

**RURAL AND NEW TOWN PLANNING COMMITTEE  
OF THE TOWN PLANNING BOARD**

RNTPC Paper No. 06/12

For Consideration by  
the Rural and New Town Planning Committee  
on 24.8.2012

PROPOSED AMENDMENTS TO  
DRAFT TUEN MUN OUTLINE ZONING PLAN NO. S/TM/29

**PROPOSED AMENDMENTS TO  
THE DRAFT TUEN MUN OUTLINE ZONING PLAN NO. S/TM/29**

**1. Introduction**

It is recommended that:

- (a) the proposed amendments to the draft Tuen Mun Outline Zoning Plan (OZP) No. S/TM/29 and its Notes are suitable for exhibition for public inspection under section 7 of the Town Planning Ordinance (the Ordinance); and
- (b) the revised Explanatory Statement (ES) of the OZP should be adopted as an expression of the Town Planning Board (the Board)'s planning intentions and objectives for the various land use zonings of the OZP and is suitable for exhibition together with the draft OZP.

**2. Status of the Current Draft Tuen Mun OZP No. S/TM/29**

- 2.1. On 5.7.2011, the Chief Executive in Council (CE in C) referred the approved Tuen Mun OZP No. S/TM/28 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. The reference back of the OZP was notified in the Gazette on 23.9.2011 under section 12(2) of the Ordinance.
- 2.2. Since the reference back, on 23.3.2012 the draft Tuen Mun OZP No. S/TM/29, incorporating amendments mainly on the rezoning of sites in Area 9 to the west of the West Rail Tuen Mun Station from "Industrial" to various "Comprehensive Development Area" zones for residential use, commercial use, "Commercial (1)" ("C(1)"), and "Other Specified Uses" ("OU") annotated "Business" zones taking reference to the Area Assessment 2009 of Industrial Land in the Territory; rezoning of sites in Areas 44 and 56 from "Government, Institution or Community" ("G/IC") to "Residential (Group A)" and "Residential (Group B)" respectively; rezoning of a site in Area 41 from "Green Belt" ("GB") to "G/IC"; incorporation of a proposed road in Area 54; and amendments to the Notes of the OZP was exhibited for public inspection under section 5 of the Ordinance. During the statutory public inspection periods, 19 representations and 5 comments were received. On 17.8.2012, the Board considered and decided not to uphold all the representations and comments.
- 2.3. A copy of the current OZP No. S/TM/29 is at **Appendix A** for Members' reference.

### **3. Scope of the Current OZP Amendments**

#### *Incorporation of the Tuen Mun-Chek Lap Kok Link Authorised by CE in C*

- 3.1. The Tuen Mun and Chek Lap Kok Link (TM-CLKL) was authorised by CE in C under the Roads (Works, Use and Compensation) Ordinance (the Roads Ordinance) on 18.10.2011. According to section 13A of the Ordinance, any works or use authorised under the Roads Ordinance shall be deemed to be approved under the Ordinance. It is therefore proposed to reflect the authorised scheme including the proposed reclamation area, road and facilities in association with the TM-CLKL on the OZP for public information.

#### *Rezoning Proposals*

- 3.2. It is also proposed to amend the OZP for a “Container and Cargo Handling and Storage Area” site within the future reclamation area and a “Road Reserve” in Area 40. Both of these two areas though embraced by the works area of the TM-CLKL, do not form part of the TM-CLKL authorised by CE in C.
- 3.3. Opportunity is also taken to amend the Notes and Explanatory Statement of the OZP accordingly.

### **4. Incorporation of the Tuen Mun – Chek Lap Kok Link Authorised by CE in C**

#### *The Road Project*

- 4.1. The proposed TM-CLKL is a strategic road linking Tuen Mun and the proposed Tuen Mun Western Bypass (TMWB) in the north, the proposed Hong Kong - Zhuhai - Macao Bridge (HZMB), Hong Kong Boundary Crossing Facilities (HKBCF) the Hong Kong International Airport (HKIA) at Chek Lap Kok and North Lantau in the south (**Plan 1**). The full length of the proposed TM-CLKL is about 9 km and is a dual 2-lane carriageway. Part of the road (about 5 km long) will be across Urmston Road in the form of a sea tunnel linking up Tuen Mun and North Lantau.
- 4.2. On 21.8.2009, the proposed TM-CLKL was gazetted under the Roads Ordinance. The Environmental Protection Department approved its environmental impact assessment report on 23.10.2009 and issued the Environmental Permit on 4.11.2009. The CE in C approved and authorised the road works and reclamation of the TM-CLKL without modification under the Roads Ordinance on 18.10.2011. As the proposed road project will involve reclamation at the waterfront of Area 40 in Tuen Mun, the OZP boundaries would need to be extended to cover the proposed reclamation area. On 6.8.2012, the Secretary for Development, under the delegated authority of the CE in C, directed the Board under section 3(1)(a) of the Ordinance to extend the planning scheme boundary of the OZP to cover the said area on the OZP.
- 4.3. According to the gazetted drawings under the Roads Ordinance (**Plans 2a to 2e**), the TM-CLKL northern landfall will involve reclamation at the waterfront

of Area 40 to the east of the River Trade Terminal. The proposed maintenance depot and training ground, proposed administration building, reprovisioning of the Government facilities and berths, and ventilation building will be on the proposed northern landfall reclamation (**Plans 2c to 2e**). Elevated roads will be provided linking up the northern landfall reclamation and the toll plaza in Area 46 (**Plans 2b and 2c**). A proposed toll control building will be at the toll plaza in Area 46. The construction of TM-CLKL is scheduled for commencement in mid 2013 for completion by end 2017.

*The Site and its Surroundings (Plans A-1 to A-4b)*

- 4.4. The northern landfall reclamation of TM-CLKL is currently water body and is not covered by the OZP except a minor portion at the western fringe which is within the “Other Specified Uses” annotated “River Trade Terminal” (“OU(RTT)”) zone (**Plans A-3 and Plan A-4a**). The site for the toll plaza of the TM-CLKL is currently used for golf course centre under short-term tenancy (STT) and the remaining area is mainly vegetated slopes. It is mostly zoned “OU” annotated “Crematorium, Columbarium, Funeral Services Centre and Open Space” (“OU(C&C)”) with parts of areas zoned “Green Belt” (“GB”), undesignated “Government Institution or Community” (“G/IC”) and minor part in “Industrial (3)” (“I(3)”) zone (**Plans A-3 and A-4b**).
- 4.5. To the west of the northern landfall reclamation is the RTT while to the north are the existing godowns and temporary industrial uses which form part of a larger industrial area in Area 40 mainly for some temporary industrial activities such as sawmills and open storages. As regards the toll plaza, the surrounding area are hilly vegetated area with several vacant platforms zoned “OU(C&C)”. It is noted that Food and Health Bureau is examining an alternative columbarium site in Tsang Tsui. Planning Department, and Civil Engineering and Development Department will commission, in late 2012, a consultancy study to examine the future uses of sites, amongst others, in Tuen Mun Areas 40 and 46 adjacent to the TM-CLKL toll plaza (**Plan 3**).

*For Public Information and Reference Only*

- 4.6. According to legal advice, the incorporation of the authorized road works including the northern landfall area and the toll plaza into the OZP would not need to be regarded as amendment items. Regarding the consequential extension of the planning scheme boundary of the OZP by inclusion of the north landfall reclamation area and deletion of a portion of each of “OU(RTT)”, “OU(C&C)”, “GB”, “G/IC”, and “I(3)” for the northern landfall area and the toll plaza would also need not to be regarded as amendment items. In this regard, a remark will be added to the OZP indicating that the road works and facilities and affected areas mentioned in paragraphs 4.3 and 4.4 above are shown on the OZP for information only.

## **5. Proposed Rezonings**

### ***5.1 Proposed Container and Cargo Handling and Storage Area***

- (a) As mentioned in paragraph 4.3 above, the TM-CLKL northern landfall will involve reclamation at the waterfront of Area 40. The reclamation is scheduled in early 2016 and would block the marine frontage of an existing godown (Chu Kong Godown Wharf & Transportation Co., Ltd. (CKGW) (**Plan 4**), a subsidiary of Chu Kong Shipping Enterprises (Group) Company Limited (CK).

#### *The Existing Site*

- (b) The CK currently owns two godowns of 5 storeys each and a marine frontage of 86m in length on TMTL 320 and TMTL 316 at Ho Yeung Street in Tuen Mun Area 40 for the berthing of vessels from Mainland China, loading/unloading of containers as well as consolidation/de-consolidation of cargoes and their warehousing. The total site area of CKGW's existing facilities in Ho Yeung Street is 13,077m<sup>2</sup>, which comprises an open yard of 6,612m<sup>2</sup> for the stacking of containers up to a total of 8 layers, and warehousing and ancillary facilities<sup>1</sup> of 6,465m<sup>2</sup> housed in multi-storey buildings with a total gross floor area (GFA) of about 25,700m<sup>2</sup>.
- (c) CKGW plays an important role in facilitating river trade between Hong Kong and the Pearl River Delta region. According to CK, CKGW operates to 27 ports in the region and handles around 210,000 Twenty-foot Equivalent Units (TEUs) a year (which is equivalent to about 3% of Hong Kong's river trade throughput for 2011) with about 40 vessel arrivals each day. The cargoes handled include daily supplies such as food, papers, daily commodities, construction materials and electric goods from the Mainland. The cargoes are transported out of CKGW either through vessels or by trucks through Lung Mun Road.

#### *The Proposed Development*

- (d) The planned reclamation works for the construction of TM-CLKL in early 2016 will completely close the marine access to CKGW (about 86m), rendering it unable to continue its existing operation. In view of this, CK has requested the Government to provide a site with marine access for the continued operation of CKGW.
- (e) Having considered the contributions made by CK towards the development of the logistics industry and the importance of CKGW in CK's river trade network, the Transport and Housing Bureau (THB) has given in-principle policy support to provide a site of about 23,800m<sup>2</sup> with marine access at about 850m from the existing CK's facilities at the future northern landfall reclamation. According to THB, the site to be designated as container and cargo handling and storage area (CCHSA) (**Plan 4**) is proposed to be granted at full market premium to re-provision the essential

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<sup>1</sup> They include office space, maintenance workshop, container loading/unloading platforms, etc.

facilities of CKGD to enable it to continue its current mode and scale of operation. The essential facilities to be reprovisioned at the new site include an open yard for the stacking of containers unloaded from / to be loaded to vessels, a container freight station for the consolidation / de-consolidation of urgent consignments<sup>2</sup>, and ancillary facilities covering office space, maintenance workshop, container loading and unloading platforms and vehicle waiting area.

- (f) With a marine frontage of 238m following the elongated shape of the TM-CLKL northern landfall, the proposed CCHSA has an area of about 23,800m<sup>2</sup> comprising (i) 11,000m<sup>2</sup> for open yard for container storage; (ii) 8,000m<sup>2</sup> GFA including 7,000m<sup>2</sup> for a container freight station for the temporary storage of urgent consignments requiring immediate processing and 1,000m<sup>2</sup> for ancillary office and maintenance/ repair workshops; and (iii) 4,800m<sup>2</sup> uncovered area for ancillary facilities including internal vehicular access, loading/unloading area, vehicular waiting area and emergency vehicular access.
- (g) Due to the more stringent loading restriction of the CCHSA imposed by the tunnel structure of TM-CLKL underground, the stacking height of containers is reduced to 4-6 layers at the CCHSA compared to the 8 layers permitted for the existing site. Compared to the existing yard area of 6,612m<sup>2</sup>, a larger container yard of 11,000m<sup>2</sup> is therefore required for handling a similar number of containers at the CCHSA. Since the CCHSA is located about 850m away from the existing site, a small scale container freight station with ancillary office and maintenance/repair workshop of 8,000m<sup>2</sup> is required for the temporary storage of urgent consignments requiring immediate processing and for meeting the operational needs. As part of the marine frontage will be taken up by the above mentioned facilities due to the elongated shape of the site with a width of 100m, the effective marine frontage available for vessels berthing will be reduced to about 128m.
- (h) According to THB, the CCHSA is intended to reprovision only the essential facilities of CKGW for continuing the existing wharf operation and the proposal does not cater for any possible expansion of CKGD. The marine traffic routing via the Urmston Road and road traffic routing via Lung Mun Road will remain similar to that at the existing site, and the marine and road traffic as well as the environmental impacts generated from the CCHSA shall be comparable to that generated from the existing site.

#### *Traffic, Environmental and Visual Aspects*

- (i) On traffic aspect, the Commissioner for Transport (C for T) states that since the width of the public road serving the proposed development will maintain at 10.5m wide which is the same as the width of Ho Yeung Street,

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<sup>2</sup> Cargoes with a lower priority will be taken to the existing godowns for further processing or storage.

there would not be substantial changes in the level of services of the proposed development. As such, C for T considers that a traffic impact assessment is not necessary for the proposed development on the reclamation area. The Director of Marine (D of M) also indicates no comments on the proposal.

- (j) The CCHSA site will be subject to a building height restriction of 20 mPD which does not apply to containers stacks and crane structures. The building height restriction is lower than that of the adjacent River Trade Terminal (RTT) of 30mPD. Regarding the stacking height of containers on the CCHSA, a maximum of 6 containers above the tunnel structure of TM-CLKL (with only a maximum of 4 containers on other part of the reclamation area) (**Plan 4**) would be lower than those on RTT with a maximum stacking height of 8 containers. Against the similar container storage and handling activities at the RTT site as a background development, the proposed development on site would not pose adverse visual impacts on the surrounding environment.
- (k) It should also be noted that there is no sensitive receiver nearby and the closest residential development Melody Garden in Tuen Mun is quite far away (about 1,700 m). Together with a maximum GFA restriction of 8,000 m<sup>2</sup>, the resultant development will unlikely be bulky and visually intrusive. DEP comments that the proposed development is not a Designated Project under the EIAO and thus a formal EIA is not required under the EIAO.
- (l) It is considered that the proposed development in general is compatible with the existing adjacent River Trade Terminal and industrial uses in Area 40 and the proposed uses on the reclamation including highways ancillary facilities viz. the ventilation building, tunnel maintenance centre and administration building, petrol filling station, Fire Station and Customs Building and planting areas. Relevant departments, including Project Manager/HZMB of Highways Department have no objection to the proposed development.

## **5.2 Proposed Road Reserve**

- (a) As mentioned in paragraph 4.1, the TM-CLKL will link up with the TMWB to the north (**Plan 1**). According to the gazetted drawings of TM-CLKL (**Plans 2a and 2b**), two sites at the central part of the toll plaza of the TM-CLKL will be reserved for the road works of the TMWB. As these two sites are not covered by the TM-CLKL authorised by CE in C, it is proposed to rezone these two sites which are embraced by the toll plaza of TM-CLKL to area shown as 'Road' to cater for the future road works.

*The Site and its Surroundings (Plans A-1, A-2, A-3 and A-4b)*

- (b) The two pieces of land are currently partly used for golf course centre under short-term tenancy (STT) and the remaining area is mainly vegetated slopes. They are partly zoned “OU(C&C)”, “GB” and “G/IC” on the OZP. (**Plans A-1, A-2, A-3, and A-4b**).
- (c) The proposed road reserve sites are surrounded by the TM-CLKL toll plaza. As given in paragraph 4.5, a consultancy study will be commissioned on the future uses for sites in Areas 40 and 46 adjacent to the TM-CLKL toll plaza.

## **6. Proposed Amendments to Matters shown on the Plan (Appendix B, Plan A-1)**

Based on paragraphs 5.1 and 5.2 above, the proposed amendments to the OZP are as below:

- (a) Amendment Item A (about 2.38ha)  
Incorporation of “OU” annotated “Container and Cargo Handling and Storage Area” zone on the proposed reclamation area of TM – CLKL. The proposed maximum building height restriction of 20mPD and the proposed maximum GFA of 8,000m<sup>2</sup> will be stipulated in the Notes.
- (b) Amendment Item B (about 1.84ha)  
Rezoning parts of Area 46 from “OU” annotated “Crematorium, Columbarium, Funeral Services Centre and Open Space”, “GB”, and “G/IC” to area shown as ‘Road’.

## **7. Proposed Amendments to the Notes (Appendix C)**

The proposed amendments to the Notes of the OZP which are shown on the revised Notes with the proposed additions highlighted in *bold and italics* at (**Appendix C**). The proposed amendment to the Notes is for incorporation of a new set of Notes, including schedule of uses, planning intention and remarks for the “OU” annotated “Container and Cargo Handling and Storage Area”.

## **8. Revision to the Explanatory Statement of the OZP (Appendix D)**

The Explanatory Statement (ES) of the OZP has been updated in association of the TM-CLKL and the proposed amendments as mentioned in the above paragraphs. Opportunity is also taken to update the ES for “Comprehensive Development Area (2)” (“CDA(2)”). On 17.8.2012, after hearing a representation (No.R/S/TM/29-6) on the previous amendment of a “CDA(2)” zone in Tuen Mun Area 9 as mentioned in paragraph 2.2 above, the Town Planning Board did not uphold the representation but agreed that the the ES for “CDA(2)” zone on the OZP would need to be amended to clarify the planning intention of “CDA(2)” zone is primarily for commercial use. ‘Flat’ use has been included in the Column 2 of the Notes of the “CDA(2)” zone only to provide flexibility if the future development could suitably address the industrial/residential interface problem. Non-domestic development will be subject to the maximum plot ratio of 9.5 as stipulated in the Notes but the development intensity

of any mixed development involving residential element will be subject to the maximum permissible level of 5/9.5 for domestic/ non-domestic uses generally applicable to the New Town. Therefore, paragraph 9.2.4 of the ES is amended accordingly. As the above remarks are also applicable to the “C (1)” zone located in Tuen Mun Area 9, corresponding amendments are also provided to paragraph 9.1.4 of the ES for the “C(1)” zone. A copy of the revised ES with the proposed additions highlighted in *bold and italics* and deletions in ‘~~eross-out~~’ is at **Appendix D**.

## 9. **Consultation**

- 9.1. Tuen Mun District Council (TMDC) and Traffic and Transport Subcommittee of TMDC were consulted on 5.5.2009 and 13.7.2012 respectively on the TM-CLKL, and the proposed “Container and Cargo Handling and Storage Area” site on the reclamation area respectively. No adverse comments were received. Departments and bureaux consulted also have no adverse comments on the OZP amendments. Their comments have been reflected in the proposals where appropriate.
- 9.2. Should the Committee agree on the proposed amendments, TMDC will be consulted again during the two-month exhibition period of the draft Tuen Mun OZP No. S/TM/29A (to be renumbered to S/TM/30 upon exhibition) for public inspection under section 7 of the Ordinance. Publication of the proposed amendments to the OZP under the provision of the Ordinance is a statutory channel to solicit public views.

## 10. **Decision Sought**

Members are invited to:

- (a) agree the proposed amendments to the draft Tuen Mun OZP No. S/TM/29 as shown on the draft Tuen Mun OZP No. S/TM/29A at **Appendix B** (to be renumbered to No. S/TM/30 upon exhibition) and its Notes at **Appendix C** are suitable for exhibition for public inspection under section 7 of the Ordinance;
- (b) adopt the revised ES at **Appendix D** for the draft Tuen Mun OZP No. S/TM/29A as an expression of the planning intention and objectives of the Board for various land use zones on the Plan; and
- (c) agree that the revised ES was suitable for exhibition together with the draft Tuen Mun OZP No. S/TM/29A (to be renumbered to S/TM/30 upon exhibition) and issued under the name of the Board.

