

LEGEND

Marine Stop Area

Sensitive Shoreline

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|-------|----------|----|-------|------|
| P4 | 19-01-12 | JT | | |
| Issue | Date | By | Chief | Appr |

Meters0100020003000

ARUP

Level 5 Festival Walk
80 Tai Chee Avenue
Kowloon Tong, Kowloon
Hong Kong

Client
Civil Engineering and Development Department

Job Title
**Agreement No. CE 9/2011 (CE)
Increasing Land Supply by Reclamation and Rock Cavern
Development cum Public Engagement - Feasibility Study**

Drawing Title
**STATUTORILY PROTECTED AND
CONSTRAINT AREAS**

Scale
1:200,000

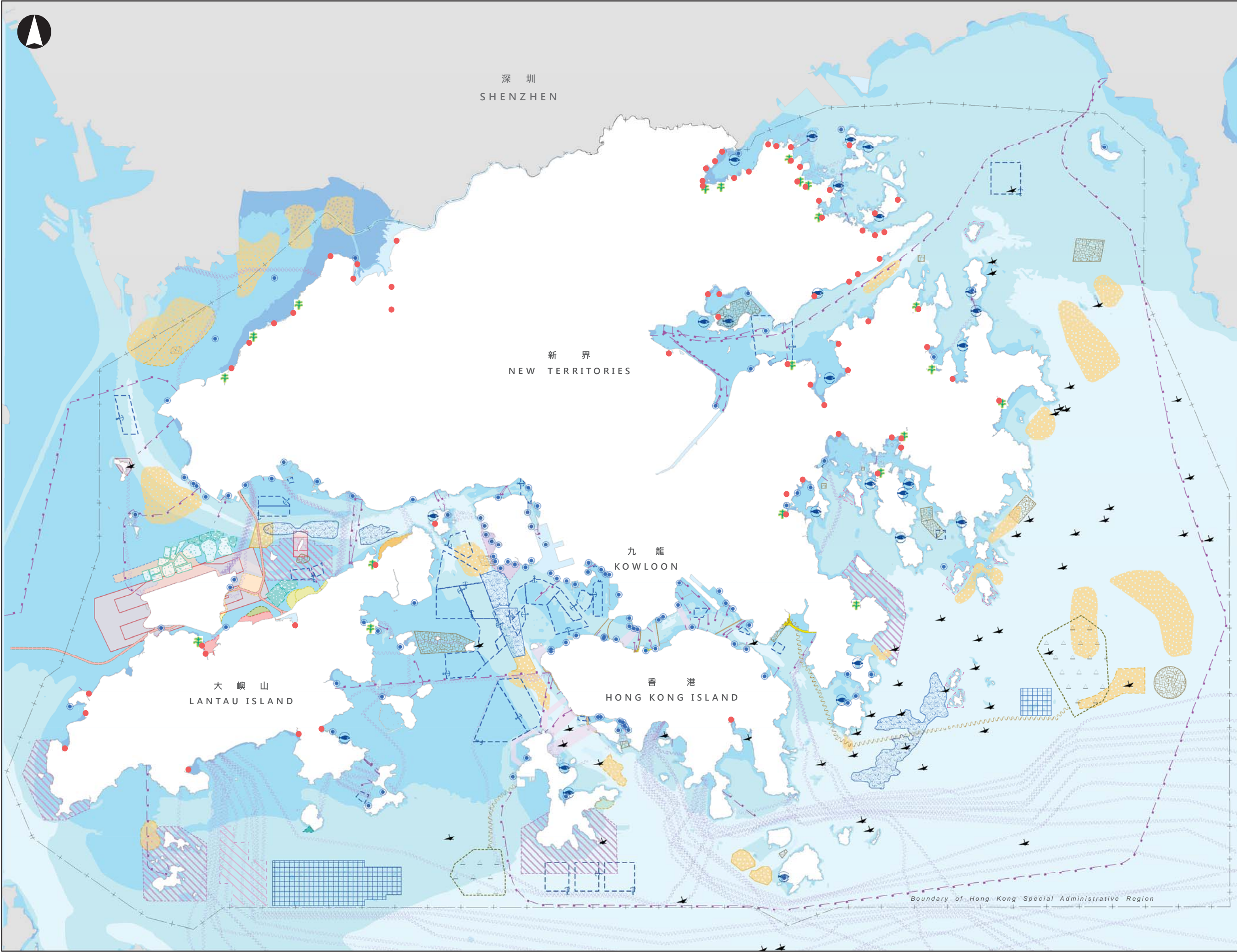
Drawing Status
Draft

Job No.

1

Issue

P4



Legend

Ship Wreck

Marine Facility

Fish Culture Zone

Submarine Cable

Submarine Pipeline

Utility Area

Anchorage

Exhausted Sand Borrow Pit for Disposal of Uncontaminated Sediment

Open Sea Disposal Area for Disposal of Uncontaminated Sediment

Dumping Ground

Seagrass

Mangrove

Marine Borrow Area

Extent Prior to Dredging

With Constraints on Dredging (e.g. environmental limitations, thick overburden, etc)

Not Being Used on Environmental or Other Grounds

Contained Pit for Disposal of Contaminated Sediment (CPDCS)

Active CPDCS

