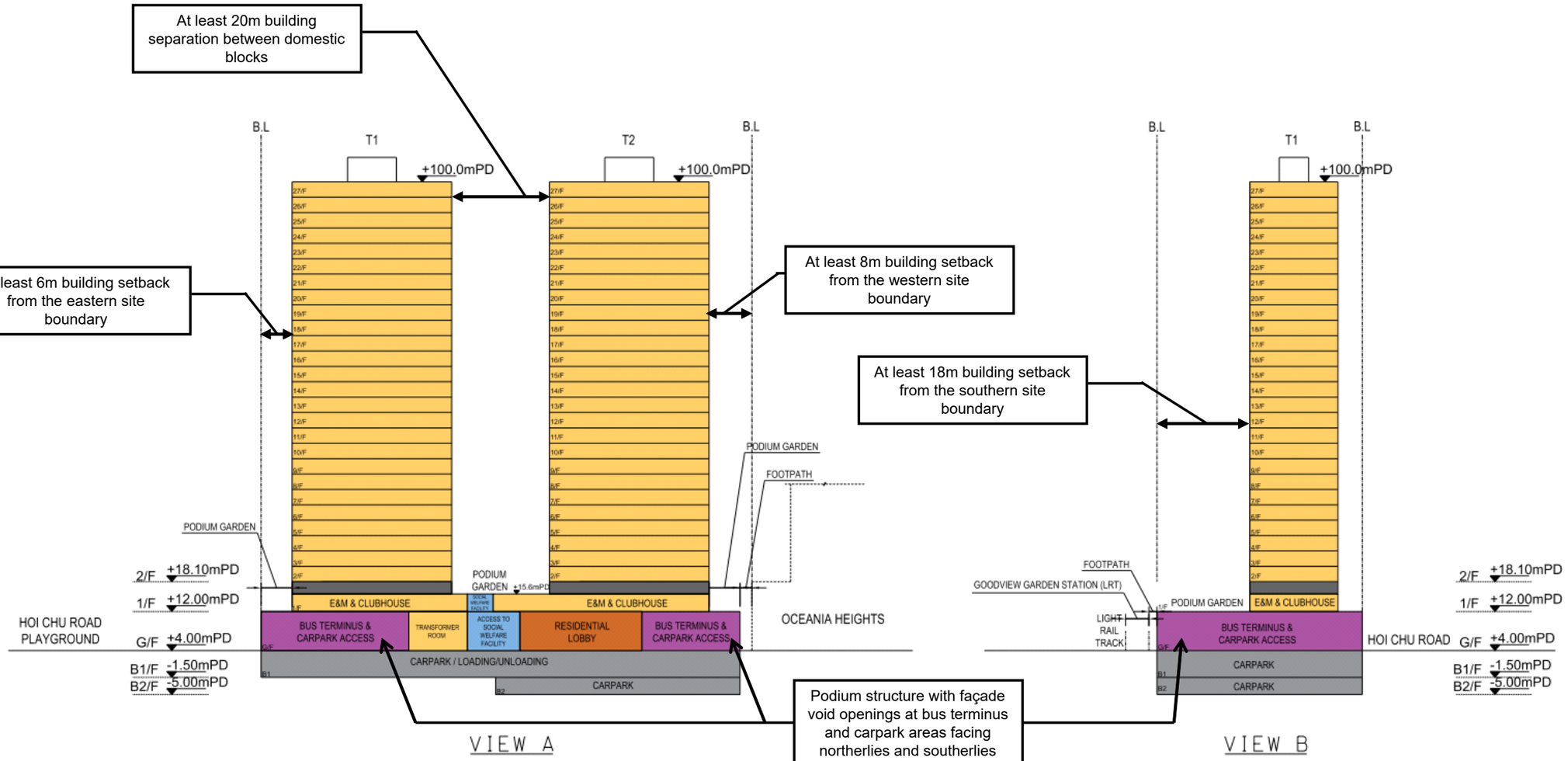

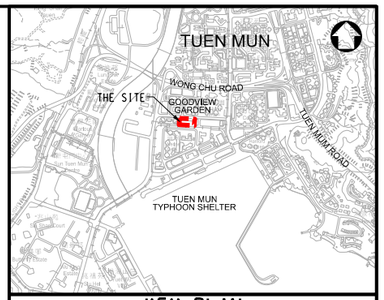

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Suitability: -

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WEST DEVELOPMENT OFFICE

Project Title: AGREEMENT NO. CE 46/2020 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENTS IN ZONE 1 (2021 - 2024) - FEASIBILITY STUDY (TASK ORDER 8 – GOODVIEW GARDEN STATION)