## 11. **Attachments**

**Appendix A** Draft Tuen Mun Outline Zoning Plan No. S/TM/29

**Appendix B** Draft Tuen Mun Outline Zoning Plan No. S/TM/29A

<b>Appendix C</b>	Notes of the Draft Tuen Mun Outline Zoning Plan No. S/TM/29A
<b>Appendix D</b>	Explanatory Statement of the Tuen Mun Outline Zoning Plan No. S/TM/29A
<b>Plan 1</b>	Overall Indicative Alignment of TM-CLKL
<b>Plan 2a to 2e</b>	TM-CLKL Gazetted Drawings for Northern Landfall and Toll Plaza under the Roads Ordinance
<b>Plan 3</b>	Proposed Study Area of the Planning and Engineering Study of Tuen Mun Areas 40 and 46
<b>Plan 4</b>	Proposed Chu Kong Site on the northern landfall of TM-CLKL
<b>Plan A-1</b>	Comparison of Current OZP and Amended OZP
<b>Plan A-2</b>	Site Plan for Amendments A and B
<b>Plan A-3</b>	Aerial Photo for Amendments Items A and B
<b>Plan A-4a</b>	Site Photo for Amendment Item A
<b>Plan A-4b</b>	Site Photo for Amendment Items A and B

圖例 NOTATION

ZONES	
COMMERCIAL	C
COMPREHENSIVE DEVELOPMENT AREA	CDA
RESIDENTIAL (GROUP A)	RA(A)
RESIDENTIAL (GROUP B)	RB(B)
RESIDENTIAL (GROUP C)	RC(C)
RESIDENTIAL (GROUP D)	RD(D)
VILLAGE TYPE DEVELOPMENT	V
INDUSTRIAL	I
GOVERNMENT, INSTITUTION OR COMMUNITY	GIC
OPEN SPACE	O
OTHER SPECIFIED USES	OU
UNDETERMINED	U
GREEN BELT	GB
SITE OF SPECIAL SCIENTIFIC INTEREST	SSSI
COMMUNICATIONS	
RAILWAY AND STATION (UNDERGROUND)	[Symbol]
RAILWAY AND STATION (ELEVATED)	[Symbol]
LIGHT RAIL	[Symbol]
MAJOR ROAD AND JUNCTION	[Symbol]
ELEVATED ROAD	[Symbol]
MISCELLANEOUS	
BOUNDARY OF PLANNING SCHEME	[Symbol]
PLANNING AREA NUMBER	[Symbol]
BUILDING HEIGHT CONTROL ZONE BOUNDARY	[Symbol]
MAXIMUM BUILDING HEIGHT (IN METRES ABOVE PRINCIPAL DATUM)	[Symbol]
MAXIMUM BUILDING HEIGHT RESTRICTION AS STIPULATED ON THE NOTES	[Symbol]
MAXIMUM BUILDING HEIGHT (IN NUMBER OF STOREYS)	[Symbol]
PETROL FILLING STATION	[Symbol]
NON-BUILDING AREA	[Symbol]

土地用途及面積一覽表 SCHEDULE OF USES AND AREAS			
USES	大約總面積佔百分之 APPROXIMATE AREA %		用途
	公頃 HECTARES	百分比 PERCENTAGE	
COMMERICAL	1.22	0.05	商業
COMPREHENSIVE DEVELOPMENT AREA	27.23	1.21	綜合發展區
RESIDENTIAL (GROUP A)	281.57	11.63	住宅(甲類)
RESIDENTIAL (GROUP B)	126.88	5.06	住宅(乙類)
RESIDENTIAL (GROUP C)	1.40	0.06	住宅(丙類)
RESIDENTIAL (GROUP D)	2.43	0.11	住宅(丁類)
VILLAGE TYPE DEVELOPMENT	80.25	3.00	鄉村式發展
INDUSTRIAL	43.30	1.03	工業
GOVERNMENT, INSTITUTION OR COMMUNITY	248.83	11.00	政府、機構或社區
OPEN SPACE	114.51	5.09	休憩用地
OTHER SPECIFIED USES	340.55	18.18	其他指定用途
UNDETERMINED	12.16	0.54	未決定用途
GREEN BELT	748.27	33.20	綠化地帶
SITE OF SPECIAL SCIENTIFIC INTEREST	42.96	1.90	具特殊科學價值地點
NULLAH	0.25	0.01	明渠
RIVER CHANNEL	22.70	1.45	河渠
MAJOR ROAD ETC	150.14	6.70	主要道路等
TOTAL PLANNING SCHEME AREA	2244.15	100.00	總劃策範圍面積

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

核准圖則號 S/TM/28 的修訂 AMENDMENTS TO APPROVED PLAN No. S/TM/28	
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	[Symbol]
修訂項目 A 2 項 AMENDMENT ITEM A2	[Symbol]
修訂項目 A 3 項 AMENDMENT ITEM A3	[Symbol]
修訂項目 A 4 項 AMENDMENT ITEM A4	[Symbol]
修訂項目 A 5 項 AMENDMENT ITEM A5	[Symbol]
修訂項目 A 6 項 AMENDMENT ITEM A6	[Symbol]
修訂項目 B 1 項 AMENDMENT ITEM B1	[Symbol]
修訂項目 B 2 項 AMENDMENT ITEM B2	[Symbol]
修訂項目 C 1 項 AMENDMENT ITEM C1	[Symbol]
修訂項目 C 2 項 AMENDMENT ITEM C2	[Symbol]
修訂項目 D 項 AMENDMENT ITEM D	[Symbol]
修訂項目 E 項 AMENDMENT ITEM E	[Symbol]
修訂項目 F 1 項 AMENDMENT ITEM F1	[Symbol]
修訂項目 F 2 項 AMENDMENT ITEM F2	[Symbol]

(參看附表) (SEE ATTACHED SCHEDULE)



2012年3月23日 根據城市規劃條例第5條展示的核准圖則號 S/TM/28 的修訂 AMENDMENTS TO APPROVED PLAN No. S/TM/28 EXHIBITED UNDER SECTION 5 OF THE TOWN PLANNING ORDINANCE ON 23 MARCH 2012

Signed Ophelia Y S WONG 黃麗雲 秘書 SECRETARY TOWN PLANNING BOARD

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

SCALE 1:10,000 比例尺  
METRES 0 500 1000 METRES

規劃署圖則城市規劃委員會指示圖則 PREPARED BY THE PLANNING DEPARTMENT UNDER THE DIRECTION OF THE TOWN PLANNING BOARD

圖則編號 PLAN No. S/TM/29



DRAFT TUEN MUN OUTLINE ZONING PLAN NO. S/TM/294

(Being a 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).

DRAFT TUEN MUN OUTLINE ZONING PLAN NO. S/TM/294

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COMMERCIAL

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

Planning Intention

This zone is intended primarily for commercial developments, which may include shop, services, place of entertainment and eating place, functioning mainly as local shopping centre serving the immediate neighbourhood.

(please see next page)

COMMERCIAL (cont'd)

Remarks

- (a) On land designated "Commercial" ("C"), no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum gross floor area (GFA) of 40,000m<sup>2</sup>, or the GFA of the existing building, whichever is the greater.
- (b) On land designated "Commercial (1)" ("C(1)"), no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio (PR) of 9.5 or the PR of the existing building, whichever is the greater.
- (c) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building height in terms of metres above Principal Datum (mPD) as stipulated on the Plan, or the height of the existing building, whichever is the greater.
- (d) A total of not less than 300 public car parking spaces shall be provided in "C" zone. In determining the maximum GFA for the purposes of paragraph (a) above, any floor space that is constructed or intended for use solely as public car parking spaces should be included for calculation.
- (e) In determining the maximum GFA/PR for the purposes of paragraphs (a) and (b) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.
- (f) Where the permitted plot ratio as defined in Building (Planning) Regulations is permitted to be exceeded in circumstances as set out in Regulation 22(1) or (2) of the said Regulations, the GFA/PR for the building on land to which paragraphs (a) and (b) above applies may be increased by the additional plot ratio by which the permitted plot ratio is permitted to be exceeded under and in accordance with the said Regulation 22(1) or (2), notwithstanding that the maximum GFA/PR specified in paragraphs (a) and (b) above may thereby be exceeded.
- (g) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the restrictions on GFA/PR/building height, and provision of public car parking spaces as stated in paragraphs (a) to (d) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

COMPREHENSIVE DEVELOPMENT AREA

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

(please see next page)

COMPREHENSIVE DEVELOPMENT AREA (cont'd)

Planning Intention

This zone is intended for comprehensive development/redevelopment of the area for residential use with the provision of commercial, open space and other supporting facilities, if any, to serve the residential neighbourhood. The zoning is to facilitate appropriate planning control over the development mix, scale, design and layout of development, taking account of various environmental, traffic, infrastructure and other constraints.

Remarks

- (a) Pursuant to section 4A(2) of the Town Planning Ordinance, and except as otherwise expressly provided that it is not required by the Town Planning Board, an applicant for permission for development on land designated "Comprehensive Development Area" shall prepare a Master Layout Plan for the approval of the Town Planning Board and include therein the following information:
- (i) the area of proposed land uses, the nature, position, dimensions, and heights of all buildings to be erected in the area;
  - (ii) the proposed total site area and GFA for various uses, total number of flats and flat size, where applicable;
  - (iii) the details and extent of Government, institution or community (GIC) and recreational facilities, public transport and parking facilities, and open space to be provided within the area;
  - (iv) the alignment, widths and levels of any roads proposed to be constructed within the area;
  - (v) the landscape and urban design proposals within the area;
  - (vi) programmes of development in detail;
  - (vii) an environmental assessment report to examine any possible environmental problems that may be caused to or by the proposed development during and after construction and the proposed mitigation measures to tackle them;
  - (viii) a drainage and sewerage impact assessment report to examine any possible drainage and sewerage problems that may be caused by the proposed development and the proposed mitigation measures to tackle them;
  - (ix) a traffic impact assessment report to examine any possible traffic problems that may be caused by the proposed development and the proposed mitigation measures to tackle them; and
  - (x) such other information as may be required by the Town Planning Board.

(please see next page)

COMPREHENSIVE DEVELOPMENT AREA (cont'd)

Remarks (cont'd)

- (b) The Master Layout Plan should be supported by an explanatory statement which contains an adequate explanation of the development proposal, including such information as land tenure, relevant lease conditions, existing conditions of the site, the character of the site in relation to the surrounding areas, principles of layout design, major development parameters, design population, types of GIC facilities, and recreational and open space facilities.
- (c) On land designated "Comprehensive Development Area" in Area 52 adjacent to Lingnan University main campus, no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 3.0, a maximum site coverage of 30% and the maximum building height in terms of mPD as stipulated on the Plan.
- (d) On land designated "Comprehensive Development Area" in Area 55 opposite to Peridot Court, no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 1.3, a maximum site coverage of 30% and a maximum building height of 78mPD.
- (e) On land designated "Comprehensive Development Area" in Area 56, no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 1.3, a maximum site coverage of 25% and a maximum building height of 10 storeys above car park.
- (f) On land designated "Comprehensive Development Area" in Area 59, no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 1.3 and the maximum building height in terms of mPD as stipulated on the Plan.
- (g) In determining the maximum plot ratio for the purposes of paragraphs (c) to (f) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, or caretaker's quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded. Any floor space that is constructed or intended for use solely as Government, institution or community facilities, as required by the Government, may also be disregarded.
- (h) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio/site coverage/building height restrictions stated in paragraphs (c) to (f) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

COMPREHENSIVE DEVELOPMENT AREA (1)

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

(please see next page)

COMPREHENSIVE DEVELOPMENT AREA (1) (cont'd)

Planning Intention

This zone is intended for comprehensive development/redevelopment of the area for residential use with the provision of commercial, open space and other supporting facilities, if any, to serve the residential neighbourhood. The zoning is to facilitate appropriate planning control over the development mix, scale, design and layout of development, taking account of various environmental, traffic, infrastructure and other constraints.

Remarks

- (a) Pursuant to section 4A(2) of the Town Planning Ordinance, and except as otherwise expressly provided that it is not required by the Town Planning Board, an applicant for permission for development on land designated "Comprehensive Development Area (1)" shall prepare a Master Layout Plan for the approval of the Town Planning Board and include therein the following information:
- (i) the area of proposed land uses, the nature, position, dimensions, and heights of all buildings to be erected in the area;
  - (ii) the proposed total site area and GFA for various uses, total number of flats and flat size, where applicable;
  - (iii) the details and extent of Government, institution or community (GIC) and recreational facilities, public transport and parking facilities, and open space to be provided within the area;
  - (iv) the alignment, widths and levels of any roads, walkways and footbridges proposed to be constructed within the area;
  - (v) the landscape and urban design proposals within the area;
  - (vi) programmes of development in detail;
  - (vii) an environmental assessment report to examine any possible environmental problems that may be caused to or by the proposed development during and after construction and the proposed mitigation measures to tackle them;
  - (viii) a drainage and sewerage impact assessment report to examine any possible drainage and sewerage problems that may be caused by the proposed development and the proposed mitigation measures to tackle them;
  - (ix) a traffic impact assessment report to examine any possible traffic problems that may be caused by the proposed development and the proposed mitigation measures to tackle them; and
  - (x) such other information as may be required by the Town Planning Board.

(please see next page)

COMPREHENSIVE DEVELOPMENT AREA (1) (cont'd)

Remarks (cont'd)

- (b) The Master Layout Plan should be supported by an explanatory statement which contains an adequate explanation of the development proposal, including such information as land tenure, relevant lease conditions, existing conditions of the site, the character of the site in relation to the surrounding areas, principles of layout design, major development parameters, design population, types of GIC facilities, and recreational and open space facilities.
- (c) No new development for a domestic or non-domestic building shall exceed a maximum domestic plot ratio of 5 or a maximum non-domestic plot ratio of 9.5, as the case may be. For new development of a building that is partly domestic and partly non-domestic, the plot ratio for the domestic part of the building shall not exceed the product of the difference between the maximum non-domestic plot ratio of 9.5 and the actual non-domestic plot ratio proposed for the building and the maximum domestic plot ratio of 5 divided by the maximum non-domestic plot ratio of 9.5.
- (d) No addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the relevant maximum domestic and/or non-domestic plot ratio(s) stated in paragraph (c) above, or the domestic and/or non-domestic plot ratio(s) of the existing building, whichever is the greater, subject to, as applicable –
  - (i) the plot ratio(s) of the existing building shall apply only if any addition, alteration and/or modification to or redevelopment of an existing building is for the same type of building as the existing building, i.e. domestic, non-domestic, or partly domestic and partly non-domestic building; or
  - (ii) the maximum domestic and/or non-domestic plot ratio(s) stated in paragraph (c) above shall apply if any addition, alteration and/or modification to or redevelopment of an existing building is not for the same type of building as the existing building, i.e. domestic, non-domestic, or partly domestic and partly non-domestic building.
- (e) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building height in terms of mPD as stipulated on the Plan, or the height of the existing building, whichever is the greater.
- (f) In determining the maximum plot ratio for the purposes of paragraphs (c) to (d) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, or caretaker's quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded. Any floor space that is constructed or intended for use solely as Government, institution or community facilities, as required by the Government, may also be disregarded.

(please see next page)

COMPREHENSIVE DEVELOPMENT AREA (1) (cont'd)

Remarks (cont'd)

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

COMPREHENSIVE DEVELOPMENT AREA (2)

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

(please see next page)

COMPREHENSIVE DEVELOPMENT AREA (2) (cont'd)

Planning Intention

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

Remarks

- (a) Pursuant to section 4A(2) of the Town Planning Ordinance, and except as otherwise expressly provided that it is not required by the Town Planning Board, an applicant for permission for development on land designated "Comprehensive Development Area (2)" shall prepare a Master Layout Plan for the approval of the Town Planning Board and include therein the following information:
- (i) the area of proposed land uses, the nature, position, dimensions, and heights of all buildings to be erected in the area;
  - (ii) the proposed total site area and GFA for various uses;
  - (iii) the details and extent of Government, institution or community (GIC) and recreational facilities, public transport and parking facilities, and open space to be provided within the area;
  - (iv) the alignment, widths and levels of any roads, walkways and footbridges proposed to be constructed within the area;
  - (v) the landscape and urban design proposals within the area;
  - (vi) programmes of development in detail;
  - (vii) an environmental assessment report to examine any possible environmental problems that may be caused to or by the proposed development during and after construction and the proposed mitigation measures to tackle them;
  - (viii) a drainage and sewerage impact assessment report to examine any possible drainage and sewerage problems that may be caused by the proposed development and the proposed mitigation measures to tackle them;
  - (ix) a traffic impact assessment report to examine any possible traffic problems that may be caused by the proposed development and the proposed mitigation measures to tackle them; and
  - (x) such other information as may be required by the Town Planning Board.

(please see next page)

COMPREHENSIVE DEVELOPMENT AREA (2) (cont'd)

Remarks (cont'd)

- (b) The Master Layout Plan should be supported by an explanatory statement which contains an adequate explanation of the development proposal, including such information as land tenure, relevant lease conditions, existing conditions of the site, the character of the site in relation to the surrounding areas, principles of layout design, major development parameters, design population, types of GIC facilities, and recreational and open space facilities.
- (c) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 9.5 or the plot ratio of the existing building, whichever is the greater.
- (d) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building height in terms of mPD as stipulated on the Plan, or the height of the existing building, whichever is the greater.
- (e) In determining the maximum plot ratio for the purposes of paragraph (c) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded. Any floor space that is constructed or intended for use solely as Government, institution or community facilities, as required by the Government, may also be disregarded.
- (f) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio/building height restrictions stated in paragraphs (c) to (d) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

RESIDENTIAL (GROUP A)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Ambulance Depot	Commercial Bathhouse/Massage Establishment
Flat	Eating Place
Government Use (not elsewhere specified)	Educational Institution
House	Exhibition or Convention Hall
Library	Government Refuse Collection Point
Market	Hospital
Place of Recreation, Sports or Culture	Hotel
Public Clinic	Institutional Use (not elsewhere specified)
Public Transport Terminus or Station (excluding open-air terminus or station)	Office
Residential Institution	Petrol Filling Station
School (in free-standing purpose-designed building only)	Place of Entertainment
Social Welfare Facility	Private Club
Utility Installation for Private Project	Public Convenience
	Public Transport Terminus or Station (not elsewhere specified)
	Public Utility Installation
	Public Vehicle Park (excluding container vehicle)
	Religious Institution
	School (not elsewhere specified)
	Shop and Services
	Training Centre

In addition, the following uses are always permitted (a) on the lowest three floors of a building, taken to include basements; or (b) in the purpose-designed non-residential portion of an existing building, both excluding floors containing wholly or mainly car parking, loading/unloading bays and/or plant room :

- Eating Place
- Educational Institution
- Institutional Use (not elsewhere specified)
- Off-course Betting Centre
- Office
- Place of Entertainment
- Private Club
- Public Convenience
- Recyclable Collection Centre
- School
- Shop and Services
- Training Centre

(please see next page)

RESIDENTIAL (GROUP A) (cont'd)

Planning Intention

This zone is intended primarily for high-density residential developments. Commercial uses are always permitted on the lowest three floors of a building or in the purpose-designed non-residential portion of an existing building.

Remarks

- (a) On land designated "Residential (Group A)" ("R(A)") and "R(A)1", 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)" and "R(A)1", 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 (a) 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 (a) above shall apply if any addition, alteration and/or modification to or redevelopment of an existing building is not for the same type of building as the existing building, i.e. domestic, non-domestic, or partly domestic and partly non-domestic building.
- (c) On land designated "R(A)2", "R(A)3", "R(A)4", "R(A)5", "R(A)6", "R(A)7", "R(A)8", "R(A)9", "R(A)10", "R(A)11", "R(A)12", "R(A)13", "R(A)14", "R(A)15", "R(A)16", "R(A)17", "R(A)18", "R(A)19" and "R(A)20", 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:

(please see next page)

RESIDENTIAL (GROUP A) (cont'd)

Remarks (cont'd)

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

- (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) On land designated "R(A)1", a maximum building height restriction of 100mPD would be permitted for sites with an area of 400m<sup>2</sup> or more.

(please see next page)

RESIDENTIAL (GROUP A) (cont'd)

Remarks (cont'd)

- (f) In determining the maximum plot ratio for the purposes of paragraphs (a) and (b) above, the area of any part of the site that is occupied or intended to be occupied by free-standing purpose-designed buildings (including both developed on ground and on podium level) solely for accommodating Government, institution or community facilities including school(s) as may be required by the Government shall be deducted from calculation of the site area.
- (g) In determining the relevant maximum non-domestic GFA on land designated "R(A)20" for the purposes of paragraph (c) above, any floor space that is constructed or intended for use solely as free-standing purpose-designed primary school and secondary school (including both developed on ground and on podium level) shall not be included for calculation.
- (h) In determining the maximum plot ratio/GFA 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, or caretaker's quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.
- (i) Where the permitted plot ratio as defined in Building (Planning) Regulations is permitted to be exceeded in circumstances as set out in Regulation 22(1) or (2) of the said Regulations, the plot ratio/GFA for the building on land to which paragraphs (a) to (c) above applies may be increased by the additional plot ratio by which the permitted plot ratio is permitted to be exceeded under and in accordance with the said Regulation 22(1) or (2), notwithstanding that the relevant maximum plot ratio/GFA specified in paragraphs (a) to (c) above may thereby be exceeded.
- (j) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio/GFA/building height restrictions stated in paragraphs (a) to (d) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.
- (k) 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
Flat Government Use (Police Reporting Centre, Post Office only) House Library Residential Institution School (in free-standing purpose-designed building only) 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) Market Off-course Betting Centre Office Petrol Filling Station Place of Entertainment Place of Recreation, Sports or Culture Private Club Public Clinic Public Convenience Public Transport Terminus or Station Public Utility Installation Public Vehicle Park (excluding container vehicle) Recyclable Collection Centre Religious Institution School (not elsewhere specified) Shop and Services 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.

(please see next page)

RESIDENTIAL (GROUP B) (cont'd)

Remarks

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

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

(please see next page)

RESIDENTIAL (GROUP B) (cont'd)

Remarks (cont'd)

- (c) On land designated "R(B)6", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 3.3 and a maximum building height of 30 storeys excluding basement floor(s), or the plot ratio and height of the existing building, whichever is the greater.
- (d) On land designated "R(B)7", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 3.3 and a maximum building height of 17 storeys excluding basement floor(s), or the plot ratio and height of the existing building, whichever is the greater.
- (e) On land designated "R(B)8", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 1.3 and a maximum building height of 15 storeys excluding basement floor(s), or the plot ratio and height of the existing building, whichever is the greater.
- (f) On land designated "R(B)9", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 1.3 and a maximum building height of 6 storeys excluding basement floor(s) for Area A and 10 storeys excluding basement floor(s) other than Area A, or the plot ratio and height of the existing building, whichever is the greater.
- (g) On land designated "R(B)10", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 3.3 and the maximum building height in terms of mPD as stipulated on the Plan, or the plot ratio and height of the existing building, whichever is the greater.
- (h) On land designated "R(B)11", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 3 and the maximum building height in terms of mPD as stipulated on the Plan, or the plot ratio and height of the existing building, whichever is the greater.
- (i) 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<sup>2</sup> and the maximum building height in terms of mPD or number of storey(s) (excluding basement floor(s)) as stipulated on the Plan, or the GFA and height of the existing building, whichever is the greater.

(please see next page)

RESIDENTIAL (GROUP B) (cont'd)

Remarks (cont'd)

- (j) 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.
- (k) In determining the maximum plot ratio/GFA for the purposes of paragraphs (a) to (j) 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) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio/GFA/site coverage/building height restrictions stated in paragraphs (a) to (j) above 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
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Schedule I: for open-air development or for building other than industrial building

<p>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</p>	<p>Eating Place            Educational Institution            Flat            Government Refuse Collection Point            Government Use (not elsewhere specified)            House (other than rebuilding of New Territories Exempted House or replacement of existing domestic building by New Territories Exempted Houses)            Institutional Use (not elsewhere specified)            Library            Market            Office            Petrol Filling Station            Place of Entertainment            Place of Recreation, Sports or Culture            Private Club            Public Clinic            Public Convenience            Public Transport Terminus or Station            Public Utility Installation            Public Vehicle Park                (excluding container vehicle)            Recyclable Collection Centre            Religious Institution            Residential Institution            School            Shop and Services            Social Welfare Facility            Training Centre</p>
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Schedule II: for existing industrial development

<p>Eating Place (Canteen only)            Government Refuse Collection Point            Government Use (not elsewhere specified)            Public Utility Installation            Recyclable Collection Centre</p>	<p>Office            Petrol Filling Station            Public Convenience            Public Vehicle Park                (excluding container vehicle)</p>
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RESIDENTIAL (GROUP E) (cont'd)

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

Planning Intention

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

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

Remarks

- (a) On land designated "Residential (Group E)" ("R(E)"), no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum GFA of 9,875m<sup>2</sup> and the maximum building height in terms of mPD as stipulated on the Plan, or the GFA and height of the existing building, whichever is the greater.
- (b) On land designated "R(E)1", no new development (except 'New Territories Exempted House') shall exceed a maximum plot ratio of 1, a maximum site coverage of 40% and a maximum building height of 5 storeys including a one-storey car park.
- (c) No addition, alteration and/or modification to or redevelopment of an existing building (except redevelopment to 'New Territories Exempted House') shall exceed the plot ratio, site coverage and building height restrictions stated in paragraph (b) above, or the plot ratio, site coverage and height of the existing building, whichever is the greater, subject to redevelopment to the plot ratio in the latter restriction shall be permitted only if the existing building is a domestic building.

(please see next page)

RESIDENTIAL (GROUP E) (cont'd)

Remarks (cont'd)

- (d) In determining the maximum GFA/plot ratio/site coverage for the purposes of paragraphs (a), (b) and (c) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, or caretaker's quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.
  