Filled & Already Fully Capped CPDCS

Planned CPDCS

Airport Exclusion Zone

Tunnel

Central - Wan Chai Reclamation

Proposed CT10 Reclamation

Proposed HKBCF / TM-CLKL Reclamations

Proposed IWMF Reclamation

Proposed Third Runway Reclamation

Proposed Tung Chung New Town Extension Area

Proposed North Lantau Leisure & Entertainment Node

Proposed Lantau Logistics Park

Proposed Lantau Theme Park

Proposed Lamma Marina / Resort

Proposed Cross Bay Link Reclamation

Proposed HKLR Reclamation

Proposed Marine Park

Proposed Windfarm

Proposed Cross Bay Link

Proposed DSD HATS Tunnel

Proposed HZMB

Proposed Windfarm Cable Route

Water Depth (metre below Chart Datum)

< 0.0

0.1 - 10.0

10.1 - 20.0

20.1 - 50.0

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|-------|----------|----|------|-------|
| P3 | 19-01-12 | JT | | |
| Issue | Date | By | Chkd | Apprd |

0 1250 2500 5000 7500 Metres

ARUP

Level 5 Festival Walk
80 Tat Chee Avenue,
Kowloon Tong, Kowloon
Hong Kong

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Civil Engineering and Development Department

Job Title:
**Agreement No. CE 9/2011 (CE)
Increasing Land Supply by Reclamation and Rock Cavern Development cum Public Engagement - Feasibility Study**