Drawing Title: ELEVATION PLAN WITH INDICATIONS OF BUILDING SEPARATION

Scale	Designed	Drawn	Checked	Authorised
	EY	YFC	SW	DL
Original Size	Date	Date	Date	Date
	DEC 2022	DEC 2022	DEC 2022	DEC 2022

Drawing Number: FIGURE 3.36
Revision:

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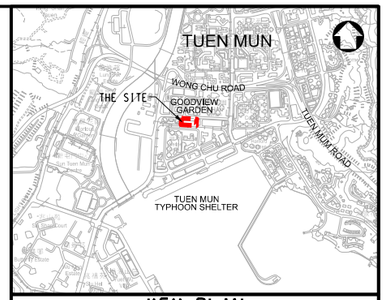

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Rev.	Date	Description	By	Chk'd	App'd
A	DEC 2022	FIRST ISSUED	EY	SW	DL

Drawing Status: FEASIBILITY STUDY
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Project Title: AGREEMENT NO. CE 46/2020 (CE) TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENTS IN ZONE 1 (2021 - 2024) - FEASIBILITY STUDY (TASK ORDER 8 – GOODVIEW GARDEN STATION)

Drawing Title: LOCATION PLAN FOR ARCHAEOLOGY

Scale	Designed	Drawn	Checked	Authorised
	EY	YFC	SW	DL
Original Size	Date	Date	Date	Date
	DEC 2022	DEC 2022	DEC 2022	DEC 2022

Drawing Number: FIGURE 3.37
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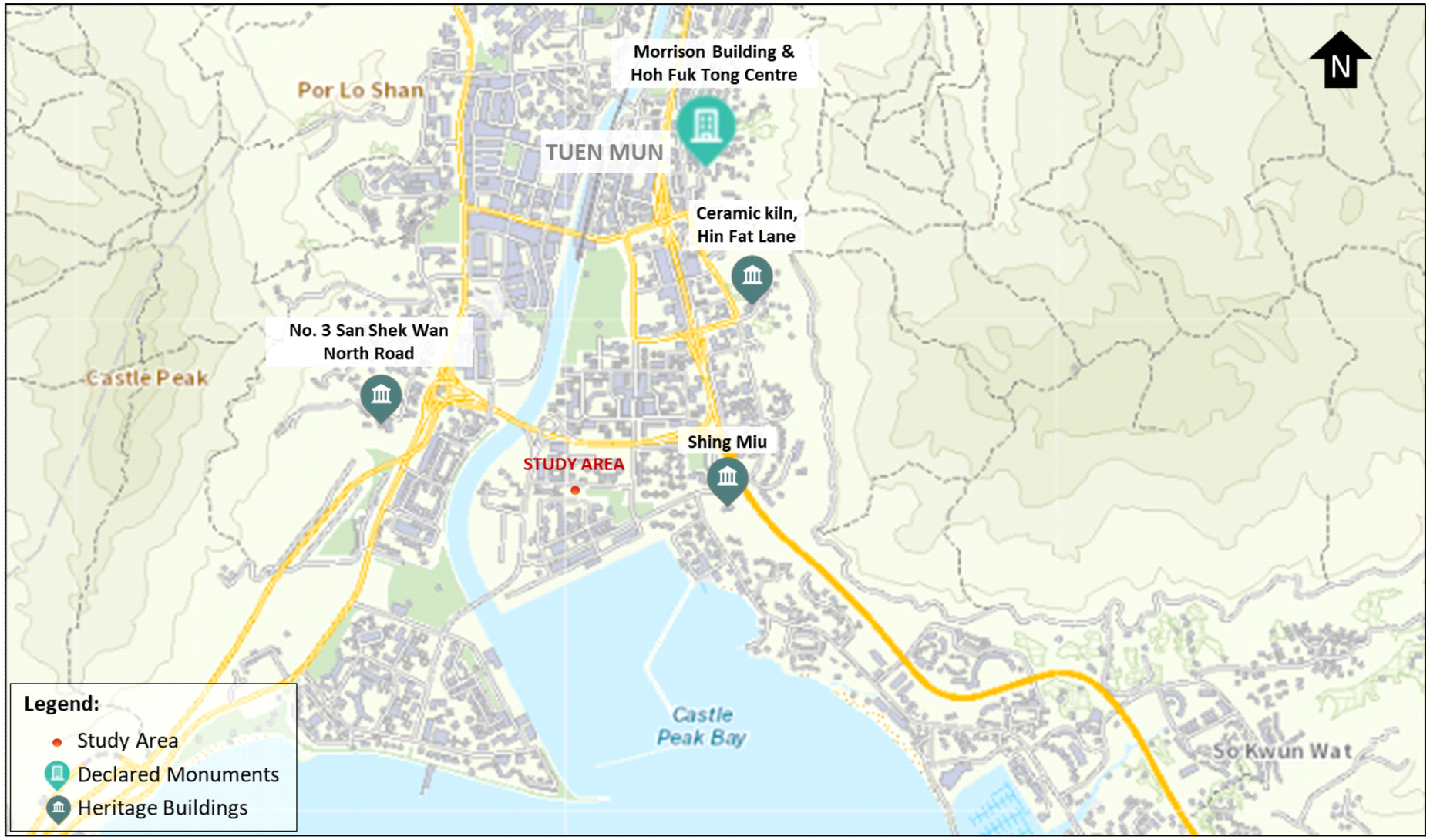