- (e) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the GFA/plot ratio/site coverage/building height restrictions stated in paragraphs (a), (b) and (c) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

VILLAGE TYPE DEVELOPMENT

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Agricultural Use Government Use (Police Reporting Centre, Post Office only) House (New Territories Exempted House only) On-Farm Domestic Structure Religious Institution (Ancestral Hall only) Rural Committee /Village Office	Eating Place Flat Government Refuse Collection Point Government Use (not elsewhere specified) # House (not elsewhere specified) Institutional Use (not elsewhere specified) # Market Petrol Filling Station Place of Recreation, Sports or Culture Private Club Public Clinic Public Convenience Public Transport Terminus or Station Public Utility Installation # Public Vehicle Park (excluding container vehicle) Religious Institution (not elsewhere specified) # Residential Institution # School # Shop and Services Social Welfare Facility # Utility Installation for Private Project

In addition, the following uses are always permitted on the ground floor of a New Territories Exempted House :

- Eating Place
- Library
- School
- Shop and Services

Planning Intention

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

(please see next page)

VILLAGE TYPE DEVELOPMENT (cont'd)

Remarks

- (a) No new development, or addition, alteration and/or modification to or redevelopment of an existing building (except development or redevelopment to those annotated with #) shall result in a total development and/or redevelopment in excess of a maximum building height of 3 storeys (8.23m) or the height of the existing building, whichever is the greater.
- (b) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height restriction stated in paragraph (a) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

INDUSTRIAL

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

(please see next page)

INDUSTRIAL (cont'd)

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In addition, the following uses are always permitted in the purpose-designed non-industrial portion on the lower floors (except basements and floors containing wholly or mainly car parking, loading/unloading bays and/or plant room) of an existing building, provided that the uses are separated from the industrial uses located above by a buffer floor or floors and no industrial uses are located within the non-industrial portion :

In addition, the following use may be permitted with or without conditions on application to the Town Planning Board in the purpose-designed non-industrial portion on the lower floors (except basements and floors containing wholly or mainly car parking, loading/unloading bays and/or plant room) of an existing building, provided that the use is separated from the industrial uses located above by a buffer floor or floors and no industrial uses are located within the non-industrial portion :

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Eating Place  
Educational Institution  
Exhibition or Convention Hall  
Institutional Use (not elsewhere specified)  
Off-course Betting Centre  
Office  
Place of Entertainment  
Place of Recreation, Sports or Culture  
Private Club  
Public Clinic  
Religious Institution  
Shop and Services  
Training Centre

Social Welfare Facility (excluding those involving residential care)

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

Planning Intention

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

(please see next page)

INDUSTRIAL (cont'd)

Remarks

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

<u>Sub-area</u>	<u>Maximum Plot Ratio</u>
I	9.5
I(1)	5
I(2)	3
I(3)	2.5

- (b) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building height in terms of mPD as stipulated on the Plan, or the height of the existing building, whichever is the greater.
- (c) In determining the maximum plot ratio for the purposes of paragraph (a) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.
- (d) Where the permitted plot ratio as defined in Building (Planning) Regulations is permitted to be exceeded in circumstances as set out in Regulation 22(1) or (2) of the said Regulations, the plot ratio for the building on land to which paragraph (a) applies may be increased by the additional plot ratio by which the permitted plot ratio is permitted to be exceeded under and in accordance with the said Regulation 22(1) or (2), notwithstanding that the relevant maximum plot ratio specified in paragraph (a) above may thereby be exceeded.
- (e) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio/building height restrictions stated in paragraphs (a) and (b) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.
- (f) Under exceptional circumstances, for developments and/or redevelopments, minor relaxation of the non-building area restrictions as shown on the Plan may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

GOVERNMENT, INSTITUTION OR COMMUNITY

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

Planning Intention

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

(please see next page)

GOVERNMENT, INSTITUTION OR COMMUNITY (cont'd)

Remarks

- (a) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building height in terms of number of storey(s) or mPD as stipulated on the Plan, or the height of the existing building, whichever is the greater.
- (b) In determining the maximum number of storey(s) for the purposes of paragraph (a) above, any basement floor(s) may be disregarded.
- (c) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height restrictions stated in paragraph (a) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.
- (d) Under exceptional circumstances, for developments and/or redevelopments, minor relaxation of the non-building area restrictions as shown on the Plan may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.



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
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For "LRT Comprehensive Development Area" Only

Ambulance Depot Flat Government Use (not elsewhere specified) Library LRT Depot Market Place of Recreation, Sports or Culture Public Clinic Public Transport Terminus or Station (excluding open-air terminus or station) Residential Institution School (in free-standing purpose-designed building only) Social Welfare Facility Utility Installation for Private Project	Commercial Bathhouse/Massage Establishment Eating Place Educational Institution Exhibition or Convention Hall Government Refuse Collection Point Hotel Institutional Use (not elsewhere specified) Office Petrol Filling Station Place of Entertainment Private Club Public Convenience Public Transport Terminus or Station (not elsewhere specified) Public Utility Installation Public Vehicle Park (excluding container vehicle) Religious Institution School (not elsewhere specified) Shop and Services Training Centre
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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:

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

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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
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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
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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.

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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
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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
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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<sup>2</sup> 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
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For "Business" only

Schedule I: for open-air development or  
for building other than industrial or industrial-office building<sup>@</sup>

<p>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<sup>Δ</sup>) 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</p>	<p>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</p>
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(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
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For "Business" only (cont'd)

Schedule II: for industrial or industrial-office building<sup>@</sup>

Ambulance Depot	Broadcasting, Television and/or Film Studio
Bus Depot	Cargo Handling and Forwarding Facility (Container Freight Station, free-standing purpose-designed Logistics Centre only)
Cargo Handling and Forwarding Facility (not elsewhere specified)	Industrial Use (not elsewhere specified)
Eating Place (Canteen only)	Off-course Betting Centre
Government Refuse Collection Point	Office (not elsewhere specified)
Government Use (not elsewhere specified)	Petrol Filling Station
Information Technology and Telecommunications Industries	Place of Recreation, Sports or Culture
Non-polluting Industrial Use (excluding industrial undertakings involving the use/storage of Dangerous Goods <sup>Δ</sup> )	Private Club
Office (excluding those involving direct provision of customer services or goods)	Shop and Services (not elsewhere specified) (ground floor only except Ancillary Showroom <sup>#</sup> which may be permitted on any floor)
Public Convenience	Vehicle Repair Workshop
Public Transport Terminus or Station	Wholesale Trade
Public Utility Installation	
Public Vehicle Park (excluding container vehicle)	
Radar, Telecommunications Electronic Microwave Repeater, Television and/or Radio Transmitter Installation	
Recyclable Collection Centre	
Research, Design and Development Centre	
Shop and Services (Motor-vehicle Showroom on ground floor, Service Trades only)	
Utility Installation for Private Project	
Warehouse (excluding Dangerous Goods Godown)	

In addition, for building without industrial undertakings involving offensive trades or the use/storage of Dangerous Goods<sup>Δ</sup>, 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
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For "Business" only (cont'd)

Schedule II: for industrial or industrial-office building<sup>@</sup> (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)

<sup>@</sup> 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.

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

<sup>#</sup> 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.

OTHER SPECIFIED USES (cont'd)

For "Business" only (cont'd)

Planning Intention

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

Remarks

- (a) On land designated "Other Specified Uses" annotated "Business", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 9.5 (including not more than a plot ratio of 1.0 for 'Shop and Services' and 'Eating Place'), or the plot ratio of the existing building, whichever is the greater.
- (b) In determining the maximum plot ratio for the purposes of paragraph (a) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.
- (c) Where the permitted plot ratio as defined in Building (Planning) Regulations is permitted to be exceeded in circumstances as set out in Regulation 22(1) or (2) of the said Regulations, the plot ratio for the building on land to which paragraph (a) applies may be increased by the additional plot ratio by which the permitted plot ratio is permitted to be exceeded under and in accordance with the said Regulation 22(1) or (2), notwithstanding that the relevant maximum plot ratio specified in paragraph (a) above may thereby be exceeded.
- (d) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building height in terms of metres above Principal Datum (mPD) as stipulated on the Plan, or the height of the existing building, whichever is the greater.
- (e) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio/building height restrictions stated in paragraphs (a) and (d) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

(please see next page)

OTHER SPECIFIED USES (cont'd)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
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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<sup>2</sup> 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
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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
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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
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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
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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
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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
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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
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For "Crematorium, Columbarium, Funeral Services Centre and Open Space" Only

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

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

Remarks

- (a) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building height in terms of mPD as stipulated on the Plan, or the height of the existing building, whichever is the greater.
- (b) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height restrictions stated in paragraph (a) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

(please see next page)

OTHER SPECIFIED USES (cont'd)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
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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
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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
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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<sup>2</sup> 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
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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
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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<sup>2</sup> for commercial development, 4,800m<sup>2</sup> for boat repairing compound, and 4,400m<sup>2</sup> 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
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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)

<i>Column 1 Uses always permitted</i>	<i>Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board</i>
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For "Container and Cargo Handling and Storage Area" Only

*Cargo Handling and Forwarding Facility  
Container Storage/Repair Yard*

*Government Use  
Utility Installation not Ancillary to the  
Specified Use*

Planning Intention

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

Remarks

- (a) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum GFA of 8,000m<sup>2</sup> 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
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For All Other Sites (Not Listed Above)

As Specified on the Plan	Government Use Private Club Utility Installation not Ancillary to the Specified Use
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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; Light Rail Transit Terminus & Ferry Concourse with Commercial/Residential Development; and Supermarket, Restaurant and Other Commercial & Recreational Facilities.

Remarks

- (a) On land designated "OU" annotated "Multi-storey Lorry/Car Park to include Commercial Use", "OU" annotated "Comprehensive Industrial Development with Ancillary Commercial and Community Facilities", "OU" annotated "Restaurant/Commercial Complex", and "OU" annotated "Supermarket, Restaurant and Other Commercial & Recreational Facilities", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum GFA specified below, or the GFA of the existing building, whichever is the greater:

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

(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", "OU" annotated "Restaurant/Commercial Complex", and "OU" annotated "Supermarket, Restaurant and Other Commercial & Recreational Facilities", in determining the maximum GFA for the purposes of paragraph (a) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.
- (c) On land designated "OU" annotated "Multi-storey Lorry/Car Park to include Commercial Use", a total of not less than 325 public vehicle parking spaces shall be provided. In determining the maximum GFA for the purposes of paragraph (a) above, any floor space that is constructed or intended for use solely as public vehicle parking spaces should be included for calculation.
- (d) On land designated "OU" annotated "Light Rail Transit Terminus & Ferry Concourse with Commercial/Residential Development", no new development for a domestic or non-domestic building shall exceed a maximum domestic plot ratio of 5 or a maximum non-domestic plot ratio of 9.5, as the case may be. For new development of a building that is partly domestic and partly non-domestic, the plot ratio for the domestic part of the building shall not exceed the product of the difference between the maximum non-domestic plot ratio of 9.5 and the actual non-domestic plot ratio proposed for the building and the maximum domestic plot ratio of 5 divided by the maximum non-domestic plot ratio of 9.5.
- (e) On land designated "OU" annotated "Light Rail Transit Terminus & Ferry Concourse with Commercial/Residential Development", no addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the relevant maximum domestic and/or non-domestic plot ratio(s) stated in paragraph (d) above, or the domestic and/or non-domestic plot ratio(s) of the existing building, whichever is the greater, subject to, as applicable -
  - (i) the plot ratio(s) of the existing building shall apply only if any addition, alteration and/or modification to or redevelopment of an existing building is for the same type of building as the existing building, i.e. domestic, non-domestic, or partly domestic and partly non-domestic building; or
  - (ii) the maximum domestic and/or non-domestic plot ratio(s) stated in paragraph (d) above shall apply if any addition, alteration and/or modification to or redevelopment of an existing building is not for the same type of building as the existing building, i.e. domestic, non-domestic, or partly domestic and partly non-domestic building.

(please see next page)

OTHER SPECIFIED USES (cont'd)

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

Remarks (cont'd)

- (f) On land designated "OU" annotated "Light Rail Transit Terminus & Ferry Concourse with Commercial/Residential Development", in determining the maximum plot ratio for the purposes of paragraphs (d) and (e) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, or caretaker's quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded. In determining the maximum plot ratio for the purposes of paragraphs (d) and (e) above, any floor space that is constructed or intended for use solely as public transport interchange with an area of not more than 17,340m<sup>2</sup> as required by the Government, may also be disregarded.
- (g) On land designated "OU" annotated "Multi-storey Lorry/Car Park to include Commercial Use", "OU" annotated "Comprehensive Industrial Development with Ancillary Commercial and Community Facilities" and "OU" annotated "Light Rail Transit Terminus & Ferry Concourse with Commercial/Residential Development", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building height in terms of mPD as stipulated on the Plan, or the height of the existing building, whichever is the greater.
- (h) On land designated "OU" annotated "Restaurant/Commercial Complex" and "OU" annotated "Supermarket, Restaurant and Other Commercial & Recreational Facilities", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building height in terms of number of storey(s) as stipulated on the Plan, or the height of the existing building, whichever is the greater.
- (i) In determining the maximum number of storey(s) for the purposes of paragraph (h) above, any basement floor(s) may be disregarded.
- (j) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the restrictions on plot ratio/GFA/building height and provision of public vehicle parking spaces as stated in paragraphs (a), (c), (d), (e), (g) and (h) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

GREEN BELT

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Agricultural Use Barbecue Spot Government Use (Police Reporting Centre only) Nature Reserve Nature Trail On-Farm Domestic Structure Picnic Area Public Convenience Tent Camping Ground Wild Animals Protection Area	Animal Boarding Establishment Broadcasting, Television and/or Film Studio Burial Ground Cable Car Route and Terminal Building Columbarium (within a Religious Institution or extension of existing Columbarium only) Crematorium (within a Religious Institution or extension of existing Crematorium only) Field Study/Education/Visitor Centre Firing Range Flat Golf Course Government Refuse Collection Point Government Use (not elsewhere specified) Helicopter Landing Pad Holiday Camp House Marina Marine Fuelling Station Petrol Filling Station Pier Place of Recreation, Sports or Culture Public Transport Terminus or Station Public Utility Installation Public Vehicle Park (excluding container vehicle) Radar, Telecommunications Electronic Microwave Repeater, Television and/or Radio Transmitter Installation Religious Institution Residential Institution Rural Committee/Village Office School Service Reservoir Social Welfare Facility Utility Installation for Private Project Zoo

Planning Intention

The planning intention of this zone is primarily for defining the limits of urban and sub-urban development areas by natural features and to contain urban sprawl as well as to provide passive recreational outlets. There is a general presumption against development within this zone.

SITE OF SPECIAL SCIENTIFIC INTEREST

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

Planning Intention

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

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

Remarks

Any filling or excavation of land necessary to effect a change of use to any of those specified in Columns 1 and 2 above or the uses or developments always permitted under the covering Notes (except maintenance and repair works) shall not be undertaken or continued on or after the date of the publication in the Gazette of the notice of the draft Tuen Mun Outline Zoning Plan No. S/TM/25 without the permission from the Town Planning Board under section 16 of the Town Planning Ordinance.

DRAFT TUEN MUN OUTLINE ZONING PLAN NO. S/TM/29A

EXPLANATORY STATEMENT

## EXPLANATORY STATEMENT

### DRAFT TUEN MUN OUTLINE ZONING PLAN NO. S/TM/29A

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**DRAFT TUEN MUN OUTLINE ZONING PLAN NO. S/TM/29A**

(Being a Draft Plan for the Purposes of the Town Planning Ordinance)

**EXPLANATORY STATEMENT**

Note : For the purposes of the Town Planning Ordinance, this explanatory 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 draft Tuen Mun Outline Zoning Plan (OZP) No. S/TM/29A. It reflects the planning intention and objectives of the Town Planning Board (the Board) for the various land use zonings of the Plan.

**2. AUTHORITY FOR THE PLAN AND PROCEDURE**

- 2.1 On 21 August 1973, the Board was directed by the then Governor under section 3 of the Town Planning Ordinance (the Ordinance) to prepare a draft statutory plan for Tuen Mun New Town. Since the exhibition of the draft Tuen Mun OZP No. LTM/2 on 29 July 1983, the OZP had been amended several times and exhibited for public inspection under section 7 of the Ordinance.
- 2.2 On 16 August 1988, the then Governor in Council (G in C) approved the draft Tuen Mun OZP No. S/TM/6 under section 9(1)(a) of the Ordinance. On 24 October 1989, the then G in C referred the approved OZP No. S/TM/6 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. The OZP was subsequently amended and exhibited for public inspection under section 5 of the Ordinance.
- 2.3 On 21 January 1994, under the power delegated by the then Governor, the then Secretary for Planning, Environment and Lands directed the Board, under section 3(1)(a) of the Ordinance, to extend the coverage of the Tuen Mun OZP. The OZP was subsequently amended and exhibited for public inspection under section 5 of the Ordinance.
- 2.4 On 27 May 1997, the then G in C, under section 9(1)(a) of the Ordinance, approved the draft Tuen Mun OZP, which was subsequently renumbered as Plan No. S/TM/9. On 7 October 1997, the Chief Executive in Council (CE in C) referred the approved OZP No. S/TM/9 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. The OZP was subsequently amended and exhibited for public inspection under section 5 of the Ordinance.
- 2.5 On 19 January 1999, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Tuen Mun OZP, which was subsequently renumbered as Plan No. S/TM/11. On 30 November 1999, the CE in C referred the approved OZP

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

- 2.6 On 30 September 2003, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Tuen Mun OZP, which was subsequently renumbered as S/TM/18. On 9 December 2003, the CE in C referred the approved Tuen Mun OZP No. S/TM/18 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. Since then, the OZP had been amended once under section 5 of the Ordinance to reflect the changing circumstances.
- 2.7 On 4 January 2005, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Tuen Mun OZP, which was subsequently renumbered as S/TM/20. On 21 January 2005, the approved Tuen Mun OZP No. S/TM/20 was exhibited under section 9(5) of the Ordinance.
- 2.8 On 8 November 2005, the CE in C referred the approved Tuen Mun OZP No. S/TM/20 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. Since then, the OZP had been amended and exhibited for public inspection seven times under section 5 or 7 of the Ordinance.
- 2.9 On 3 May 2011, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Tuen Mun OZP, which was subsequently renumbered as S/TM/28. On 20 May 2011, the approved Tuen Mun OZP No. S/TM/28 was exhibited for public inspection under section 9(5) of the Ordinance.
- 2.10 On 5 July 2011, the CE in C referred the approved Tuen Mun OZP No. S/TM/28 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. The reference back of the OZP was notified in the Gazette on 23 September 2011 under section 12(2) of the Ordinance.
- 2.11 On 23 March 2012, the draft Tuen Mun OZP No. S/TM/29 (~~the Plan~~), incorporating amendments mainly on the rezoning of sites in Area 9 to the west of the West Rail Tuen Mun Station from "Industrial" to various "Comprehensive Development Area" zones for residential use, commercial use, and "Other Specified Uses" ("*OU*") annotated "Business" zones taking reference to the Area Assessment 2009 of Industrial Land in the Territory (Area Assessment 2009); rezoning of sites in Areas 44 and 56 from "Government, Institution or Community" ("*G/IC*") to "Residential (Group A)" and "Residential (Group B)" respectively; rezoning of a site in Area 41 from "Green Belt" to "G/IC"; incorporation of a proposed road in Area 54; and amendments to the Notes of the OZP was exhibited for public inspection under section 5 of the Ordinance.
- 2.12 *On 6 August 2012, the Secretary for Development, under the delegated authority of the Chief Executive, directed the Board under section 3(1)(a) of the Ordinance to extend the planning scheme boundary of the Tuen Mun OZP to cover the Northern Landfall Reclamation Area of the Tuen Mun-Chek Lap Kok Link (TM-CLKL).*

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

### 3. OBJECT OF THE PLAN

- 3.1 The object of the Plan is to indicate the broad land use zonings and major transport networks so that the development and redevelopment within the area can be put under statutory planning control.
- 3.2 The Plan is to illustrate only the broad principles of development. It is a small-scale plan and the transport alignments and boundaries between the land use zones may be subject to minor adjustments as detailed planning proceeds.
- 3.3 Since the Plan is to show broad land use zonings, there would be cases that small strips of land not intended for building development purposes and carry no development right under the lease, such as the areas restricted for garden, slope maintenance and access road purposes, are included in the residential zones. The general principle is that such areas should not be taken into account in plot ratio and site coverage calculations. Development within residential zones should be restricted to building lots carrying development right in order to maintain the character and amenity of the Tuen Mun area and not to overload the road network in this area.

### 4. NOTES OF THE PLAN

- 4.1 Attached to the Plan is a set of Notes which shows the types of uses or developments which are always permitted within the area and in particular zones and which may be permitted by the Board, with or without conditions, on application. The provision for application for planning permission under section 16 of the Ordinance allows greater flexibility in land use planning and control of development to meet changing needs.
- 4.2 For the guidance of the general public, a set of definitions that explains some of the terms used in the Notes may be obtained from the Technical Services Division of the Planning Department and can be downloaded from the Board's website at <http://www.info.gov.hk/tpb>.

## 5. THE PLANNING SCHEME AREA

- 5.1 The Planning Scheme Area (the Area), covering an area of about 2,244 2,260ha, is located at the head of Castle Peak Bay in the North West New Territories (NWNT). It is bounded by the ridges of Castle Peak to the west, Lam Tei Interchange of Castle Peak Road to the north, and Tai Lam Country Park to the east. To the southeast, the Area extends to Siu Lam Interchange of Tuen Mun Road, while to the southwest, it extends to the power station at Tap Shek Kok. The boundary of the Area is shown in a heavy broken line on the Plan. For planning and reference purposes, the Area is sub-divided into a number of smaller planning areas as shown on the Plan.
- 5.2 The basic design concept of Tuen Mun New Town envisages a corridor of developments running north-south flanked by the foothills of Tai Lam to the east and the ridges of Castle Peak to the west. The urban core of the New Town, accommodating relatively high-density residential, industrial and commercial developments, is on flat land of the Tuen Mun valley floor and reclaimed land in Castle Peak Bay. On the lower slopes of the valley are relatively lower density developments forming a transition zone between the urban core and the rural hinterland.
- 5.3 To the southwest, land is reserved for the development of special industries. Existing developments include a river trade terminal, a power station, a cement plant, a steel mill and a resource recovery park. *The Northern Landfall Reclamation Area of the TM-CLKL is adjoining the Tuen Mun River Trade Terminal.* To the southeast is an area intended for low-to medium density residential developments, marina and a number of beaches. Some of these developments have already been implemented whilst others are either under planning or under construction.