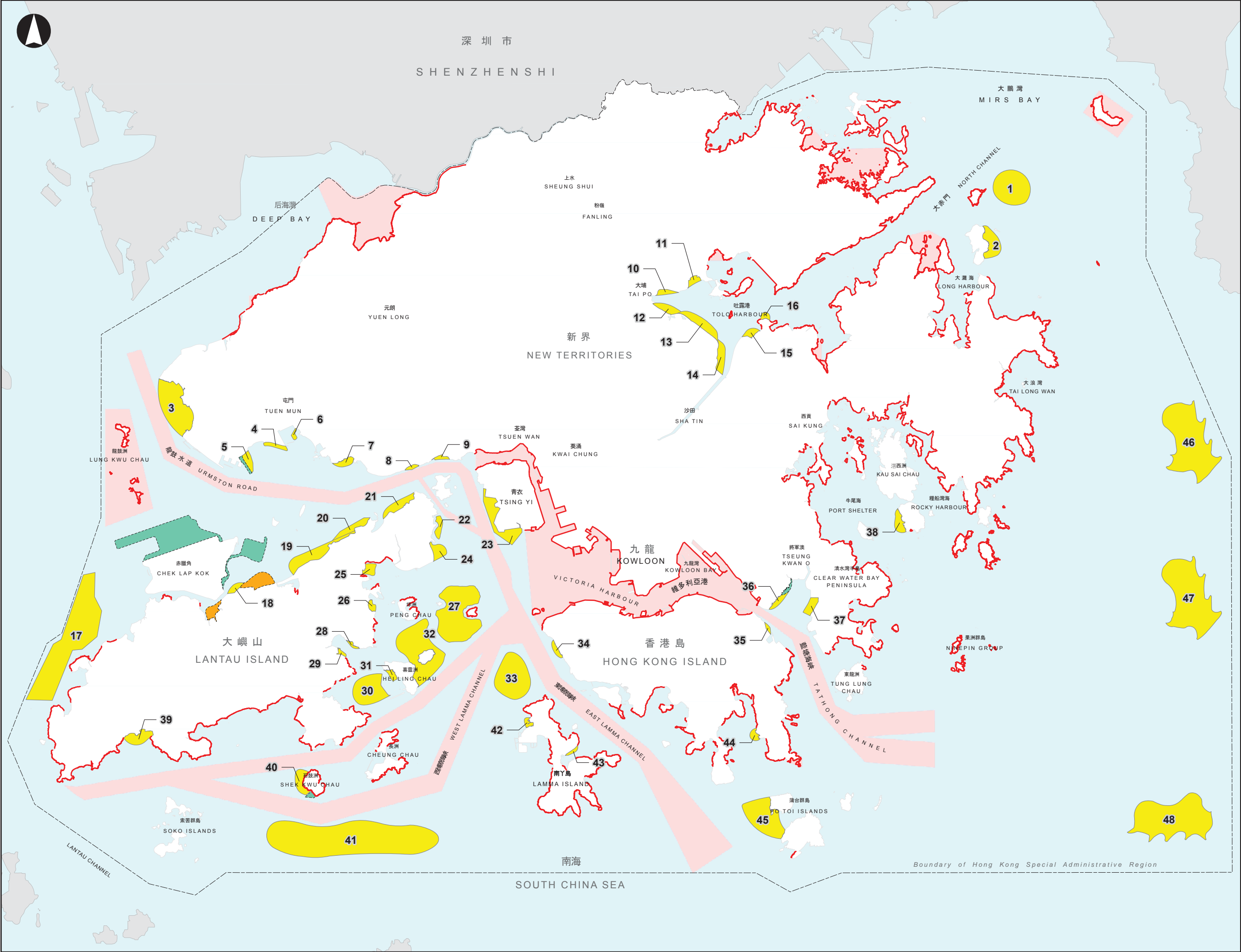
Drawing Title:
MARINE CONSTRAINED AREAS

Scale of A3:
1:200,000

Drawing Status:
Draft

Job No:
2

Issue:
P3



- LEGEND
- Reclamation Site under Investigation / Study (by CEDD)
 - Reclamation Site under Investigation / Study (by Others)
 - Pre-Longlisted Reclamation
 - Marine Stop Area
 - Sensitive Shoreline

Note:
The size and shape of reclamation sites shown on this plan are hypothetical assumptions for the purpose of BTA carried out at the corresponding stage of site selection process only. They do not represent any future design to be implemented.

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| P9 | 19-01-12 | JT | | |
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Level 5 Festival Walk
80 Tai Chee Avenue
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Hong Kong

Client

Civil Engineering and Development Department

Job Title

Agreement No. CE 9/2011 (CE)
Increasing Land Supply by Reclamation and Rock Cavern Development cum Public Engagement - Feasibility Study