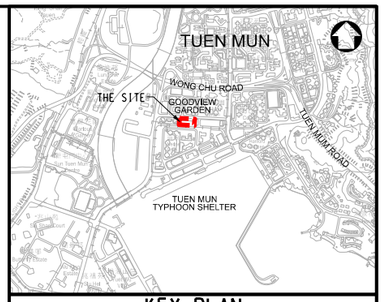

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A	DEC 2022	FIRST ISSUED	EY	SW	DL

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Project Title:
AGREEMENT NO. CE 46/2020 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENTS IN ZONE 1 (2021 - 2024) - FEASIBILITY STUDY
(TASK ORDER 8 – GOODVIEW GARDEN STATION)

Drawing Title:
LOCATION PLAN FOR BUILT HERITAGE

Scale	Designed	Drawn	Checked	Authorised
	EY	YFC	SW	DL
Original Size	Date	Date	Date	Date
	DEC 2022	DEC 2022	DEC 2022	DEC 2022

Drawing Number: FIGURE 3.38

Revision:

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Sean WONG

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Provision of Major Community Facilities and Open Space in Tuen Mun OZP

Type of Facilities	Hong Kong Planning Standards and Guidelines (HKPSG)	Requirement based on OZP planned population	Provision		Surplus/ Shortfall against planned provision
			Existing Provision	Planned Provision (including Existing Provision)	
District Open Space	10 ha per 100,000 persons[#]	57.84 ha	61.20 ha	90.50 ha	+32.66 ha
Local Open Space	10 ha per 100,000 persons[#]	57.84 ha	101.73 ha	116.83 ha	+58.99 ha
Sports Centre	1 per 50,000 to 65,000 persons# (assessed on a district basis)	8	6	8	0
Sports Ground/ Sport Complex	1 per 200,000 to 250,000 persons# (assessed on a district basis)	2	1	2	0
Swimming Pool Complex – standard	1 complex per 287,000 persons# (assessed on a district basis)	2	2	2	0
District Police Station	1 per 200,000 to 500,000 persons (assessed on a regional basis)	1	1	1	0
Divisional Police Station	1 per 100,000 to 200,000 persons (assessed on a regional basis)	2	2	3	+1
Magistracy (with 8 courtrooms)	1 per 660,000 persons	0	1	1	+1

Type of Facilities	Hong Kong Planning Standards and Guidelines (HKPSG)	Requirement based on OZP planned population	Provision		Surplus/ Shortfall against planned provision
			Existing Provision	Planned Provision (including Existing Provision)	
	(assessed on a regional basis)				
Community Hall	No set standard	N.A	11	12	N.A.
Library	1 district library for every 200,000 persons (assessed on a district basis)	2	3	3	+1
Kindergarten/ Nursery	34 classrooms for 1,000 children aged 3 to 6	346 classrooms	416 classrooms	442 classrooms	+96 classrooms
Primary School	1 whole-day classroom for 25.5 persons aged 6-11 (assessed by EDB on a district/school network basis)	959 classrooms	958 classrooms	994 classrooms	+35 classrooms
Secondary School	1 whole-day classroom for 40 persons aged 12-17 (assessed by EDB on a territory-wide basis)	721 classrooms	951 classrooms	981 classrooms	+260 classrooms
Hospital	5.5 beds per 1,000 persons (assessed by Hospital Authority on a regional/cluster basis)	3,284 beds	3,769 beds	3,769 beds	+485 beds