## 6. POPULATION

According to the 2006 Population By-Census, the population of the Area was about 477,000 persons. The planned population of the Area would be about 567,000 persons.

## 7. BUILDING HEIGHT RESTRICTIONS IN THE TUEN MUN PLANNING SCHEME 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 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 on Urban Design Guidelines, developments should be highest in the central part of a new town and gradually descending down to medium to low-rise developments at the edges; and where appropriate, landmarks at the civic/commercial centres or focal points should be introduced. The West Rail Tuen Mun Station (Station) site is centrally located in the Tuen Mun New Town and is the focal point. To reflect the character of the “R(A)4” site adjoining the Station, the highest height band of 156mPD is proposed for the site. Gradually descending height bands from the highest height band towards the fringe of Tuen Mun New Town are proposed. In general, the proposed building height bands help preserve views to the ridgelines, achieve a stepped height profile, and maintain visual permeability and wind penetration and circulation. To avoid monotonous townscape and to reflect the existing building height profile, height variations are proposed where appropriate.
- 7.3 For the Tuen Mun East Area where the residential developments are in general low to medium density in nature, building height restrictions are recommended so as to maintain the existing characters of the area. The overall planning concept for the Tuen Mun East Area is to maintain a stepped building height profile which generally increases from low to high-density from So Kwun Wat in the east to the urban core in the west and to integrate the natural topography with the stepped profile from the sea towards the mountain.
- 7.4 Moreover, specific building restrictions for the “G/IC” zones in terms of mPD or number of storey(s), which mainly reflect the existing and planned building heights of developments, have been incorporated into the Plan mainly to provide visual and spatial relief to the Area. The building height restrictions are specified in terms of mPD to provide certainty and clarity of the planning intention. On the other hand, building height control for low-rise developments, normally with a height of not more than 13 storeys, will be subject to restrictions in terms of number of storey(s) (excluding basement floor(s)) so as to allow more design flexibility, in particular for 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 “Other Specified Uses” (“OU”) zones.

7.6 An Expert Evaluation (EE) on air ventilation assessment (AVA) has been undertaken to assess the existing wind environment and the likely impact of the proposed building heights of the development sites within the Area on the pedestrian wind environment. The building height restrictions shown on the Plan have taken the findings of the AVA into consideration.

7.7 In general, a minor relaxation clause in respect of building height restrictions is incorporated into the Notes of the Plan in order to provide incentive for developments/redevelopments with planning and design merits. Each planning application under section 16 of the Ordinance 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, the prevailing annual wind direction is north north-east which blows down along major flow paths along the Tuen Mun River Channel, Tuen Mun Road and Ming Kum Road/Tsing Wun Road. Castle Peak Road and Tuen Mun Heung Sze Wui Road are also north-south flow paths serving the summer winds blowing north. Besides the north-south flow paths, there are several east-west paths along Shek Pai Tau Road, Pui To Road and Wong Chu Road. These paths form the linkage between the north-south flow paths and allow cross flow to bring winds to areas to the interior of the major

flow paths. The available winds for the Tuen Mun East and Tuen Mun West Areas should be adequate. The AVA recommends a few strips of non-building areas for better penetration of the prevailing winds and to enhance visual permeability within the dense built-up environment, as well as for enhancement of the visual quality of Tuen Mun New Town and pedestrian linkage.

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

- (a) two 15m-wide strips of land along the two sides of Tuen Mun Heung Sze Wui Road section between Hoi Wing Road and Tuen Hing Road. The NBAs together with Tuen Mun Heung Sze Wui Road and the existing open spaces form an about 800m breezeway from the waterfront area to the Town Park through the high-density/high-rise urban environment. They allow preservation of the existing visual corridor and creation of a landscape avenue along this important central spine of the new town;
- (b) a 10m-wide strip of land along the promenade at the western edge of Yau Oi Estate to enhance the linkage between future points of interest (for examples west bank of Tuen Mun River at Area 33, a proposed sports ground at Area 16 to the south, and the Town Park in the north);
- (c) two 16m-wide strips of land, one along the eastern boundary of Tuen Mun Industrial Centre abutting Pui To Road and another along the eastern boundary of Vitasoy Distribution Centre abutting Ho Tin Street. They facilitate a north-south running air path along Hung Cheung Road and Kin On Street within the industrial area at Areas 9 and 12 for better air penetration to downstream areas;
- (d) a 26m-wide strip of land along the southern end of Goodview Industrial Building located at the western junction of Ho Tin Street / Kin Fat Street and a 14m-wide corner splay of Koon Wah Mirror Factory (6th) Industrial Building at the eastern junction of Ho Ting Street and Kin Fat Street. They form integral parts of the east-west flow path linking Tuen Mun River Channel and Ming Kum Road that help to distribute the flow to interior areas; and
- (e) a 10m-wide strip of land from the southern boundary of three industrial sites (i.e. Tin's Centre Block 9, Yee Wah Industrial Building and Yau Tak Industrial Building) facing the Tin Hau Temple to introduce a suitable setting for the low-rise Tin Hau Temple and the proposed Tin Hau Square, and avoid a tall solid wall in front of the square.

8.3 The above NBAs should be taken into account upon future 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 circumstance.

- 8.4 Also, air paths should be preserved within large sites and potential development sites at critical airpath, for example the "R(A)" sites in Area 54, the development sites in Tuen Mun East Area and Area 29. For Area 54, sufficient gaps between building towers should be provided to facilitate wind flow at a north to south direction. 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 minimize the impact of the future developments on the air environment in the Tuen Mun East Area, as suggested in the AVA EE report, buildings should be built with adequate spacing gaps and the development complexes should be spaced apart and avoid forming long and continuous building groups. For a strip of land at Area 29 between Leung King Estate and Po Tin Estate which serves as a breezeway bringing down the wind from the slope eastwards, future developments should not inter-connect with each other or with existing developments to avoid forming long and continuous rows of buildings blocking the katabatic winds blowing down the slopes.
- 8.5 In addition to NBA, according to the AVA EE Study, future developers are encouraged to adopt design measures that could minimize negative air ventilation impact. These include, inter alia, lower podium height, greater permeability of podium, wider gap between buildings, lower building height for buildings with wide façade facing prevailing wind directions, varied building heights stepping towards the north and avoidance of blockage of breezeway through suitable positioning of building towers and podiums.

## 9. LAND USE ZONINGS

### 9.1 Commercial ("C") Total Area: 1.02 ha

- 9.1.1 This zone is intended primarily for commercial developments, which may include shop, services, place of entertainment and eating place, functioning mainly as local shopping centre serving the immediate neighbourhood. A site located at the junction of Tuen Mun Road and Tuen Hing Road has been developed into a retail/office complex with a public car park known as Tuen Mun Parklane Square.
- 9.1.2 Development in this zone is subject to a maximum GFA of 40,000m<sup>2</sup> 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 sub-area "C(1)" is at Kin Fung Circuit adjacent to the current industrial area in Area 9 and the West Rail Tuen Mun Station. Development in this sub-zone is subject to a maximum plot ratio (PR) of 9.5 and maximum building height of 100mPD, or the PR and building height of the existing building, whichever is the greater. *'Flat' use has been included in the Column 2 of the Notes of the "C(1)" zone only to provide flexibility if the future development could suitably address the industrial/residential interface problem. Non-domestic development will be subject to the maximum plot ratio of 9.5 as stipulated in the Notes but the development intensity of any mixed development involving residential element will be subject to the maximum permissible level of 5/9.5 for domestic/non-domestic uses generally applicable to the New Town.*
- 9.1.5 In the circumstances set out in Regulation 22 of the Building (Planning) Regulations, the maximum GFA and PR specified in the Notes of the Plan may be increased by what is permitted to be exceeded under Regulation 22. This is to maintain flexibility for unique circumstances such as dedication of part of a site for road widening or public uses.
- 9.1.6 To provide flexibility for innovative design adapted to the characteristics of the site, minor relaxation of the GFA/PR restrictions may be considered by the Board through the planning permission system. Each proposal will be considered on its individual merits.
- 9.1.7 However, for any existing building with GFA/PR already exceeding the GFA/PR restrictions as shown on the Notes of the Plan, there is a general presumption against such application for minor relaxation except under exceptional circumstances.
- 9.1.8 Minor relaxation of the building height restrictions may be considered by the Board on application under section 16 of the Ordinance. The criteria given in paragraph 7.7 above would be relevant for assessment for minor relaxation of building height restrictions. Each application for minor relaxation of building height restrictions will be considered on its individual merits.
- 9.1.9 Minor relaxation of the restriction on provision of public car parking spaces may be considered by the Board on application. Each application will be considered on its own merits.

9.2 Comprehensive Development Area ("CDA") Total Area: 27.23 ha

- 9.2.1 This zone is intended for comprehensive development/redevelopment of the area for residential use with the provision of commercial, open space and other supporting facilities, if any, to serve the residential neighbourhood. The zoning is to facilitate appropriate planning control

over the development mix, scale, design and layout of development, taking account of various environmental, traffic, infrastructure and other constraints. Pursuant to sections 4A(1) and 4A(2) of the Ordinance, any development/redevelopment within the "CDA" zone would require the approval of the Board through planning application under section 16 of the Ordinance. Except as otherwise expressly provided that it is not required by the Board, the applicant should prepare a Master Layout Plan (MLP) together with information specified in the Notes of the Plan for approval by the Board. The intention is to ensure that the development/ redevelopment within the zone would be designed in a comprehensive manner taking into account various planning considerations such as environmental quality, land use compatibility, infrastructure provision as well as traffic and phasing requirements. Pursuant to section 4A(3) of the Ordinance, a copy of the approved MLP shall be made available for public inspection.

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

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

- 9.2.4 The “CDA(2)” zones in Area 9 near Kin Tai Street and Kin On Street are intended for comprehensive redevelopment for commercial use. The sites are currently occupied by the KMB bus depot and Overhaul Centre. It is intended that the sites would be redeveloped for commercial use. Development or redevelopment in these zones is subject to a maximum plot ratio of 9.5 and a maximum building height of 100mPD. The master layout plan together with relevant technical assessments and information including development programme should be submitted to the Board for consideration under section 16 of the Ordinance. Control on the design of these two sites is considered important to create a more functional, interesting and aesthetically pleasing town core. Planning briefs will be prepared to guide the development. While it is the planning intention to relocate the bus depots to redevelop the sites *primarily* for commercial use in the long term, 'bus depot' *and 'flat' uses are included as a Column 2 use under the "CDA(2)" zones in order to cater for alterations of the existing bus depot prior to its relocation; and to provide flexibility if the future development could suitably address the industrial/residential interface problems. Non-domestic development will be subject to the maximum plot ratio of 9.5 as stipulated in the Notes but the development intensity of any mixed development involving residential element will be subject to the maximum permissible level of 5/9.5 for domestic/non-domestic uses generally applicable to the New Town.*
- 9.2.5 The “CDA” in Area 52 north of Lingnan University is intended to be developed for a medium-density residential development. The maximum plot ratio and site coverage for the proposed development in this “CDA” have been specified in the Notes. The site is subject to a building height restriction of 106mPD as stipulated on the Plan. Buildings within this “CDA” zone should adopt a stepped-height design concept (with height variations from 70mPD to 106mPD) to effect a visual gradation from the high-rise Public Rental Housing (PRH) development (Fu Tai Estate) to the north to the low-rise Lingnan University main campus to the south.
- 9.2.6 The “CDA” in Area 55 which is to the north of Peridot Court in Area 58 is at present occupied by container storage yards. The “CDA” in Area 56 near to So Kwun Wat Village is partly occupied by a container storage yard and partly under construction. The “CDA” zoning is intended to provide incentive for comprehensive redevelopment of the sites to residential use to improve the general environment. The maximum plot ratio, site coverage and building height for individual sites have been specified in the Notes.
- 9.2.7 The “CDA” in Area 59, which is the disused desalination plant site, is Government land and is mainly occupied by temporary uses. It is intended for comprehensive redevelopment for residential use when the site is available for development. Development within this “CDA” site is subject to a maximum building height of 41mPD as stipulated on the Plan and a plot ratio of 1.3 as specified in the Notes. Notwithstanding

the building height restriction, a “stepped height” building height profile is encouraged for urban design and air ventilation purposes, with building heights descending from the highest of 41mPD to 26mPD towards the waterfront. A planning brief will be prepared to set out the requirement in further detail. Consideration should be given to air ventilation and visual impacts in the formulation of development proposals at this site. Moreover, provision of commercial facilities to serve the local community is encouraged.

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

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

9.3 Residential (Group A) (“R(A)”) Total Area: 261.07 ha

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

9.3.2 Sites zoned “R(A)” are mainly found in the urban core on the valley floor and reclaimed land to the west of Castle Peak Bay, and are intended for public and private residential use.

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

open space are also provided within these estates to serve the residents.

- 9.3.4 Other existing/proposed private residential developments are located in Areas 2, 4, 5, 9, 10, 11, 16, 28, 37, 44 and 54.
- 9.3.5 Developments or redevelopments in areas zoned “R(A)” and “R(A)1” 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. The stipulated maximum plot ratio is the maximum only. All public housing estates are also governed by planning briefs. Any plot ratio must be supported by relevant assessment on the infrastructural implications, e.g. traffic impact assessment, drainage impact assessment and sewage impact assessment.
- 9.3.6 Two sites occupied by Chelsea Heights and the proposed student hostel of Lingnan University are zoned “R(A)2” and “R(A)3” respectively. The “R(A)2” site is subject to the maximum domestic GFA of 101,400m<sup>2</sup> and non-domestic GFA of 10,800m<sup>2</sup>, and the “R(A)3” site is subject to a maximum GFA of 18,160m<sup>2</sup>. They are subject to the aforesaid maximum GFA restrictions or the GFA of the existing building, whichever is the greater.
- 9.3.7 The eight sites in the Town Centre including the proposed Tuen Mun West Rail Station development, Tuen Mun Town Plaza Blocks 3 to 7, Tuen Mun Town Plaza Block 8, Tuen Mun Town Plaza Blocks 1 to 2, Kam Wah Garden, The Trend Plaza, New Town Mansion, and Waldorf Garden are zoned “R(A)4”, “R(A)5”, “R(A)6”, “R(A)7”, “R(A)8”, “R(A)9”, “R(A)10”, and “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 <sup>2</sup> )	Maximum Non-domestic GFA (m <sup>2</sup> )
“R(A)4”	119,512	25,000
“R(A)5”	58,800	96,500
“R(A)6”	14,650	8,030
“R(A)7”	17,125	11,933
“R(A)8”	19,892	7,163
“R(A)9”	52,711	20,695
“R(A)10”	17,560	7,006
“R(A)11”	53,400	13,030

- 9.3.8 On land designated “R(A)4”, the GFA of a proposed public transport interchange as required by the Government, i.e. an area of not more than 10,648m<sup>2</sup>, is also stipulated in the Notes.

9.3.9 The nine sites occupied by HOS/PSPS Developments, i.e. Prime View Garden, Siu On Court, Siu Lun Court, Glorious Garden, Melody Garden, Siu Shan Court, Siu Hei Court, Chi Lok Fa Yuen and Siu Hong Court are zoned “R(A)12”, “R(A)13”, “R(A)14”, “R(A)15”, “R(A)16”, “R(A)17”, “R(A)18”, “R(A)19” and “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 <sup>2</sup> )	Maximum Non-domestic GFA (m <sup>2</sup> )
“R(A)12”	70,380	2,750
“R(A)13”	73,842	1,718
“R(A)14”	245,700	2,250
“R(A)15”	178,930	3,886
“R(A)16”	155,908	7,770
“R(A)17”	116,064	-
“R(A)18”	129,540	4,467
“R(A)19”	54,395	5,750
“R(A)20”	235,815	7,365

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

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

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

9.3.13 Developments and redevelopments within the “R(A)” and its sub-areas are restricted to maximum building height of 85mPD, 100mPD, 120mPD and 156mPD as shown on the Plan according to the overall building height concept of the Area as specified in paragraph 7.2.

9.3.14 For the proposed residential developments in the “R(A)” zone in Area 54 immediately to the north of the Government Farm, a variation in building height profile in the range of 90mPD to 120mPD is encouraged to avoid a monotonous built-form on this large site. Consideration should also be given to air ventilation and visual impacts in the formulation of development proposals at this location. To facilitate better air penetration to the downstream area, the AVA 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, 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.

- 9.3.15 For sites zoned "R(A)1", a "two-tier building height system" of 85mPD and 100mPD is imposed for the "R(A)1" sites at Area 10 to the west of Tuen Mun Road to reflect the descending height profile. As the lots are small in size, a higher height band of 100mPD is allowed for sites with an area of not less than 400m<sup>2</sup> to encourage amalgamation of sites and avoid pencil-like buildings.
- 9.3.16 Developments and redevelopments within the "R(A)" and its sub-areas are subject to building height restrictions as stipulated on the Plan or the height of the existing building, whichever is the greater. Minor relaxation of the building height restrictions may be considered by the Board on application under section 16 of the Ordinance. The criteria given in paragraph 7.7 above would be relevant for assessment for minor relaxation of building height restrictions. Each application for minor relaxation of building height restriction will be considered on its individual merits.
- 9.3.17 Application for minor relaxation of the building height restriction of 100mPD under "R(A)1" zone is not allowed.

9.4 Residential (Group B) ("R(B)") Total Area: 126.99 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.
- 9.4.2 Pearl Island Villas, Beaulieu Peninsula, Monte Carlo Villas, Spring Seaview Terrace, Surfside, and the Blessing Villa in Area 57, the Aegean, Villa Sapphire, Aqua Blue, Tuen Mun Town Lot (TMTL) 449, the Hillgrove and Peridot Court in Area 58 and various sites within Areas 48, 55, 56 and 59 are zoned "R(B)". The maximum plot ratio of 1.3 is specified in the Notes and the respective building height restrictions in terms of number of storey(s) (excluding basement floor(s)) are stipulated on the Plan.
- 9.4.3 A "R(B)" site in Area 56 is subject to a building height restriction of 10 storeys excluding basement floor(s). Consideration should be given to air ventilation and visual impacts in the formulation of development proposals at this site. Commercial uses serving the local community is encouraged and may be permitted on application to the Board.
- 9.4.4 Two "R(B)" sites are planned at a higher level at So Kwun Wat Road

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

- 9.4.5 For a "R(B)" site located near Siu Lam Interchange in Area 59, according to the archaeological investigations conducted for this site, archaeological deposits were identified in the northern part of the site. In order to preserve the archaeological deposits in-situ, no excavation should be carried out on the northern part of the site unless with agreement of Antiquities and Monuments Office (AMO).
- 9.4.6 Two former military sites in Areas 48 and 58 are zoned "R(B)1" and "R(B)3" respectively for residential development. The maximum plot ratio/GFA/site coverage/building height for individual sites have been specified in the Notes and/or stipulated on the Plan. To create a "stepped height" profile and to improve local air ventilation, the western part of the "R(B)1" site is restricted to a maximum of 85mPD and its eastern part is restricted to 70mPD. The latter is also to safeguard vista from MacLehose Trail located to its north. Consideration should be given to air ventilation and visual impacts in the formulation of development proposals at this site.
- 9.4.7 The Dragon Inn Court in Area 20 which was redeveloped into residential and restaurant uses is zoned as "R(B)4". The maximum GFA and building height for respective lots of the site, reflecting the existing and permitted development intensity, have been specified in the Notes.
- 9.4.8 Aegean Coast in Area 55 at So Kwun Wat Road which has been developed into a comprehensive commercial and residential development with kindergarten use is zoned as "R(B)5". The maximum GFA, site coverage and building height for the lot, reflecting the existing and permitted development intensity, have been specified in the Notes.
- 9.4.9 Five sites including Tuen Mun Court, Elegant Villa, Faraday House, Tsing Yung Terrace and Seaview Garden in Area 20 are zoned "R(B)6". A site south of Tsing Yung Terrace and northwest of Seaview Garden is zoned "R(B)7". The sites in Area 20 to the north of Castle Peak Road-Castle Peak Bay are zoned "R(B)8". The sites to the south of Castle Peak Road-Castle Peak Bay at the waterfront location are zoned "R(B)9". The maximum plot ratio and building height restrictions for development within the four sub-areas are stipulated under the Notes of the Plan.
- 9.4.10 Sites at the northern and eastern fringes of the Tuen Mun New Town occupied by Grandeur Garden, Noble Place and Elegance Garden in Area 4, Parkland Villas and Napa Valley in Area 52, Villa Tiara and various sites in Area 23, and Hoi Tak Gardens, Kam Fai Garden, Harvest Garden, Alpine Garden and Handsome Court in Area 39 are zoned "R(B)10". A maximum plot ratio of 3.3 is specified in the Notes and the respective building height restrictions are stipulated on the Plan.

- 9.4.11 The South Hillcrest in Area 52 and Marina Garden and Miami Beach Towers in Area 44, zoned as “R(B)11”, are subject to a maximum plot ratio of 3 as specified in the Notes and the respective building height restrictions as stipulated on the Plan.
- 9.4.12 The hotel and residential development in Hong Kong Gold Coast in Area 57, zoned “R(B)12”, is subject to a maximum GFA restriction of 230,522m<sup>2</sup> 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 Development and redevelopment within the “R(B)” zone and its sub-areas are subject to building height restrictions as shown in the Notes of the Plan and/or stipulated on the Plan or the height of the existing building, whichever is the greater. Minor relaxation of the building height restrictions may be considered by the Board on application under section 16 of the Ordinance. The criteria given in paragraph 7.7 above would be relevant for assessment for minor relaxation of building height restrictions. Each application for minor relaxation of building height restrictions will be considered on its individual merits.
- 9.4.15 Development and redevelopment within the “R(B)” zone and its sub-areas are subject to plot ratio/GFA/site coverage restrictions as shown in the Notes of the Plan or the plot ratio/GFA/site coverage of the existing building, whichever is the greater. To provide flexibility for innovative design adapted to the characteristics of particular sites, minor relaxation of the plot ratio/GFA/site coverage restrictions may be considered by the Board through the planning permission system. Each proposal will be considered on its individual merits.
- 9.4.16 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.
- 9.5 Residential (Group C) (“R(C)”) Total Area: 1.40 ha
- 9.5.1 This zoning is intended primarily for low-rise, low-density residential developments where commercial uses serving the residential neighbourhood may be permitted on application to the Board.
- 9.5.2 Two sites located in the southeast of Lam Tei Interchange at Area 52 are zoned for this use. Development and redevelopment within this zone are

subject to a maximum plot ratio of 0.4 and building height restriction of 3 storeys (excluding basement floor(s)) or the plot ratio and height of the existing building, whichever is the greater. Minor relaxation of the building height restrictions may be considered by the Board on application under section 16 of the Ordinance. The criteria given in paragraph 7.7 above would be relevant for assessment for minor relaxation of building height restriction. Each application for minor relaxation of building height restriction will be considered on its individual merits.