Drawing Title

PRE-LONGLISTED RECLAMATION SITES

Scale

1:200,000

Drawing Status

Issue

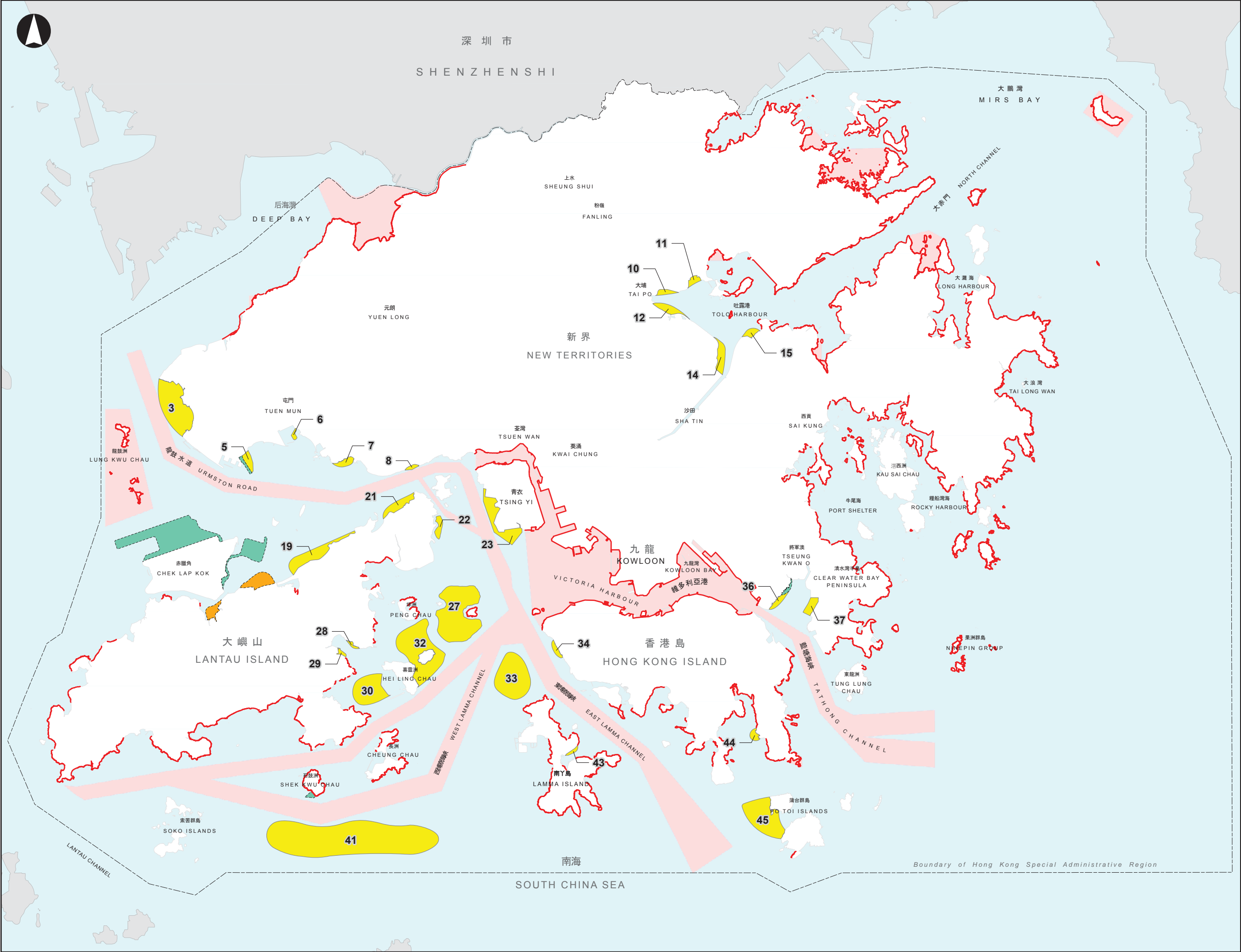
Job No

217499

3

Issue

P9



- LEGEND
- Reclamation Site under Investigation / Study (by CEDD)
 - Reclamation Site under Investigation / Study (by Others)
 - Recommended Longlisted Reclamation and CDF Sites
 - Marine Stop Area
 - Sensitive Shoreline

Note:
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| Issue | Date | By | Chd | Appd |
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ARUP