Type of Facilities	Hong Kong Planning Standards and Guidelines (HKPSG)	Requirement based on OZP planned population	Provision		Surplus/ Shortfall against planned provision
			Existing Provision	Planned Provision (including Existing Provision)	
Clinic/Health Centre	1 per 100,000 persons (assessed on a district basis)	5	3	5	0
Child Care Centre	100 aided places per 25,000 persons# (assessed by SWD on a local basis)	2,313	527	727	-1586~ (a long-term target assessed on a wider context spatial context)
Integrated Children and Youth Services Centre	1 for 12,000 persons aged 6-24[#] (assessed by SWD on a local basis)	7	13	13	+6
Integrated Family Services Centre	1 for 100,000 to 150,000 persons[#] (assessed by SWD on a service boundary basis)	3	4	4	+1
District Elderly Community Centres	One in each new development area with a population of around 170,000 or above[#] (assessed by SWD)	N.A.	2	2	N.A.~

Type of Facilities	Hong Kong Planning Standards and Guidelines (HKPSG)	Requirement based on OZP planned population	Provision		Surplus/ Shortfall against planned provision
			Existing Provision	Planned Provision (including Existing Provision)	
Neighbourhood Elderly Centres	One in a cluster of new and redeveloped housing areas with a population of 15,000 to 20,000 persons, including both public and private housing[#] (assessed by SWD)	N.A.	9	13	N.A.[~]
Community Care Services (CCS) Facilities	17.2 subsidised places per 1,000 elderly persons aged 65 or above[#] (assessed by SWD on a district basis)	3,061 places	905 places	1,365 places	-1,696 places[~]
Residential Care Homes for the Elderly	21.3 subsidised beds per 1,000 elderly persons aged 65 or above[#] (assessed by SWD on a cluster basis)	3,790 beds	2,049 beds	2,529 beds	-1,261 beds[~]
Pre-school Rehabilitation Services	23 subvented service places for every 1 000 children aged 0-6[#] (assessed by SWD on a district basis)	518 places	469 places	589 places	+71 places
Day Rehabilitation Services	23 subvented service places for every 10 000 persons aged 15 or above[#] (assessed by SWD on a district basis)	1,141 places	1,240 places	1,520 places	+379 places[~]

Type of Facilities	Hong Kong Planning Standards and Guidelines (HKPSG)	Requirement based on OZP planned population	Provision		Surplus/ Shortfall against planned provision
			Existing Provision	Planned Provision (including Existing Provision)	
Residential Care Services	36 subvented service places for every 10 000 persons aged 15 or above[#] (assessed by SWD on a cluster basis)	1,786 places	2,082 places	2,292 places	+506 places[~]
Community Rehabilitation Day Centre	1 centre for every 420 000 persons[#] (assessed by SWD on a district basis)	1	1	1	0
District Support Centre for Persons with Disabilities	1 centre for every 280 000 persons[#] (assessed by SWD on a district basis)	1	1	1	0
Integrated Community Centre for Mental Wellness	1 standard scale centre for every 310 000 persons[#] (assessed by SWD on a district basis)	1	1	1	0

Note:

The planned resident population in TM OZP is about 578,400. If including transients, the overall planned population is about 597,100. All population figures have been adjusted to the nearest hundred.

Remark:

The requirements exclude planned population of transients.

~ The deficit in provision is based on OZP planned population while Social Welfare Department (SWD) adopts a wider spatial context/cluster in the assessment of provision of such facility. In applying the population-based planning standards, the distribution of welfare facilities, supply in different districts, service demand as a result of the population growth and demographic changes as well as the provision of different welfare facilities have to be considered. As the HKPSG requirements for these facilities are a long-term goal, the actual provision will be subject to consideration of the SWD in the planning and development process as appropriate. The Government has been adopting a multi-pronged approach with long-, medium- and short-term strategies to identify suitable sites or premises for the provision of more welfare services which are in acute demand.

September 2024