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

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

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

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

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

#### 9.7 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: ~~43.30~~ 42.18ha

9.8.1 The planning intention of the "I" zone is primarily for general industrial uses to ensure an adequate supply of industrial floor space to meet demand from production-oriented industries. Information technology and telecommunications industries and office related to industrial use

are also always permitted in this zone. However, shop and services (ground floor only, except in wholesale conversion of an existing building), such as banks, fast food shops and retail shops, and offices, other than those permitted under Column 1 and in the purpose-designed non-industrial portion on the lower floors of an existing building, will require planning permission from the Board. It should also be noted that the purpose-designed non-industrial portion of an existing building does not include basement floors and floors containing wholly or mainly car parking, loading/unloading bays and/or plant room. Some industrial uses such as asphalt/concrete batching plant, and container freight station, etc. will also require planning permission from the Board.

- 9.8.2 Land reserved for general industrial purposes to meet anticipated needs is in Areas 9, 12, 16, 17, 40 and 44. Most of these areas have already been developed.
- 9.8.3 Developments or redevelopments within the "I" zone and its sub-areas "I(1)", "I(2)" and "I(3)" are subject to specific control on plot ratio of 9.5, 5, 3 and 2.5 respectively or the plot ratio of the existing building whichever is the greater.
- 9.8.4 In the circumstances set out in Regulation 22 of the Building (Planning) Regulations, the maximum plot ratios specified in the Notes of the Plan may be increased by what is permitted to be exceeded under Regulation 22. This is to maintain flexibility for unique circumstances such as dedication of part of a site for road widening or public uses.
- 9.8.5 Development and redevelopment within "I" zone and its sub-areas are subject to building height restrictions as stipulated on the Plan or the height of the existing building, whichever is the greater. Minor relaxation of the building height restrictions may be considered by the Board on application under section 16 of the Ordinance. The criteria given in paragraph 7.7 above would be relevant for assessment for minor relaxation of building height restrictions. Each application for minor relaxation of building height restriction will be considered on its individual merits.
- 9.8.6 To provide flexibility for innovative design adapted to the characteristics of particular sites, minor relaxation of the plot ratio restriction may be considered by the Board through the planning permission system. Each proposal will be considered on its individual merits.
- 9.8.7 However, for any existing building with plot ratio already exceeding the plot ratio restrictions as shown on the Notes of the Plan, there is a general presumption against such application for minor relaxation except under exceptional circumstances.

9.9 Government, Institution or Community ("G/IC") Total Area: 248.83 246.9ha

- 9.9.1 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. These facilities are provided in accordance with the Hong Kong Planning Standards and Guidelines (HKPSG).
- 9.9.2 Major existing facilities include a swimming pool complex in Area 16, indoor recreation centres in Areas 1, 5, 10, 16 and 28, Lingnan University in Area 52, Ching Chung Koon, Castle Peak Hospital and Tuen Mun Hospital in Area 3, Tuen Mun Public Library in Area 11, Hong Kong Institute of Vocational Education (Tuen Mun) in Area 32, monasteries in Area 31, a skill centre for the disabled in Area 16, a training school and other facilities of the Immigration Department in Area 48, a joint-user complex and wholesale fish market in Area 44 and primary and secondary schools. Local community facilities are also provided within the residential zones.
- 9.9.3 Major proposed facilities include a second swimming pool complex in Area 29, a sports ground in Area 16, water-related recreational facilities/holiday camps in Area 48, schools and a sewage pumping station in Area 54, a fresh water pumping station in Area 38, the proposed international school and post-secondary school in Area 48, a seawater pumping station in Area 59, and indoor recreation centres in Areas 3, 14 and 54. Additional sites such as in Areas 41, 48, 55 and 56 are reserved for the provision of GIC facilities to serve the planned population in the areas.
- 9.9.4 Developments and redevelopments in the "G/IC" sites are subject to building heights in terms of mPD or number of storey(s) (excluding basement floor(s)) as stipulated on the Plan or the height of the existing building, whichever is the greater. Building height restrictions for most of the "G/IC" sites are stipulated in terms of number of storey(s) except the relatively high-rise GIC uses, including Tuen Mun Police Station in Area 9, Tsing Chung Koon Road Government Quarters, Tuen Mun Hospital Rehabilitation Block and the Tuen Mun Hospital Staff Quarter and School of General Nursing in Area 3, so to reflect the existing building height and/or to provide a more clear control over building height profile.
- 9.9.5 The "G/IC" site to the immediate east of the "R(B)1" site in Area 48 would be subject to a building height restriction of 70mPD, as stipulated on the Plan, to avoid future development blocking the views from MacLehose Trail to its north.
- 9.9.6 Minor relaxation of the building height restrictions may be considered

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

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

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

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

9.11 Other Specified Uses ("OU") Total Area: ~~340.59~~ 335.30ha

9.11.1 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<sup>2</sup> for domestic use, 8,000m<sup>2</sup> for non-domestic use and 139,675m<sup>2</sup> 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<sup>2</sup> for domestic use, 3,200m<sup>2</sup> for non-domestic use and 15,934m<sup>2</sup> for public transport interchange as specified in the Notes, or the GFA and height of the existing building, whichever is the greater.

(b) River Trade Terminal

This zone intends to provide facilities mainly for river trade vessels from the Pearl River Delta region. It is located in Areas 38 and 47 and has been built on reclaimed land located immediately to the east of the Special Industries Area (SIA) in Area 38. The essential features of the terminal comprise a berthing area providing 3,000m frontage with a sheltered base and additional berthing frontage on the outer face of a western breakwater. The river trade terminal is now in operation. This site is subject to a maximum plot ratio of 2.5 as specified in the Notes and a building height restriction of 30mPD as stipulated on the Plan, or the plot ratio and height of the existing building, whichever is the greater.

(c) Special Industries Area

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" sites annotated "Special Industries Area" include:

- (i) a site to the west of the Resource Recovery Park, which is occupied by a Permanent Aviation Fuel Facility, and a site to the east of the Resource Recovery Park are subject to a maximum plot ratio of 2.5 as specified in the Notes and a building height restriction of 30mPD as stipulated on the Plan, or the plot ratio and height of the existing building, whichever is the greater; and
- (ii) a site to the west of the Permanent Aviation Fuel Facilities at TMTL 372 and Extension Thereto is currently occupied by a steel mill. This site is subject to a maximum GFA of 222,948m<sup>2</sup> as specified in the Notes and a building height restriction of 60mPD as stipulated on the Plan, or the GFA and height of the existing building, whichever is the greater. In determining the existing building height for buildings other than the chimney itself, the chimney height should be disregarded. Redevelopment and/or modification of the chimney should not result in a height exceeding the existing chimney height.

(d) Pier

This zone is intended primarily for the provision of pier for the berthing

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

(e) Public Recreation and Sports Centre

This zone is intended primarily for the provision of sports and recreation facilities. Such facilities include Tuen Mun Golf Centre, Tuen Mun Public Riding School and other leisure/recreational and sports facilities in Areas 19 and 45. This site is subject to a building height restriction of 3 storeys (excluding basement floor(s)) as stipulated on the Plan, or the height of the existing building, whichever is the greater.

(f) Cargo Handling Area

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

(g) Electricity Substation

This zone is primarily intended for the provision of electricity substation. Seven electricity substations zoned "OU" annotated "Electricity Substation" are located in Areas 2, 6, 9, 16, 23, 51 and 59 and the proposed one is located in Area 52. 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) Crematorium, Columbarium, Funeral Services Centre and Open Space

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

(m) Sewage Treatment Plant

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

(n) Power Station

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

(o) 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<sup>2</sup> as specified in the Notes and building height restriction of 26mPD as stipulated on the Plan, or the GFA and height of the existing building, whichever is the greater. In determining the existing building height for buildings other than the heated tower and cement silo themselves, the height of the heated tower and cement silo should be disregarded. Redevelopment and/or modification of the heated tower and cement silo should not result in a height exceeding the existing height of heated tower and cement silo.

(p) 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.

(q) 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<sup>2</sup> for commercial development, 4,800m<sup>2</sup> for boat repairing compound, and 4,400m<sup>2</sup> 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.

(r) Resource Recovery Park

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

(s) Business

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

(t) 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<sup>2</sup> and a maximum building height of 20mPD, and an uncovered area for ancillary facilities including vehicular access, loading/unloading area, vehicular waiting area and emergency vehicular access. The maximum building height restriction of 20mPD does not apply to container stacks and crane structures.*

(†)(u) All Other Sites (Not Listed Above)

- (i) Multi-storey Lorry/Car Park to include Commercial Use in Area 16. The development is subject to a maximum GFA of 47,414m<sup>2</sup> 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<sup>2</sup> 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<sup>2</sup> 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<sup>2</sup>) may be disregarded in determining the development or redevelopment at the site. This site is subject to a building height restriction of 85mPD, as stipulated on the Plan, or the height of the existing building, whichever is the greater.
- (v) Supermarket, Restaurant and Other Commercial & Recreational Facilities in Area 59. The development is subject to a maximum GFA of 4,643m<sup>2</sup> or the GFA of the existing building, whichever is the greater. This site is subject to a building height restriction of 3 storeys (excluding basement floor(s)), as stipulated on the Plan, or the height of the existing building, whichever is the greater.

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

9.11.3 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.

9.11.4 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.

9.11.5 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.

9.12 Green Belt ("GB") Total Area: 749.37 744.53ha

The planning intention of this zone is primarily for defining the limits of urban and sub-urban development areas by natural features and to contain urban sprawl as well as to provide passive recreational outlets. There is a general presumption against development within this zone. However, limited developments may be permitted with or without conditions on application to the Board, and each application will be considered on its individual merits taking into account the relevant Town Planning Board Guidelines. In particular, an existing woodland in the western part of Area 54 is of high ecological value. No development that may damage the ecological integrity of this woodland should be permitted.

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

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

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

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

9.14 Undetermined ("U") Total Area: 12.10 ha

9.14.1 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. It is considered that detailed studies on the long term land use and supporting technical assessments on traffic, environmental and visual should be carried out. The site therefore is zoned "U" at this interim stage.

9.14.2 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, a visual impact assessment and a traffic impact assessment to examine any possible environmental, visual and traffic impacts that may be caused to or by the proposed development during and after construction and the proposed mitigation measures to tackle them, for approval of the Board.

10. COMMUNICATIONS

10.1 Roads

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

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

*TM-CLKL is scheduled for commencement in mid-2013 for completion by end 2017.*

## 10.2 Railways

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

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

## 10.3 Ferry Pier

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

## 10.4 Pedestrian Circulation

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

# 11. UTILITY SERVICES

## 11.1 Water Supply

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

## 11.2 Sewerage and Sewage Treatment

Two sewage pumping stations are provided at Pak Kok in Area 45 and Siu Hong Court in Area 51 to pump sewage of the New Town to the major sewage treatment plant at Pillar Point in Area 47 for treatment prior to discharge into the

sea via a deep-water outfall. Two additional sewage pumping stations have also been constructed in Areas 20 and 55 to serve the eastern part of the New Town. Other sites in Area 54 and Area 59 have also been reserved for pumping stations to serve the future residential developments in Area 54 and Area 59 respectively.

### 11.3 Electricity

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

### 11.4 Gas

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

### 11.5 Telephone Exchange

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

## 12. CULTURAL HERITAGE

12.1 Several sites of archaeological interests and historic buildings and structures fall within the Tuen Mun OZP boundary. They include the Fu Tei Ha in Area 52, the Kei Lun Wai, Siu Hang Tsuen and San Hing Tsuen Archaeological Sites in Area 54, the So Kwun Wat and So Kwun Wat Perowne Barracks Archaeological Sites in Areas 48, 55, 56 and 57, the Shek Kok Tsui Archaeological Site near Siu Shan Court in Area 28, the Siu Lam Archaeological Site in Area 59 and Castle Peak Pottery Kiln in Area 39. According to the list of historic buildings released by the Antiquities and Monument Office (AMO) of the Leisure and Cultural Services Department (LCSD) in June 2010, there are several graded and proposed graded historic buildings and structures within the Area, including Hung Lau in Area 45, Shing Miu in Area 41, No. 17 Yeung Tsing Road in Area 31, No. 245 & 247 of Tsz Tin Tsuen in Area 54, and various buildings/structures within Tsing Shan Monastery in Area 50, Ching Chung Koon in Area 3, Hoh Fuk Tong Centre in Areas 25 and 26 and Ching Leung Fat Yuen in Area 52. Moreover, the Morrison Building within the Hoh Fuk Tong compound in Area 25 was declared as a monument in March 2004.

12.2 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 were also given proposed gradings. Details of these historical

buildings/structures have been uploaded onto the official website of the AMO of the LCSD at <http://www.amo.gov.hk>. The proposed gradings of historical buildings/structures are now under the review of AAB for finalization. The proposed gradings, once endorsed by AAB, will be published on AMO's official website. All the above sites of archaeological interest and graded historic buildings/structures are worthy of preservation. Prior consultation with the AMO of LCSD should be made if any development, redevelopment or rezoning proposals might affect the above sites of archaeological interests and historic buildings/structures, and their immediate environs. If disturbance of the sites of archaeological interests or other areas of archaeological potential is unavoidable, a detailed Archaeological Impact Assessment (AIA) conducted by a qualified archaeologist is required. The archaeologist shall apply for a licence to conduct the AIA under the Antiquities and Monuments Ordinance (Cap. 53). A proposal of the AIA shall be submitted to the AMO for agreement prior to applying for a licence.

### 13. IMPLEMENTATION

- 13.1 Although existing uses non-conforming to the statutory zonings are tolerated, any material change of use and any other development/redevelopment must be always permitted in terms of the Plan or, if permission is required, in accordance with the permission granted by the Board. The Board has published a set of guidelines for the interpretation of existing use in the urban and new town areas. Any person who intends to claim an "existing use right" should refer to the guidelines and will need to provide sufficient evidence to support his claim. The enforcement of the zonings mainly rests with the Buildings Department, the Lands Department and the various licensing authorities.
- 13.2 The Plan provides a broad land use framework within which more detailed non-statutory plans for the Area have been and are being prepared by the Planning Department. These detailed plans are used as the basis for public works planning and site reservation within Government departments. Disposal of sites is undertaken by the Lands Department. Public works projects are coordinated by the Civil Engineering and Development Department in conjunction with the client departments and the works departments, such as the Highways Department and the Architectural Services Department. In the course of implementing the Plan, the Tuen Mun District Council would also be consulted as appropriate.
- 13.3 Planning applications to the Board will be assessed on individual merits. In general, the Board's consideration of the planning applications will take into account all relevant planning considerations which may include the departmental outline development plans and layout plans, and the guidelines published by the Board. The outline development plans and layout plans are available for public inspection at the Planning Department. Guidelines published by the Board are available from the Board's website, the Secretariat of the Board and the Technical Services Division of the Planning Department. Application forms and Guidance Notes for planning applications can be

downloaded from the Board's website and are available from the Secretariat of the Board and the Technical Services Division and the relevant District Planning Office of the Planning Department. Applications should be supported by such materials as the Board thinks appropriate to enable it to consider the applications.

**TOWN PLANNING BOARD**  
**March August 2012**



擬議的屯門西繞道  
(形式及路線有待詳細設計)  
PROPOSED TUEN MUN WESTERN BYPASS  
(FORM AND ALIGNMENT  
SUBJECT TO DETAILED DESIGN)

第46區  
AREA 46

第40區  
AREA 40

屯門至赤鱸角連接路北面靠岸陸地  
TUEN MUN - CHEK LAP KOK LINK  
NORTHERN LANDFALL

屯門至赤鱸角連接路  
TUEN MUN - CHEK LAP KOK LINK

受影響現時珠江倉碼的位置  
AFFECTED EXISTING  
CHU KONG GODOWN LOCATION

香港口岸  
HONG KONG BOUNDARY  
CROSSING FACILITIES

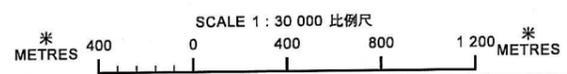
屯門至赤鱸角連接路南面靠岸陸地  
TUEN MUN - CHEK LAP KOK LINK  
SOUTHERN LANDFALL

港珠澳大橋香港連接路  
HONG KONG - ZHUHAI-MACAO BRIDGE  
HONG KONG LINK ROAD

界線只作識別用  
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2012年8月22日擬備，所根據的資料為組別HM20C中的編號 5, 6, 9 和 10  
EXTRACT PLAN PREPARED ON 22.8.2012  
BASED ON SHEETS No. 5, 6, 9 & 10  
IN SERIES HM20C

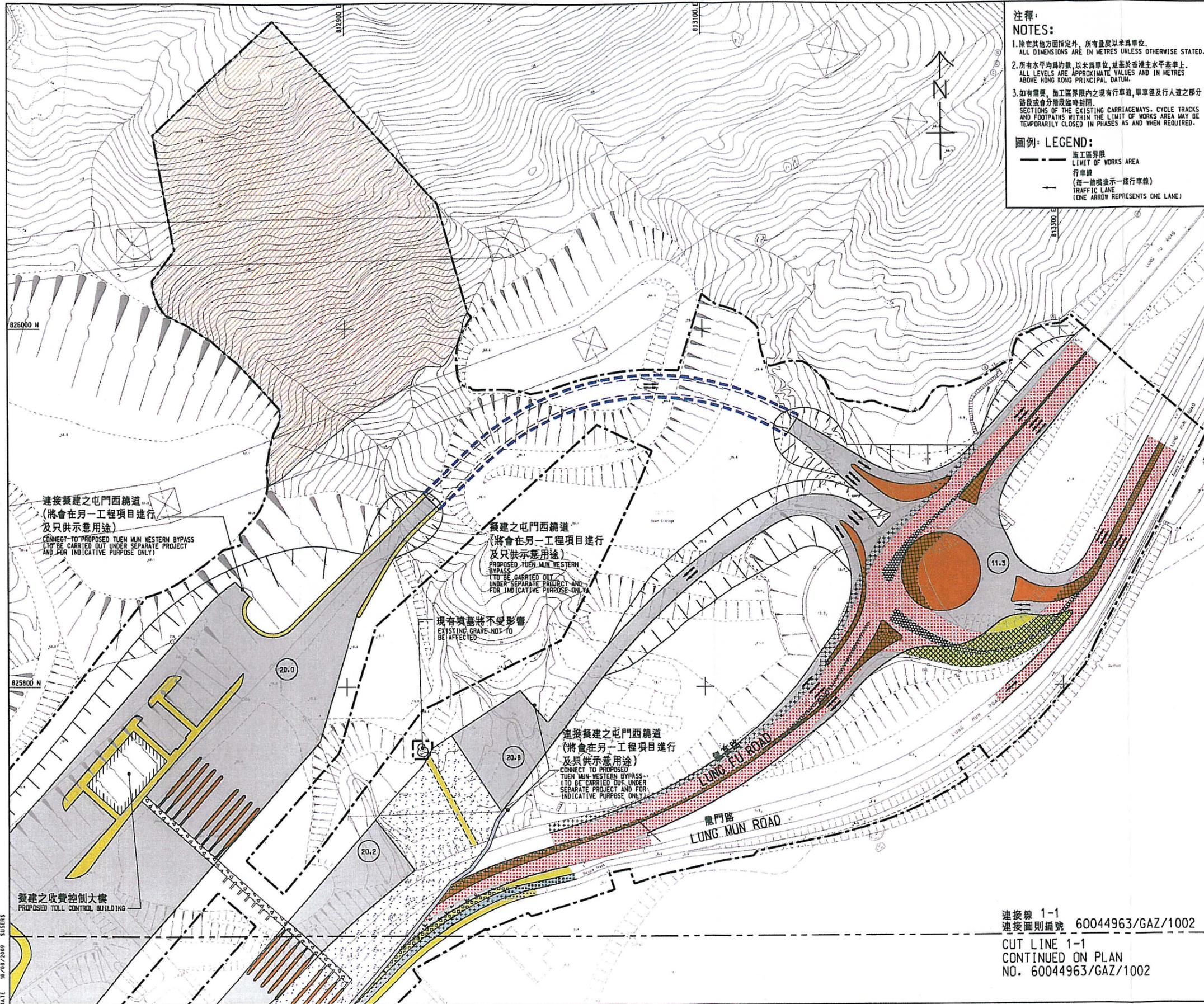
屯門至赤鱸角連接路全線示意走線  
OVERALL INDICATIVE ALIGNMENT OF TUEN MUN - CHEK LAP KOK LINK



規劃署  
PLANNING  
DEPARTMENT

參考編號  
REFERENCE No.  
M/TM/12/94

圖 PLAN  
1



**注釋:**  
**NOTES:**

- 除在其他方面指定外，所有量度以米為單位。  
ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
- 所有水平均為約數，以米為單位，並基於香港主水平基準上。  
ALL LEVELS ARE APPROXIMATE VALUES AND IN METRES ABOVE HONG KONG PRINCIPAL DATUM.
- 如有需要，施工區界內之現有行車道、單車徑及行人道之部分路段或會分期或臨時封閉。  
SECTIONS OF THE EXISTING CARRIAGEWAYS, CYCLE TRACKS AND FOOTPATHS WITHIN THE LIMIT OF WORKS AREA MAY BE TEMPORARILY CLOSED IN PHASES AS AND WHEN REQUIRED.