Level 5 Festival Walk
80 Tai Chee Avenue
Kowloon Tong, Kowloon
Hong Kong

Client

Civil Engineering and Development Department

Job Title

Agreement No. CE 9/2011 (CE)
Increasing Land Supply by Reclamation and Rock Cavern Development cum Public Engagement - Feasibility Study

Drawing Title

LONGLISTED RECLAMATION SITES

Scale: 1:200,000

Drawing Status

Issue

Job No. 217499

4

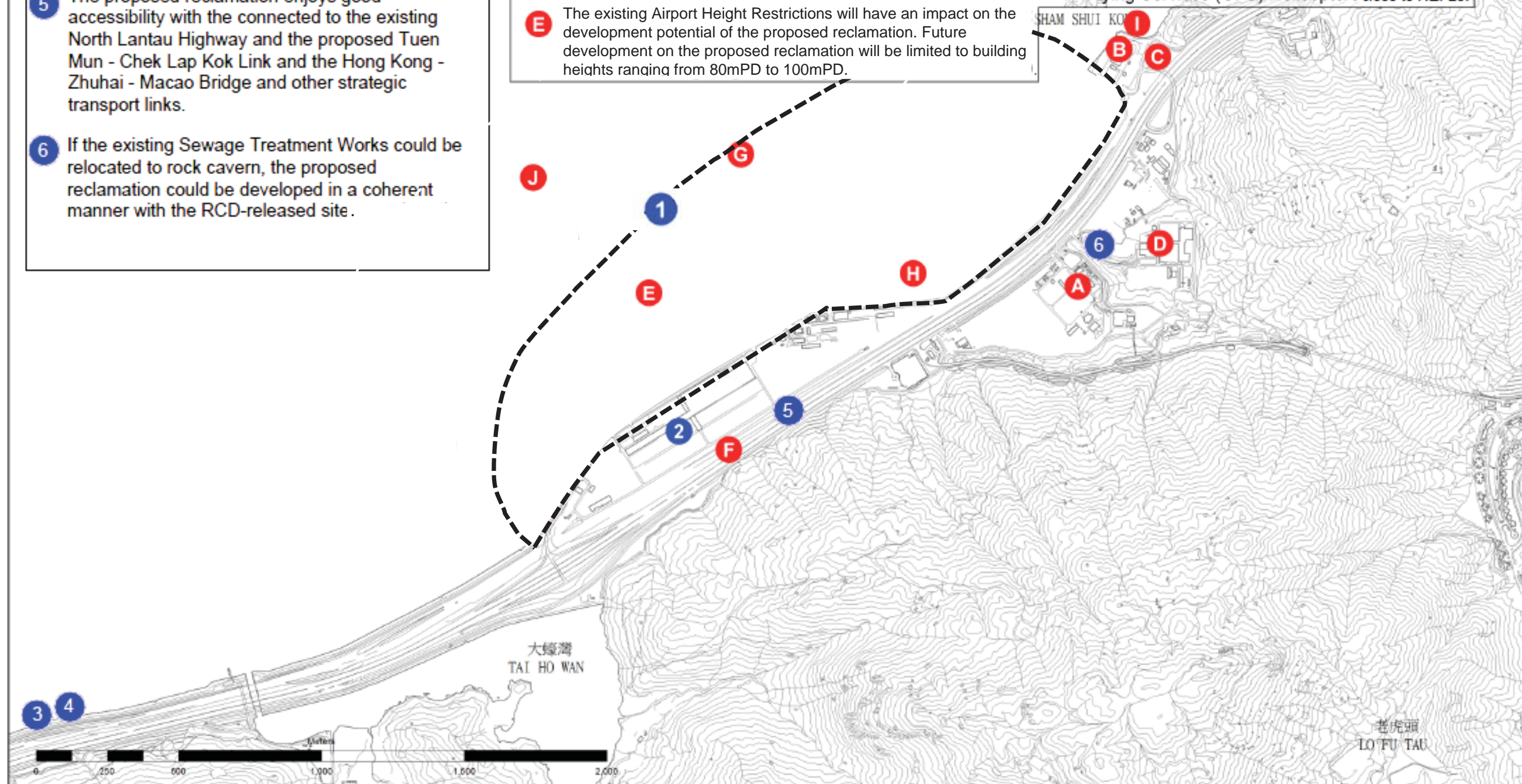
Issue P9

OPPORTUNITIES

- 1 The proposed reclamation could create a prime waterfront development site.
- 2 The existing Siu Ho Wan stabling yard may allow for the development of an MTR station.
- 3 The proposed reclamation at Siu Ho Wan enjoys proximity to the regional GIC facilities within Tung Chung.
- 4 The proposed reclamation can provide solution space for facilities which Tung Chung is not currently equipped.
- 5 The proposed reclamation enjoys good accessibility with the connected to the existing North Lantau Highway and the proposed Tuen Mun - Chek Lap Kok Link and the Hong Kong - Zhuhai - Macao Bridge and other strategic transport links.
- 6 If the existing Sewage Treatment Works could be relocated to rock cavern, the proposed reclamation could be developed in a coherent manner with the RCD-released site.

CONSTRAINTS

- A The hinterland of Siu Ho Wan is occupied by a number of bad neighbour uses e.g. Siu Ho Wan Sewage and Water Treatment Works. A proposed Organic Waste Treatment Facility (OWTF) is also proposed within the Siu Ho Wan hinterland.
- B The proposed reclamation abuts the existing Refuse Transfer Station (RTS) to its east. Appropriate measures will need to be implemented to address the interface between the future development upon the reclamation and the RTS.
- C Two columbarium developments are also proposed to be located east of the proposed reclamation which may have impact on traffic conditions on the proposed reclamation.