**圖例: LEGEND:**

- 施工區界限  
LIMIT OF WORKS AREA
- 行車線  
(每一箭頭表示一條行車線)  
TRAFFIC LANE  
(ONE ARROW REPRESENTS ONE LANE)

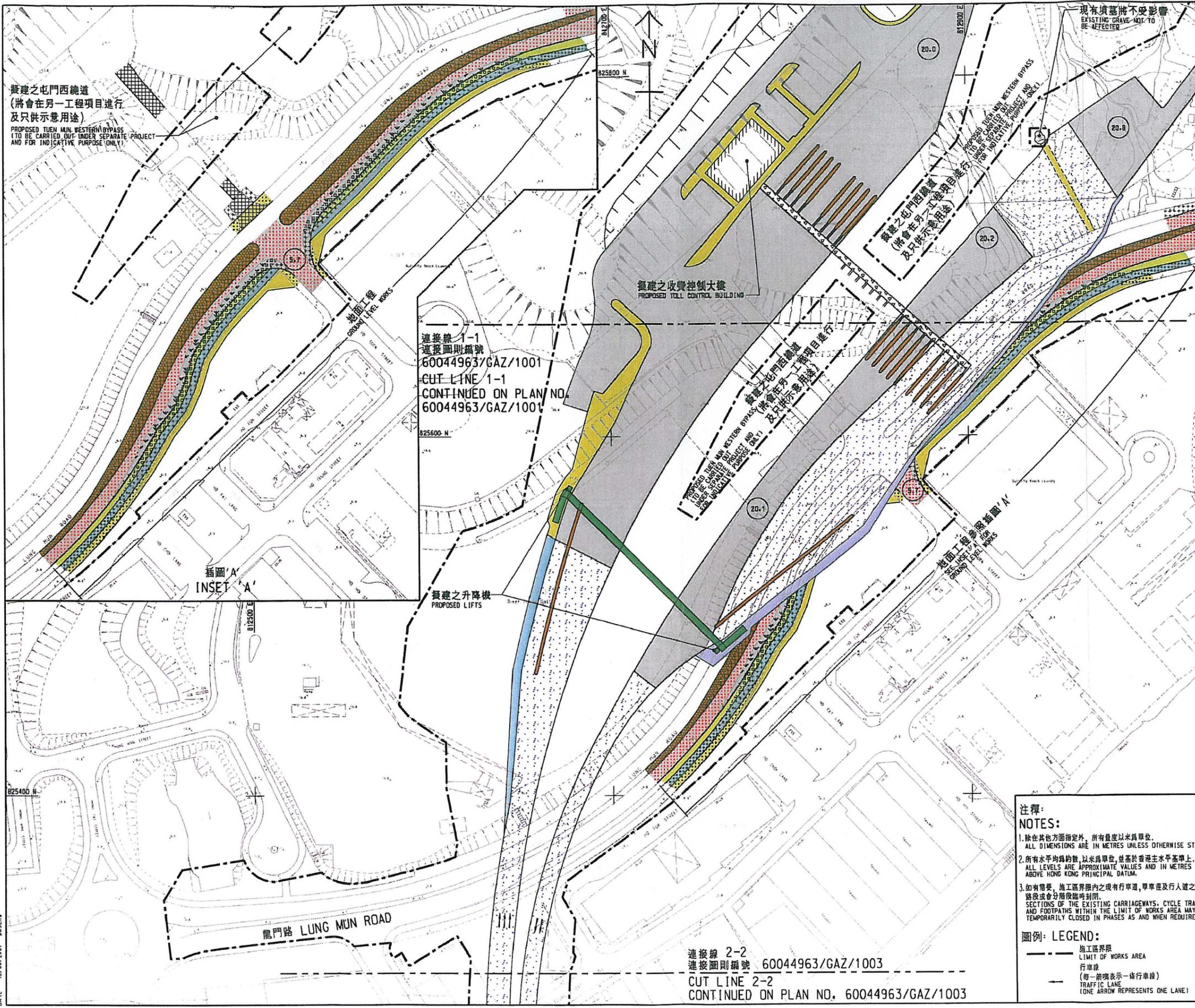
- 6.0 擬建之地面/高架行車道路面水平(約數)  
PROPOSED AT-GRADE/ELEVATED CARRIAGEWAY ROAD LEVEL (APPROXIMATE)
- 40.6 擬建之行車隧道路面水平(約數)  
PROPOSED TUNNEL ROAD LEVEL (APPROXIMATE)
- 擬建之行車隧道(連緊急行人通道)  
PROPOSED ROAD TUNNEL (WITH EMERGENCY PEDESTRIAN WALKWAY)
- 受擬建之海堤建造工程影響之政府前濱及/或海床範圍(約數)  
EXTENT OF GOVERNMENT FORESHORE AND/OR SEA-BED TO BE AFFECTED BY CONSTRUCTION OF THE PROPOSED SEAWALL (APPROXIMATE)
- 受擬建之高架行車道地基工程影響之政府前濱及/或海床範圍(約數)  
EXTENT OF GOVERNMENT FORESHORE AND/OR SEA-BED TO BE AFFECTED BY THE FOUNDATION WORKS OF THE PROPOSED ELEVATED CARRIAGEWAY (APPROXIMATE)
- 擬建之地面行車道  
PROPOSED AT-GRADE CARRIAGEWAY
- 擬建之地面行人路  
PROPOSED AT-GRADE FOOTPATH
- 擬建之高架行車道  
PROPOSED ELEVATED CARRIAGEWAY
- 擬建之單車徑  
PROPOSED CYCLE TRACK
- 擬建之中央分隔帶/安全島  
PROPOSED CENTRAL RESERVE/REFUGE ISLAND
- 現有地面行車道將予臨時封閉及重建  
EXISTING AT-GRADE CARRIAGEWAY TO BE TEMPORARILY CLOSED AND RECONSTRUCTED
- 現有地面行車道將予永久封閉及拆卸  
EXISTING AT-GRADE CARRIAGEWAY TO BE PERMANENTLY CLOSED AND DEMOLISHED
- 現有行人路將予臨時封閉及重建  
EXISTING FOOTPATH TO BE TEMPORARILY CLOSED AND RECONSTRUCTED
- 現有行人路將予永久封閉及拆卸  
EXISTING FOOTPATH TO BE PERMANENTLY CLOSED AND DEMOLISHED
- 現有單車徑將予臨時封閉及重建  
EXISTING CYCLE TRACK TO BE TEMPORARILY CLOSED AND RECONSTRUCTED
- 現有單車徑將予永久封閉及拆卸  
EXISTING CYCLE TRACK TO BE PERMANENTLY CLOSED AND DEMOLISHED
- 現有中央分隔帶/安全島將予拆卸  
EXISTING CENTRAL RESERVE/REFUGE ISLAND TO BE DEMOLISHED
- 現有美化市容地帶將予永久封閉及拆卸  
EXISTING AMENITY AREA TO BE PERMANENTLY CLOSED AND DEMOLISHED
- 擬建之美化市容地帶  
PROPOSED AMENITY AREA
- 擬建之建築物  
PROPOSED BUILDING
- 擬建之重建船隻停泊處及設施  
PROPOSED REPROVISION OF BERTH AND FACILITIES
- 擬建之臨時船隻泊位  
PROPOSED TEMPORARY PONTOON FOR BERTHING
- 擬建之行人天橋  
PROPOSED FOOTBRIDGE
- 擬建之削土斜坡  
PROPOSED CUT SLOPE
- 擬建之補形導渠延伸  
PROPOSED BOX CULVERT EXTENSION
- 擬建之收費員屋宇  
PROPOSED TOLL COLLECTOR SUBWAY
- 現有政府前濱及/或海床將予填平  
EXISTING GOVERNMENT FORESHORE AND/OR SEA-BED TO BE RECLAIMED
- 擬建之高架行人路  
PROPOSED ELEVATED FOOTPATH
- 擬建之天然山坡災害防護工程  
PROPOSED NATURAL TERRAIN HAZARD MITIGATION WORKS

圖則編號 PLAN NO.	60044963/GAZ/1001	比例 SCALE	A1 1:1000 A3 1:2000 或如圖所示 OR AS SHOWN
辦事處 OFFICE	港珠澳大橋香港工程管理局 HONG KONG - ZHUHAI - MACAO BRIDGE HONG KONG PROJECT MANAGEMENT OFFICE		
圖則名稱 PLAN TITLE	根據道路(工程、使用及補償)條例(第370章)而在憲報公布之圖則 PLAN FOR GAZETTING UNDER ROADS (WORKS, USE AND COMPENSATION) ORDINANCE (CHAPTER 370) 廿二頁中的第二頁 SHEET 2 OF 22		
工程名稱 PROJECT TITLE	工務計劃項目第825TH號(部分) 屯門至赤鱘角連接路 PWP ITEM NO. 825TH (PART) TUEN MUN - CHEK LAP KOK LINK		

連接線 1-1  
連接圖則編號 60044963/GAZ/1002  
CUT LINE 1-1  
CONTINUED ON PLAN  
NO. 60044963/GAZ/1002

DATE 18/08/2009 SUSERS

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擬建之屯門西繞道  
(將會在另一工程項目進行  
及只供示意用途)  
PROPOSED TUEN MUN WESTERN BYPASS  
(TO BE CARRIED OUT UNDER SEPARATE PROJECT  
AND FOR INDICATIVE PURPOSE ONLY)

連接線 1-1  
連接圖則編號  
60044963/GAZ/1001  
CUT LINE 1-1  
CONTINUED ON PLAN NO.  
60044963/GAZ/1001

連接線 2-2  
連接圖則編號  
60044963/GAZ/1003  
CUT LINE 2-2  
CONTINUED ON PLAN NO. 60044963/GAZ/1003

- 6.0 擬建之地面/高架行車道路面水平(約數)  
PROPOSED AT-GRADE/ELEVATED CARRIAGEWAY ROAD LEVEL (APPROXIMATE)
- 40.6 擬建之行車道路面水平(約數)  
PROPOSED TUNNEL ROAD LEVEL (APPROXIMATE)
- 擬建之行車道(連緊急行人通道)  
PROPOSED ROAD TUNNEL (WITH EMERGENCY PEDESTRIAN WALKWAY)
- 受擬建之海堤建造工程影響之政府前濱及/或海床範圍(約數)  
EXTENT OF GOVERNMENT FORESHORE AND/OR SEA-BED TO BE AFFECTED BY CONSTRUCTION OF THE PROPOSED SEAWALL (APPROXIMATE)
- 受擬建之高層行車道地基工程影響之政府前濱及/或海床範圍(約數)  
EXTENT OF GOVERNMENT FORESHORE AND/OR SEA-BED TO BE AFFECTED BY THE FOUNDATION WORKS OF THE PROPOSED ELEVATED CARRIAGEWAY (APPROXIMATE)
- 擬建之地面行車道  
PROPOSED AT-GRADE CARRIAGEWAY
- 擬建之地面行人路  
PROPOSED AT-GRADE FOOTPATH
- 擬建之高層行車道  
PROPOSED ELEVATED CARRIAGEWAY
- 擬建之單車道  
PROPOSED CYCLE TRACK
- 擬建之中央分隔帶/安全島  
PROPOSED CENTRAL RESERVE/REFUGE ISLAND
- 現有地面行車道將予臨時封閉及重建  
EXISTING AT-GRADE CARRIAGEWAY TO BE TEMPORARILY CLOSED AND RECONSTRUCTED
- 現有地面行車道將予永久封閉及拆卸  
EXISTING AT-GRADE CARRIAGEWAY TO BE PERMANENTLY CLOSED AND DEMOLISHED
- 現有行人路將予臨時封閉及重建  
EXISTING FOOTPATH TO BE TEMPORARILY CLOSED AND RECONSTRUCTED
- 現有行人路將予永久封閉及拆卸  
EXISTING FOOTPATH TO BE PERMANENTLY CLOSED AND DEMOLISHED
- 現有單車道將予臨時封閉及重建  
EXISTING CYCLE TRACK TO BE TEMPORARILY CLOSED AND RECONSTRUCTED
- 現有單車道將予永久封閉及拆卸  
EXISTING CYCLE TRACK TO BE PERMANENTLY CLOSED AND DEMOLISHED
- 現有中央分隔帶/安全島將予拆卸  
EXISTING CENTRAL RESERVE/REFUGE ISLAND TO BE DEMOLISHED
- 現有美化市容地帶將予永久封閉及拆卸  
EXISTING AMENITY AREA TO BE PERMANENTLY CLOSED AND DEMOLISHED
- 擬建之美化市容地帶  
PROPOSED AMENITY AREA
- 擬建之建築物  
PROPOSED BUILDING
- 擬建之重慶船隻停泊處及設施  
PROPOSED REPROVISION OF BERTH AND FACILITIES
- 擬建之臨時船隻停泊處  
PROPOSED TEMPORARY PONTOON FOR BERTHING
- 擬建之行人天橋  
PROPOSED FOOTBRIDGE
- 擬建之削土斜坡  
PROPOSED CUT SLOPE
- 擬建之箱形涵渠延伸  
PROPOSED BOX CULVERT EXTENSION
- 擬建之收費員隧道  
PROPOSED TOLL COLLECTOR SUBWAY
- 現有政府前濱及/或海床將予填平  
EXISTING GOVERNMENT FORESHORE AND/OR SEA-BED TO BE RECLAIMED
- 擬建之高層行人路  
PROPOSED ELEVATED FOOTPATH
- 擬建之天然山坡與管架工程  
PROPOSED NATURAL TERRAIN HAZARD MITIGATION WORKS

工程名稱	PROJECT TITLE	比例	SCALE
工務計劃項目第825TH號(部分) 屯門至赤鱗角連接路 PWP ITEM NO. 825TH (PART) TUEN MUN - CHEK LAP KOK LINK		A1 1:1000 A3 1:2000	
圖則名稱	PLAN TITLE	圖則編號	PLAN NO.
根據道路(工程、使用及補償)條例 (第370章)而在憲報公布之圖則 PLAN FOR GAZETTING UNDER ROADS (WORKS, USE AND COMPENSATION) ORDINANCE (CHAPTER 370)		60044963/GAZ/1002	或如圖所示 OR AS SHOWN
辦事處	OFFICE	路政署 HONG KONG PROJECT MANAGEMENT OFFICE	

注釋:  
NOTES:  
1. 除在其他方面指定外, 所有量度以米為單位。  
ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.  
2. 所有水平均為約數, 以米為單位, 並高於香港主水平基準上。  
ALL LEVELS ARE APPROXIMATE VALUES AND IN METRES ABOVE HONG KONG PRINCIPAL DATUM.  
3. 如有需要, 施工區界限內之現有行車道, 單車徑及行人道之部分路段或會分段臨時封閉。  
SECTIONS OF THE EXISTING CARRIAGEWAYS, CYCLE TRACKS AND FOOTPATHS WITHIN THE LIMIT OF WORKS AREA MAY BE TEMPORARILY CLOSED IN PHASES AS AND WHEN REQUIRED.

圖例: LEGEND:

DATE 10/08/2009

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連接線 2-2  
 連接圖則編號 60044963/GAZ/1002  
 CUT LINE 2-2  
 CONTINUED ON PLAN NO. 60044963/GAZ/1002

注釋:  
 NOTES:

1. 除在其它地方指定外, 所有量度均以米計。  
 ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
2. 所有水平均為約數, 以米為單位, 並基於香港三水平基準上。  
 ALL LEVELS ARE APPROXIMATE VALUES AND IN METRES ABOVE HONG KONG PRINCIPAL DATUM.
3. 如有需要, 施工區界限內之現有行車道, 單車徑及行人道之部分路段將會分段臨時封閉。  
 SECTIONS OF THE EXISTING CARRIAGEWAYS, CYCLE TRACKS AND FOOTPATHS WITHIN THE LIMIT OF WORKS AREA MAY BE TEMPORARILY CLOSED IN PHASES AS AND WHEN REQUIRED.

圖例: LEGEND:

- 施工區界限  
 LIMIT OF WORKS AREA
- 行車線  
 TRAFFIC LANE  
 (每一箭頭表示一車線)

- 6.0 建議之地面/高架行車道路面水平(約數)  
 PROPOSED AT-GRADE/ELEVATED CARRIAGEWAY ROAD LEVEL (APPROXIMATE)
- 40.6' 建議之行車隧道路面水平(約數)  
 PROPOSED TUNNEL ROAD LEVEL (APPROXIMATE)
- 擬建之行車線(連緊急行人通道)  
 PROPOSED ROAD TUNNEL (WITH EMERGENCY PEDESTRIAN WALKWAY)
- 受擬建之橋樑建造工程影響之政府前線及/或海床範圍(約數)  
 EXTENT OF GOVERNMENT FORESHORE AND/OR SEA-BED TO BE AFFECTED BY CONSTRUCTION OF THE PROPOSED SEAWALL (APPROXIMATE)
- 受擬建之高架行車道地基工程影響之政府前線及/或海床範圍(約數)  
 EXTENT OF GOVERNMENT FORESHORE AND/OR SEA-BED TO BE AFFECTED BY THE FOUNDATION WORKS OF THE PROPOSED ELEVATED CARRIAGEWAY (APPROXIMATE)
- 擬建之地面行車道  
 PROPOSED AT-GRADE CARRIAGEWAY
- 擬建之地面行人路  
 PROPOSED AT-GRADE FOOTPATH
- 擬建之高架行車道  
 PROPOSED ELEVATED CARRIAGEWAY
- 擬建之單車徑  
 PROPOSED CYCLE TRACK
- 擬建之中央分隔帶/安全島  
 PROPOSED CENTRAL RESERVE/REFUGE ISLAND
- 現有地面行車道將予臨時封閉及重建  
 EXISTING AT-GRADE CARRIAGEWAY TO BE TEMPORARILY CLOSED AND RECONSTRUCTED
- 現有地面行車道將予永久封閉及拆卸  
 EXISTING AT-GRADE CARRIAGEWAY TO BE PERMANENTLY CLOSED AND DEMOLISHED
- 現有行人路將予臨時封閉及重建  
 EXISTING FOOTPATH TO BE TEMPORARILY CLOSED AND RECONSTRUCTED
- 現有行人路將予永久封閉及拆卸  
 EXISTING FOOTPATH TO BE PERMANENTLY CLOSED AND DEMOLISHED
- 現有單車徑將予臨時封閉及重建  
 EXISTING CYCLE TRACK TO BE TEMPORARILY CLOSED AND RECONSTRUCTED
- 現有單車徑將予永久封閉及拆卸  
 EXISTING CYCLE TRACK TO BE PERMANENTLY CLOSED AND DEMOLISHED
- 現有中央分隔帶/安全島將予拆卸  
 EXISTING CENTRAL RESERVE/REFUGE ISLAND TO BE DEMOLISHED
- 現有與化市管地帶將予永久封閉及拆卸  
 EXISTING AMENITY AREA TO BE PERMANENTLY CLOSED AND DEMOLISHED
- 擬建之美化市管地帶  
 PROPOSED AMENITY AREA
- 擬建之建築物  
 PROPOSED BUILDING
- 擬建之重新船隻停泊處及設施  
 PROPOSED REPROVISION OF BERTH AND FACILITIES
- 擬建之臨時船隻停泊處  
 PROPOSED TEMPORARY PONTOON FOR BERTHING
- 擬建之行人天橋  
 PROPOSED FOOTBRIDGE
- 擬建之削土斜坡  
 PROPOSED CUT SLOPE
- 擬建之箱形暗渠延伸  
 PROPOSED BOX CULVERT EXTENSION
- 擬建之收費員隧道  
 PROPOSED TOLL COLLECTOR SUBWAY
- 現有政府前線及/或海床將予填平  
 EXISTING GOVERNMENT FORESHORE AND/OR SEA-BED TO BE RECLAIMED
- 擬建之高架行人路  
 PROPOSED ELEVATED FOOTPATH
- 擬建之天然山坡災害防護工程  
 PROPOSED NATURAL TERRAIN HAZARD MITIGATION WORKS



擬建之維修廠及訓練場地  
 PROPOSED MAINTENANCE DEPOT & TRAINING GROUND

擬建之海堤  
 PROPOSED SEAWALL

擬建之行政大樓  
 PROPOSED ADMINISTRATION BUILDING

擬建之行車隧道北面入口  
 PROPOSED ROAD TUNNEL NORTH PORTAL

擬建之加油站  
 PROPOSED PETROL FILLING STATION

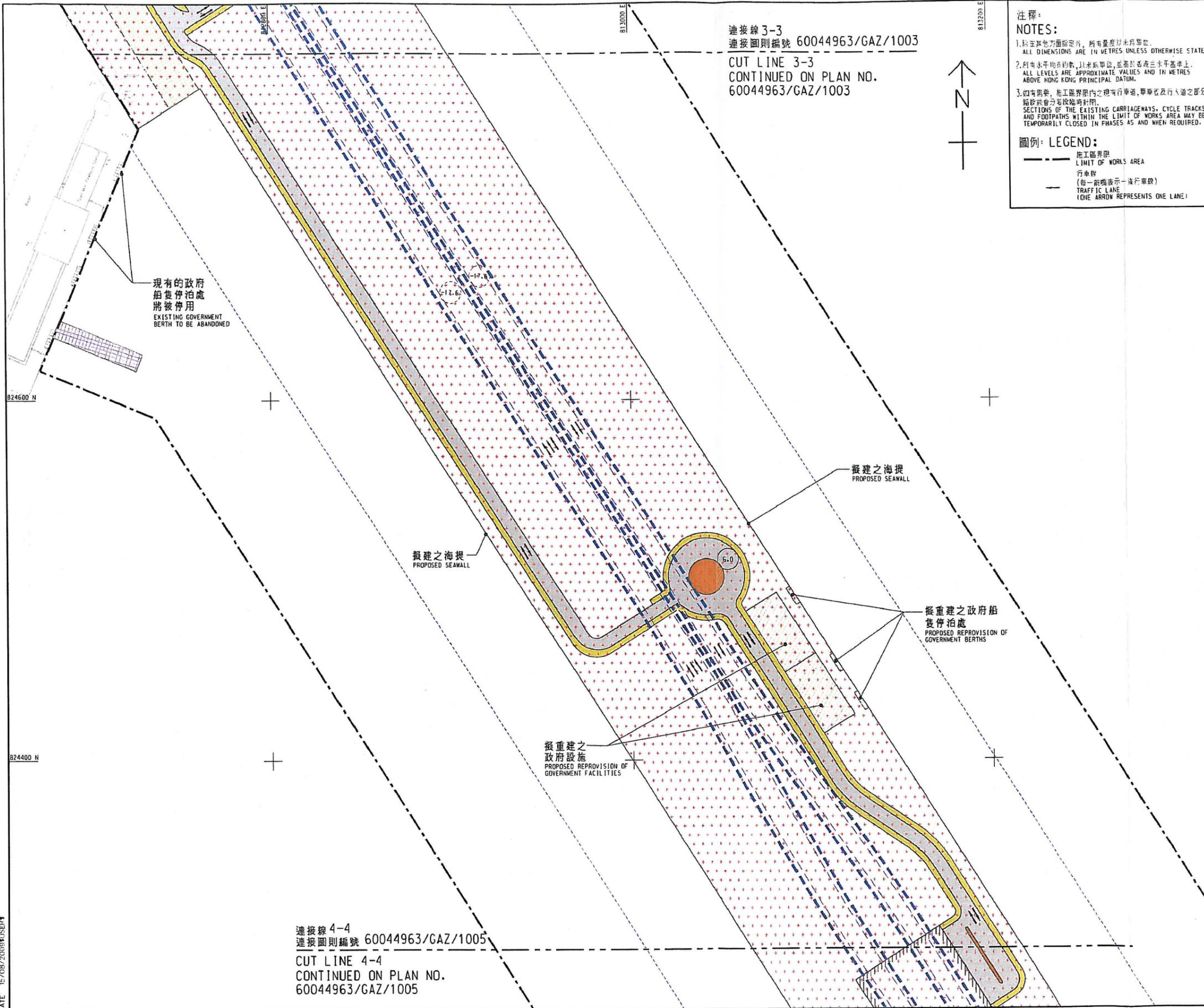
連接線 3-3  
 連接圖則編號 60044963/GAZ/1004  
 CUT LINE 3-3  
 CONTINUED ON PLAN NO. 60044963/GAZ/1004

項目	說明	比例	日期
工程名稱	PROJECT TITLE 工務計劃項目第825TH號(部分) 屯門至赤鱘角連接路 PWP ITEM NO. 825TH (PART) TUEN MUN - CHEK LAP KOK LINK		
圖則名稱	plan title 根據道路(工程, 使用及補償)條例 (第370章)而在憲報公布之圖則 PLAN FOR GAZETTING UNDER ROADS (WORKS, USE AND COMPENSATION) ORDINANCE (CHAPTER 370)		
圖則編號	plan no. 60044963/GAZ/1003	比例 A1 1:1000 A3 1:2000 或如圖所示 or as shown	此二頁中的地圖頁 SHEET 4 OF 22
辦事處	office 港珠澳大橋香港工程管理處 HONG KONG - ZHUHAI - MACAO BRIDGE HONG KONG PROJECT MANAGEMENT OFFICE		
 路政署 HIGHWAYS DEPARTMENT			

DATE 15/08/2009 15:58:47

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參考編號 REFERENCE No. M/TM/12/94  
 圖 PLAN 2c



連接線 3-3  
 連接圖則編號 60044963/GAZ/1003  
 CUT LINE 3-3  
 CONTINUED ON PLAN NO.  
 60044963/GAZ/1003

連接線 4-4  
 連接圖則編號 60044963/GAZ/1005  
 CUT LINE 4-4  
 CONTINUED ON PLAN NO.  
 60044963/GAZ/1005

注釋: NOTES:

- 除主圖外圖則定外, 所有量度均以米為單位。  
 ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
- 所有水平平均約數, 31米為單位, 或基於香港三水平基準上。  
 ALL LEVELS ARE APPROXIMATE VALUES AND IN METRES ABOVE HONG KONG PRINCIPAL DATUM.
- 如有需要, 施工區界限內之現有單車道, 單車徑及行人道之部分路段或會分段臨時封閉。  
 SECTIONS OF THE EXISTING CARRIAGEWAYS, CYCLE TRACKS AND FOOTPATHS WITHIN THE LIMIT OF WORKS AREA MAY BE TEMPORARILY CLOSED IN PHASES AS AND WHEN REQUIRED.