- D The existing Siu Ho Wan Water Treatment Works (WTW) is a Potentially Hazardous Installation (PHI) with a Consultation Zone of 1,000m in radius. If the WTW is not relocated it may undermine the development potential of part of the proposed reclamation.
- E The existing Airport Height Restrictions will have an impact on the development potential of the proposed reclamation. Future development on the proposed reclamation will be limited to building heights ranging from 80mPD to 100mPD.
- F The adjacent transport infrastructure will impact on the future development of the reclamation. These include air pollution and traffic noise generated by the North Lantau Highway.
- G The proposed reclamation is located within proximity to a proposed Marine Park. Further reclamation beyond that proposed is unlikely.
- H A proposed Road P1 will have to be provided to sustain the development of Siu Ho Wan. However, the proposed road may occupy a rather significant portion of the reclamation.
- I The Existing Sham Shui Kok Chlorine Transshipment Dock may also Impact the Development Potential of the Reclamation Site.
- J Potential Noise Impact and Development Constraints from the Flight Path of Government Flying Services (GFS) Helicopters close to NEF25.



Note:
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|-------|----------|
| Scale | 1:50,000 |
| North | True |

ARUP

ARUP
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London EC4N 3DF
United Kingdom

Client
Civil Engineering and Development Department

Project
Agreement No. CE 80211 (CE)
Increasing Land Supply by Reclamation and Rock Cavern Development - Public Engagement - Feasibility Study

Study No.
OPPORTUNITIES AND CONSTRAINTS FOR SIU HO WAN

Date
As Shown

Drawing No.