圖例: LEGEND:

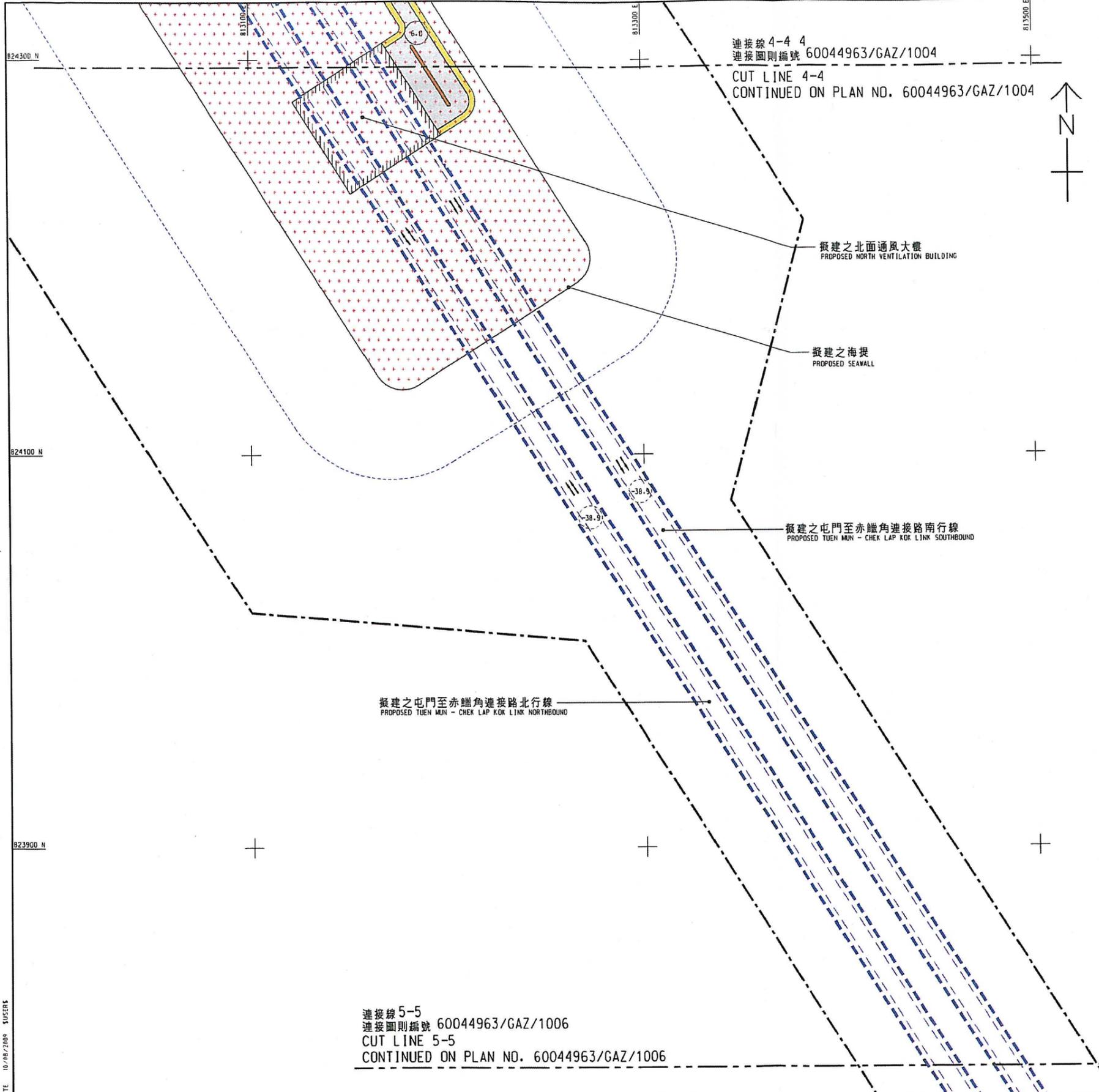
- 施工區界限  
LIMIT OF WORKS AREA
- 行車線  
(每一箭頭表示一進行車線)  
TRAFFIC LANE  
(ONE ARROW REPRESENTS ONE LANE)

- 擬建之地面/高架行車道(約數)  
PROPOSED AT-GRADE/ELEVATED CARRIAGEWAY ROAD LEVEL (APPROXIMATE)
- 擬建之行車道/行人道(約數)  
PROPOSED TUNNEL ROAD LEVEL (APPROXIMATE)
- 擬建之單車徑(連單車徑行人道)  
PROPOSED CYCLE TRACK WITH EMERGENCY PEDESTRIAN WALKWAY
- 擬建之中央分隔帶/安全島  
PROPOSED CENTRAL RESERVE/REFUGE ISLAND
- 現有地面行車道將予臨時封閉及重建  
EXISTING AT-GRADE CARRIAGEWAY TO BE TEMPORARILY CLOSED AND RECONSTRUCTED
- 現有地面行車道將予永久封閉及拆卸  
EXISTING AT-GRADE CARRIAGEWAY TO BE PERMANENTLY CLOSED AND DEMOLISHED
- 現有行人道將予臨時封閉及重建  
EXISTING FOOTPATH TO BE TEMPORARILY CLOSED AND RECONSTRUCTED
- 現有行人道將予永久封閉及拆卸  
EXISTING FOOTPATH TO BE PERMANENTLY CLOSED AND DEMOLISHED
- 現有單車徑將予臨時封閉及重建  
EXISTING CYCLE TRACK TO BE TEMPORARILY CLOSED AND RECONSTRUCTED
- 現有單車徑將予永久封閉及拆卸  
EXISTING CYCLE TRACK TO BE PERMANENTLY CLOSED AND DEMOLISHED
- 現有中央分隔帶/安全島將予拆卸  
EXISTING CENTRAL RESERVE/REFUGE ISLAND TO BE DEMOLISHED
- 現有美化市容地帶將予永久封閉及拆卸  
EXISTING AMENITY AREA TO BE PERMANENTLY CLOSED AND DEMOLISHED
- 擬建之美化市容地帶  
PROPOSED AMENITY AREA
- 擬建之建築物  
PROPOSED BUILDING
- 擬建之重建船隻停泊處及設施  
PROPOSED REPROVISION OF BERTH AND FACILITIES
- 擬建之臨時船隻停泊處  
PROPOSED TEMPORARY PONTOON FOR BERTHING
- 擬建之行人天橋  
PROPOSED FOOTBRIDGE
- 擬建之削土斜坡  
PROPOSED CUT SLOPE
- 擬建之箱形暗渠延伸  
PROPOSED BOX CULVERT EXTENSION
- 擬建之收費員通道  
PROPOSED TOLL COLLECTOR SUBWAY
- 現有政府前濱及/或海床將予填平  
EXISTING GOVERNMENT FORESHORE AND/OR SEA-BED TO BE RECLAIMED
- 擬建之高架行人道  
PROPOSED ELEVATED FOOTPATH
- 擬建之天然山坡災害防護工程  
PROPOSED NATURAL TERRAIN HAZARD MITIGATION WORKS

圖則編號	圖則名稱	比例	日期
60044963/GAZ/1004	工務計劃項目第825TH號(部分) 屯門至赤鱸角連接路 PWP ITEM NO. 825TH (PART) TUEN MUN - CHEK LAP KOK LINK	A1 1:1000 A3 1:2000 或如圖所示 or as shown	
60044963/GAZ/1005	根據道路(工程, 使用及補償)條例 (第370章)而在憲報公布之圖則 PLAN FOR GAZETTING UNDER ROADS (WORKS, USE AND COMPENSATION) ORDINANCE (CHAPTER 370)		廿二頁中的第五頁 SHEET 5 OF 22
	辦事處 office 港珠澳大橋香港工程管理處 HONG KONG - ZHUHAI - MACAO BRIDGE HONG KONG PROJECT MANAGEMENT OFFICE		
	路政署 HIGHWAYS DEPARTMENT		

DATE 15/08/2009\USER1

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**注釋:**  
**NOTES:**  
 1. 除在其他方面指定外, 所有量度均以米為單位。  
 ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.  
 2. 所有水平均係約數, 以米為單位, 並基於香港主水平基準上。  
 ALL LEVELS ARE APPROXIMATE VALUES AND IN METRES ABOVE HONG KONG PRINCIPAL DATUM.  
 3. 如有需要, 施工區界內之現有行車道, 單車徑及行人道之部分路段或會分段臨時封閉。  
 SECTIONS OF THE EXISTING CARRIAGEWAYS, CYCLE TRACKS AND FOOTPATHS WITHIN THE LIMIT OF WORKS AREA MAY BE TEMPORARILY CLOSED IN PHASES AS AND WHEN REQUIRED.

**圖例: LEGEND:**

- 施工區界限 (LIMIT OF WORKS AREA)
- 行車線 (TRAFFIC LANE) (每一箭頭表示一進行車線)
- 擬建之地面行車道 (PROPOSED AT-GRADE CARRIAGEWAY)
- 擬建之地面行人路 (PROPOSED AT-GRADE FOOTPATH)
- 擬建之高架行車道 (PROPOSED ELEVATED CARRIAGEWAY)
- 擬建之單車徑 (PROPOSED CYCLE TRACK)
- 擬建之中央分帶/安全島 (PROPOSED CENTRAL RESERVE/REFUGE ISLAND)
- 現有地面行車道將予臨時封閉及重建 (EXISTING AT-GRADE CARRIAGEWAY TO BE TEMPORARILY CLOSED AND RECONSTRUCTED)
- 現有地面行車道將予永久封閉及拆卸 (EXISTING AT-GRADE CARRIAGEWAY TO BE PERMANENTLY CLOSED AND DEMOLISHED)
- 現有行人路將予臨時封閉及重建 (EXISTING FOOTPATH TO BE TEMPORARILY CLOSED AND RECONSTRUCTED)
- 現有行人路將予永久封閉及拆卸 (EXISTING FOOTPATH TO BE PERMANENTLY CLOSED AND DEMOLISHED)
- 現有單車徑將予臨時封閉及重建 (EXISTING CYCLE TRACK TO BE TEMPORARILY CLOSED AND RECONSTRUCTED)
- 現有單車徑將予永久封閉及拆卸 (EXISTING CYCLE TRACK TO BE PERMANENTLY CLOSED AND DEMOLISHED)
- 現有中央分帶/安全島將予拆卸 (EXISTING CENTRAL RESERVE/REFUGE ISLAND TO BE DEMOLISHED)
- 現有美化市容地帶將予永久封閉及拆卸 (EXISTING AMENITY AREA TO BE PERMANENTLY CLOSED AND DEMOLISHED)
- 擬建之美化市容地帶 (PROPOSED AMENITY AREA)
- 擬建之建築物 (PROPOSED BUILDING)
- 擬建之重建船隻停泊處及設施 (PROPOSED REPROVISION OF BERTH AND FACILITIES)
- 擬建之臨時船隻停泊島 (PROPOSED TEMPORARY PONTON FOR BERTHING)
- 擬建之行人天橋 (PROPOSED FOOTBRIDGE)
- 擬建之削土斜坡 (PROPOSED CUT SLOPE)
- 擬建之箱形橋樑延伸 (PROPOSED BOX CULVERT EXTENSION)
- 擬建之收費員隧道 (PROPOSED TOLL COLLECTOR SUBWAY)
- 現有政府前線及/或海岸將予填平 (EXISTING GOVERNMENT FORESHORE AND/OR SEA-BED TO BE RECLAIMED)
- 擬建之高架行人路 (PROPOSED ELEVATED FOOTPATH)
- 擬建之天然山坡災害防護工程 (PROPOSED NATURAL TERRAIN HAZARD MITIGATION WORKS)

連接線 5-5  
 連接圖則編號 60044963/GAZ/1006  
 CUT LINE 5-5  
 CONTINUED ON PLAN NO. 60044963/GAZ/1006

REV.	DESCRIPTION	DATE	BY

工程名稱 PROJECT TITLE  
 工務計劃項目第825TH號 (部分)  
 屯門至赤鱘角連接路  
 PWP ITEM NO. 825TH (PART)  
 TUEN MUN - CHEK LAP KOK LINK

圖則名稱 plan title  
 根據道路 (工程, 使用及補償) 條例 (第370章) 而在憲報公布之圖則  
 PLAN FOR GAZETTING UNDER ROADS (WORKS, USE AND COMPENSATION) ORDINANCE (CHAPTER 370)  
 共二頁中的第六頁 SHEET 6 OF 22

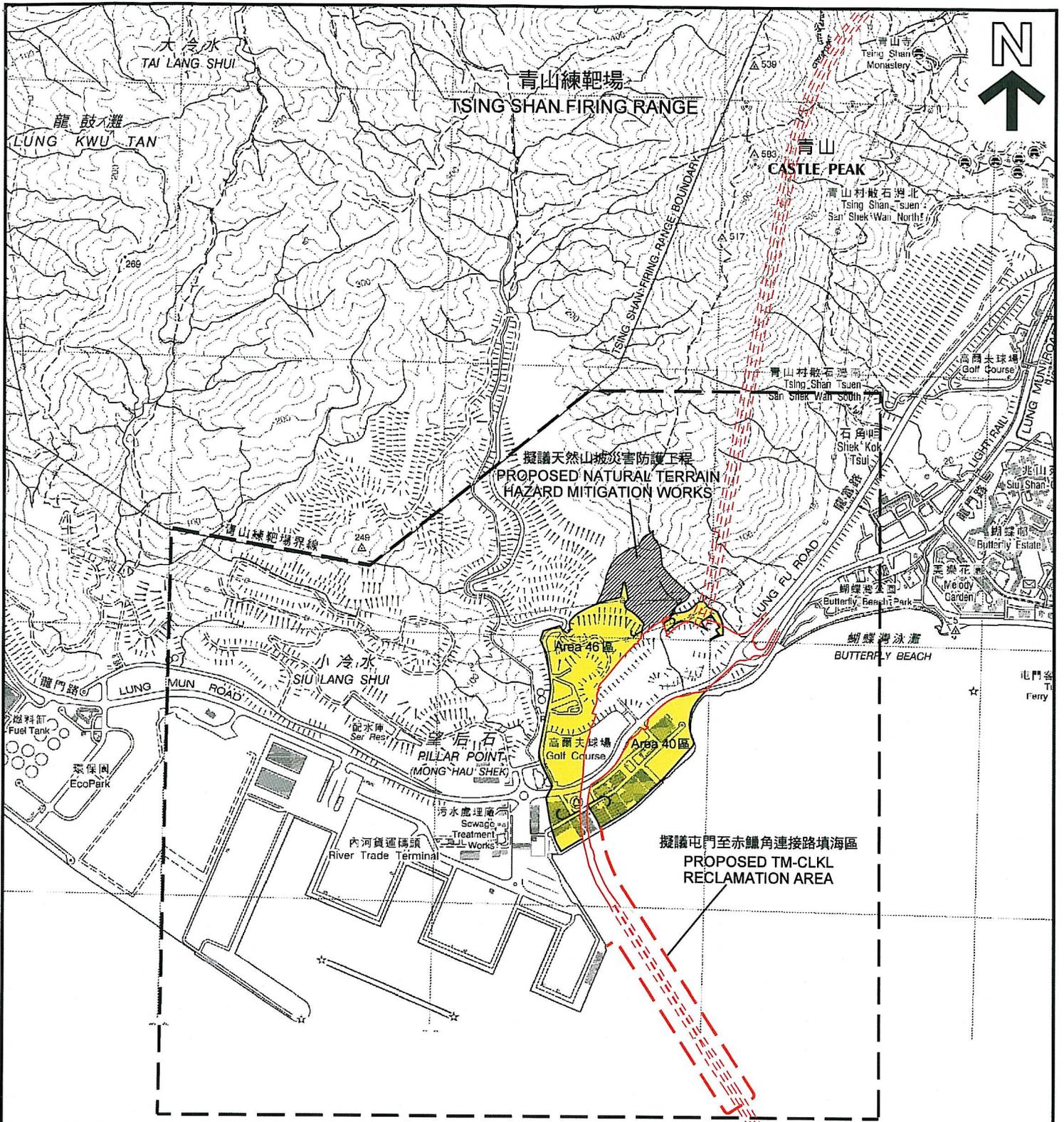
圖則編號 plan no. 60044963/GAZ/1005

比例 scale  
 A1 1:1000  
 A3 1:2000  
 或如圖所示 or as shown

辦事處 office  
 港珠澳大橋香港工程管理局  
 HONG KONG - ZHUHAI - MACAO BRIDGE  
 HONG KONG PROJECT MANAGEMENT OFFICE

路政署  
 HIGHWAYS  
 DEPARTMENT

DATE 10/08/2009 10:58:58  
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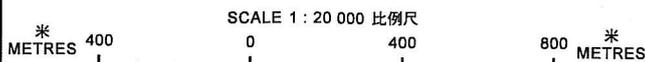
**圖例 LEGEND**

- 研究範圍  
STUDY AREA
- 潛在發展區  
POTENTIAL DEVELOPMENT AREA (PDA)
- 屯門至赤鱗角接路及屯門西繞道示意走線  
INDICATIVE ALIGNMENT OF PROPOSED TM-CLKL AND  
TUEN MUN WESTERN BYPASS

界線只作識別作用 BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2012年8月20日擬備，所根據的資料為組別HM20C中的編號 5  
EXTRACT PLAN PREPARED ON 20.8.2012  
BASED ON SHEET No. 5 IN SERIES HM20C

**擬議屯門第40及46區規劃及工程研究範圍**  
**PROPOSED STUDY AREA OF THE  
PLANNING AND ENGINEERING STUDY  
OF TUEN MUN AREAS 40 AND 46**

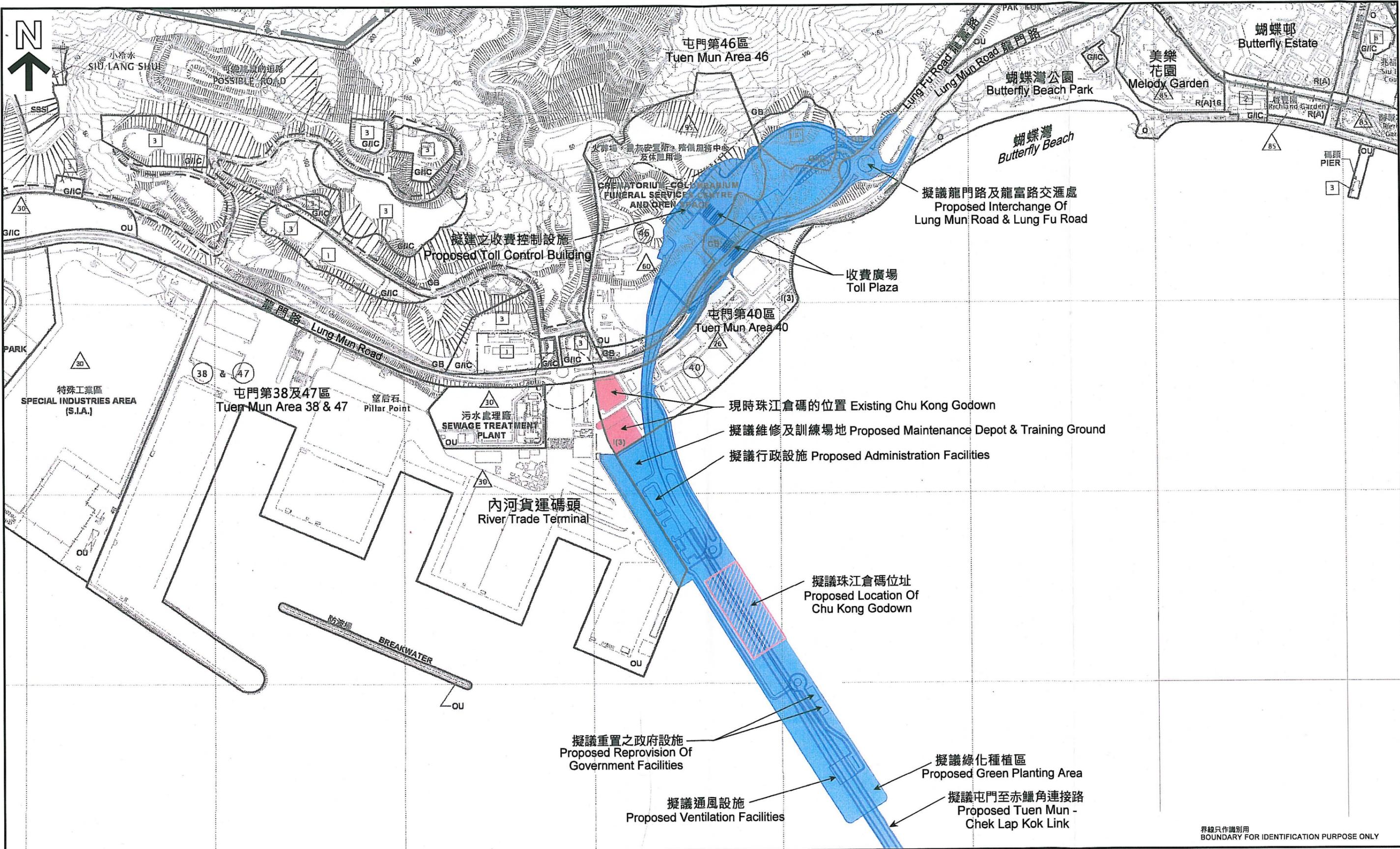


**規劃署**  
**PLANNING  
DEPARTMENT**



參考編號  
REFERENCE No.  
**M/TM/12/94**

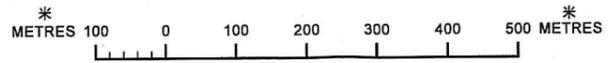
**圖 PLAN**  
**3**



界線只作識別用  
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2012年8月22日擬備，  
資料來源由運輸及房屋局  
EXTRACT PLAN PREPARED ON 22.8.2012  
SOURCE FROM TRANSPORT & HOUSING BUREAU

屯門至赤鱗角連接路 - 擬議珠江倉碼位址  
**TUEN MUN - CHEK LAP KOK LINK - PROPOSED LOCATION OF CHU KONG GODOWN**  
 擬議修訂《屯門分區計劃大綱圖編號 S/TM/29》  
 PROPOSED AMENDMENTS TO THE TUEN MUN OUTLINE ZONING PLAN No. S/TM/29



規劃署  
PLANNING DEPARTMENT



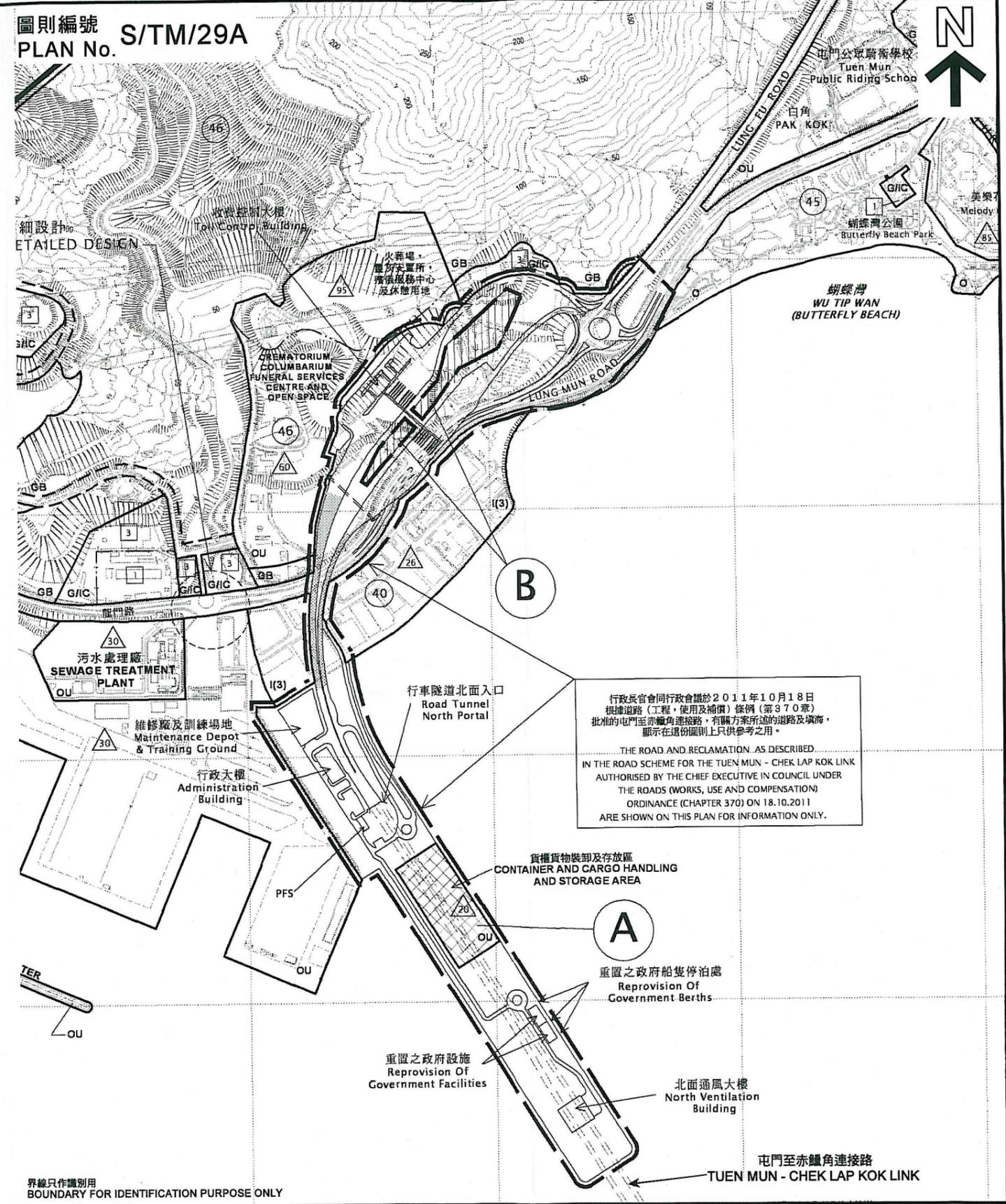
參考編號 REFERENCE No.  
M/TM/12/94

圖 PLAN  
4

圖則編號 S/TM/29  
PLAN No. S/TM/29



圖則編號 S/TM/29A  
PLAN No. S/TM/29A



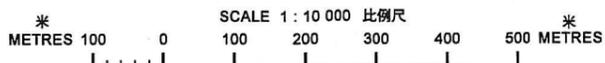
行政長官會同行政會議於2011年10月18日根據道路(工程、使用及補償)條例(第370章)批准的屯門至赤鱗角連接路,有關方案所述的道路及填海,顯示在這份圖則上只供參考之用。

THE ROAD AND RECLAMATION, AS DESCRIBED IN THE ROAD SCHEME FOR THE TUEN MUN - CHEK LAP KOK LINK AUTHORISED BY THE CHIEF EXECUTIVE IN COUNCIL UNDER THE ROADS (WORKS, USE AND COMPENSATION) ORDINANCE (CHAPTER 370) ON 18.10.2011 ARE SHOWN ON THIS PLAN FOR INFORMATION ONLY.

位置圖 LOCATION PLAN

擬議修訂《屯門分區計劃大綱圖編號 S/TM/29》

PROPOSED AMENDMENTS TO THE TUEN MUN OUTLINE ZONING PLAN No. S/TM/29



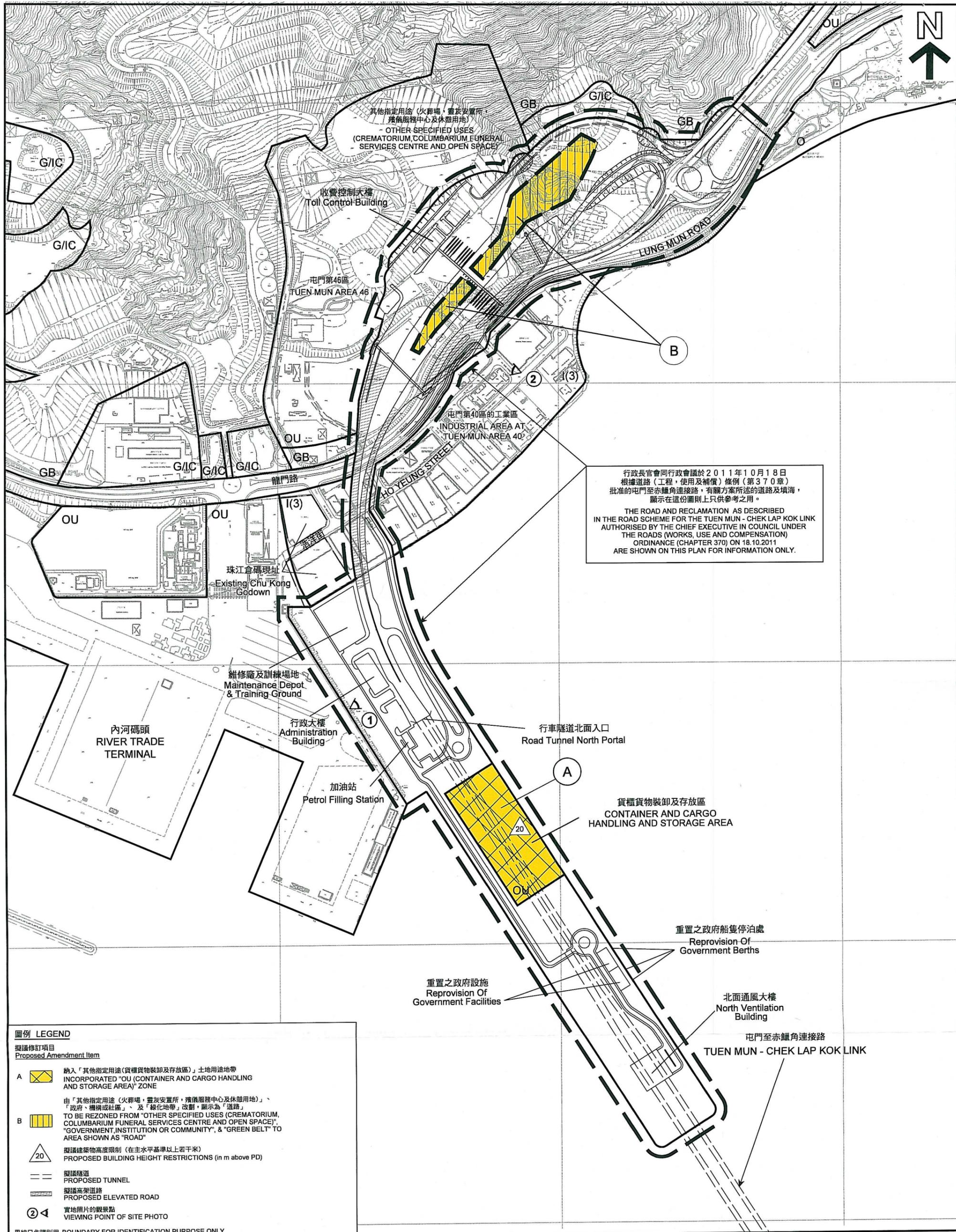
本摘要圖於2012年8月20日擬備,所根據的資料為於2012年3月23日展示的分區計劃大綱圖編號 S/TM/29 EXTRACT PLAN PREPARED ON 20.8.2012 BASED ON OUTLINE ZONING PLAN No. S/TM/29 EXHIBITED ON 23.3.2012

規劃署  
PLANNING DEPARTMENT



參考編號 REFERENCE No.  
M/TM/12/94

圖 PLAN  
A-1



行政長官會同行政會議於2011年10月18日根據道路(工程、使用及補償)條例(第370章)批准的屯門至赤鱗角連接路,有關方案所述的道路及填海,顯示在這份圖則上只供參考之用。

THE ROAD AND RECLAMATION AS DESCRIBED IN THE ROAD SCHEME FOR THE TUEN MUN - CHEK LAP KOK LINK AUTHORISED BY THE CHIEF EXECUTIVE IN COUNCIL UNDER THE ROADS (WORKS, USE AND COMPENSATION) ORDINANCE (CHAPTER 370) ON 18.10.2011 ARE SHOWN ON THIS PLAN FOR INFORMATION ONLY.

**圖例 LEGEND**

擬議修訂項目  
Proposed Amendment Item

**A** 納入「其他指定用途(貨櫃貨物裝卸及存放區)」土地用途地帶  
INCORPORATED "OU (CONTAINER AND CARGO HANDLING AND STORAGE AREA)" ZONE

**B** 由「其他指定用途(火葬場、靈灰安置所、殯儀服務中心及休憩用地)」、「政府、機構或社區」、及「綠化地帶」,改劃,顯示為「道路」  
TO BE REZONED FROM "OTHER SPECIFIED USES (CREMATORIUM, COLUMBARIUM FUNERAL SERVICES CENTRE AND OPEN SPACE)", "GOVERNMENT INSTITUTION OR COMMUNITY", & "GREEN BELT" TO AREA SHOWN AS "ROAD"

擬議建築物高度限制(在主水平基準以上若干米)  
PROPOSED BUILDING HEIGHT RESTRICTIONS (in m above PD)

擬議隧道  
PROPOSED TUNNEL

擬議高架道路  
PROPOSED ELEVATED ROAD

實地照片的觀景點  
VIEWING POINT OF SITE PHOTO

界線只作識別用 BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2012年8月22日擬備  
EXTRACT PLAN PREPARED ON 22.8.2012

資料來源 運輸及房屋局及路政署  
Source TRANSPORT & HOUSING BUREAU AND HIGHWAYS DEPARTMENT

**平面圖 SITE PLAN**

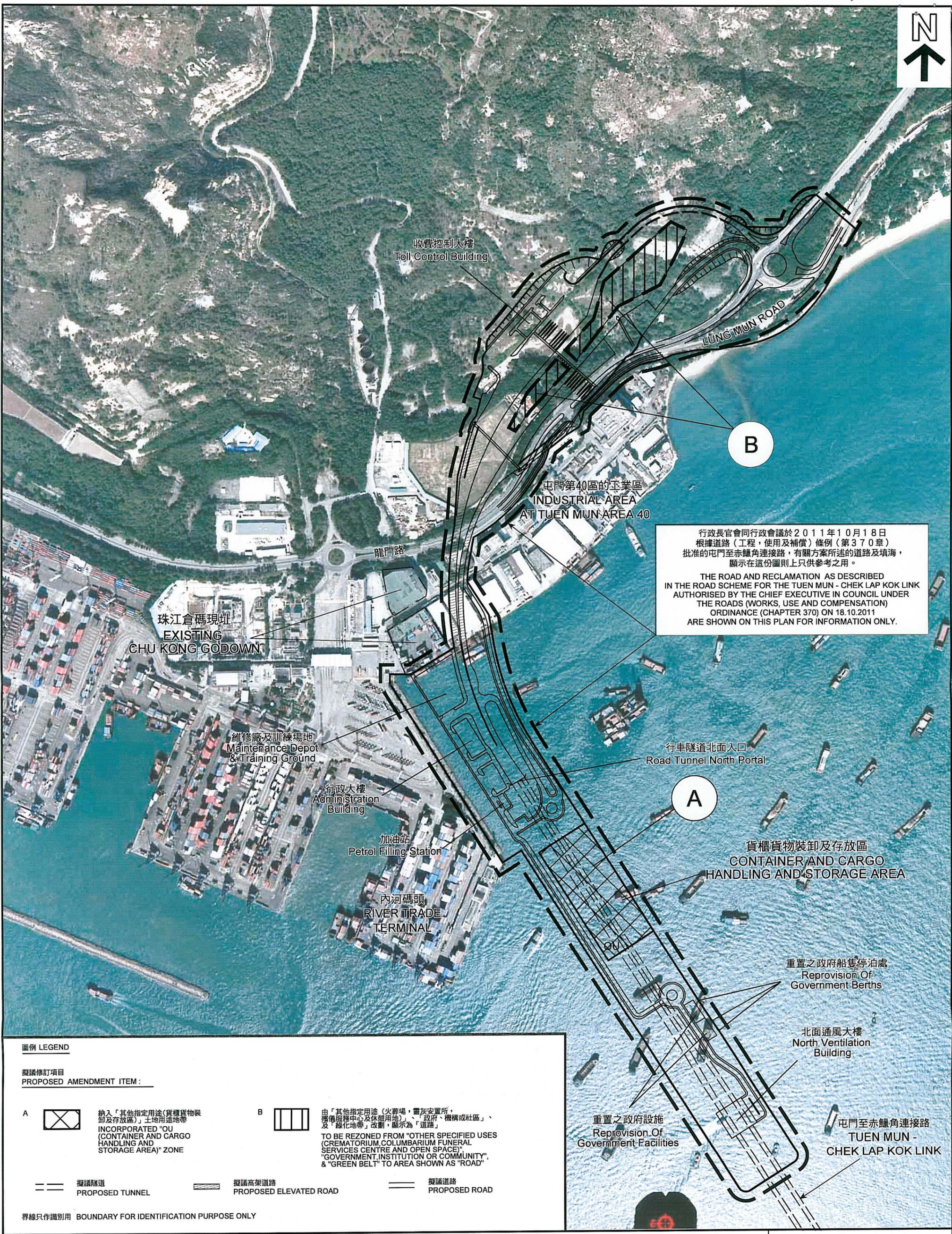
屯門分區計劃大綱圖編號S/TM/29的擬議修訂 - 項目A及B  
PROPOSED AMENDMENT TO THE TUEN MUN OZP No. S/TM/29 - ITEMS A & B

SCALE 1:6 000 比例尺  
METRES 120 0 120 240 METRES

**規劃署  
PLANNING  
DEPARTMENT**

參考編號  
REFERENCE No.  
M/TM/12/94

**圖 PLAN  
A-2**

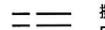


行政長官會同行政會議於2011年10月18日根據道路(工程, 使用及補償)條例(第370章)批准的屯門至赤鱗角連接路, 有關方案所述的道路及填海, 顯示在這份圖則上只供參考之用。

THE ROAD AND RECLAMATION AS DESCRIBED IN THE ROAD SCHEME FOR THE TUEN MUN - CHEK LAP KOK LINK AUTHORISED BY THE CHIEF EXECUTIVE IN COUNCIL UNDER THE ROADS (WORKS, USE AND COMPENSATION) ORDINANCE (CHAPTER 370) ON 18.10.2011 ARE SHOWN ON THIS PLAN FOR INFORMATION ONLY.

圖例 LEGEND

擬議修訂項目 PROPOSED AMENDMENT ITEM:

- A  納入「其他指定用途(貨櫃貨物裝卸及存放區)」土地用途地帶 INCORPORATED "OU (CONTAINER AND CARGO HANDLING AND STORAGE AREA)" ZONE
- B  由「其他指定用途(火葬場, 靈灰安置所, 殮儀服務中心及休憩用地)」、「政府、機構或社區」及「綠化地帶」改劃, 顯示為「道路」 TO BE REZONED FROM "OTHER SPECIFIED USES (CREMATORIUM, COLUMBARIUM FUNERAL SERVICES CENTRE AND OPEN SPACE)", "GOVERNMENT INSTITUTION OR COMMUNITY", & "GREEN BELT" TO AREA SHOWN AS "ROAD"
-  擬議隧道 PROPOSED TUNNEL
-  擬議高架道路 PROPOSED ELEVATED ROAD
-  擬議道路 PROPOSED ROAD

界線只作識別用 BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

航攝照片 AERIAL PHOTO

本摘要圖於2012年8月22日擬備, 所根據的資料為地政總署於2011年12月11日拍攝的航攝照片編號 CW92425  
EXTRACT PLAN PREPARED ON 22.8.2012 BASED ON AERIAL PHOTO No. CW92425 TAKEN ON 11.12.2011 BY LANDS DEPARTMENT

屯門分區計劃大綱圖編號S/TM/29的擬議修訂 - 項目A及B  
PROPOSED AMENDMENTS TO THE TUEN MUN OZP No. S/TM/29 - ITEMS A AND B

規劃署  
PLANNING DEPARTMENT 

參考編號 REFERENCE No. M/TM/12/94  
圖 PLAN A-3

1



界線只作識別用 BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

實地照片 SITE PHOTO

屯門分區計劃大綱圖編號S/TM/29的擬議修訂  
PROPOSED AMENDMENTS TO THE TUEN MUN OZP No. S/TM/29

本圖於2012年8月7日擬備，所根據的資料為攝於2012年8月6日的實地照片  
PLAN PREPARED ON 7.8.2012  
BASED ON SITE PHOTO  
TAKEN ON 6.8.2012

規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.  
M/TM/12/94

圖 PLAN  
A-4a

2

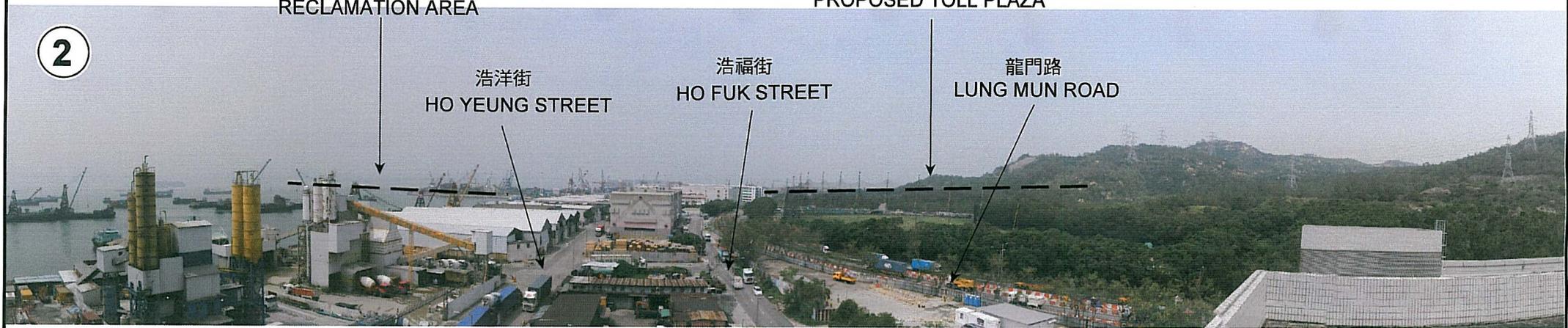
擬議填海區  
PROPOSED  
RECLAMATION AREA

擬議收費廣場  
PROPOSED TOLL PLAZA

浩洋街  
HO YEUNG STREET

浩福街  
HO FUK STREET

龍門路  
LUNG MUN ROAD



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

實地照片 SITE PHOTO

屯門分區計劃大綱圖編號S/TM/29的擬議修訂  
PROPOSED AMENDMENTS TO THE TUEN MUN OZP No. S/TM/29

本圖於2012年8月3日擬備，所根據的資料為攝於2012年7月31日的實地照片  
PLAN PREPARED ON 3.8.2012  
BASED ON SITE PHOTO  
TAKEN ON 31.7.2012

規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.  
M/TM/12/94

圖 PLAN  
A-4b