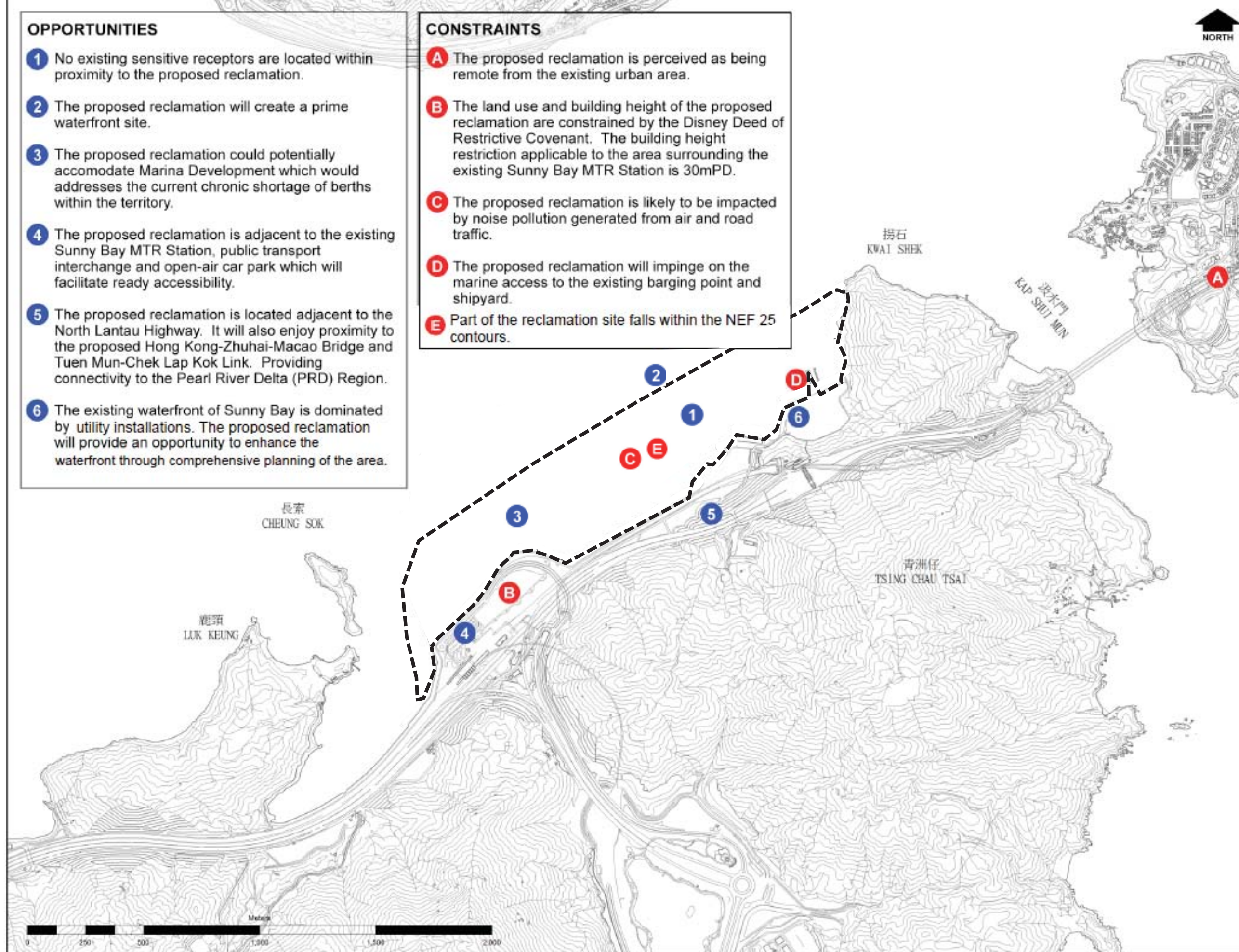
Sheet
217489 5 P1

OPPORTUNITIES

- 1 No existing sensitive receptors are located within proximity to the proposed reclamation.
- 2 The proposed reclamation will create a prime waterfront site.
- 3 The proposed reclamation could potentially accommodate Marina Development which would address the current chronic shortage of berths within the territory.
- 4 The proposed reclamation is adjacent to the existing Sunny Bay MTR Station, public transport interchange and open-air car park which will facilitate ready accessibility.
- 5 The proposed reclamation is located adjacent to the North Lantau Highway. It will also enjoy proximity to the proposed Hong Kong-Zhuhai-Macao Bridge and Tuen Mun-Chek Lap Kok Link. Providing connectivity to the Pearl River Delta (PRD) Region.
- 6 The existing waterfront of Sunny Bay is dominated by utility installations. The proposed reclamation will provide an opportunity to enhance the waterfront through comprehensive planning of the area.

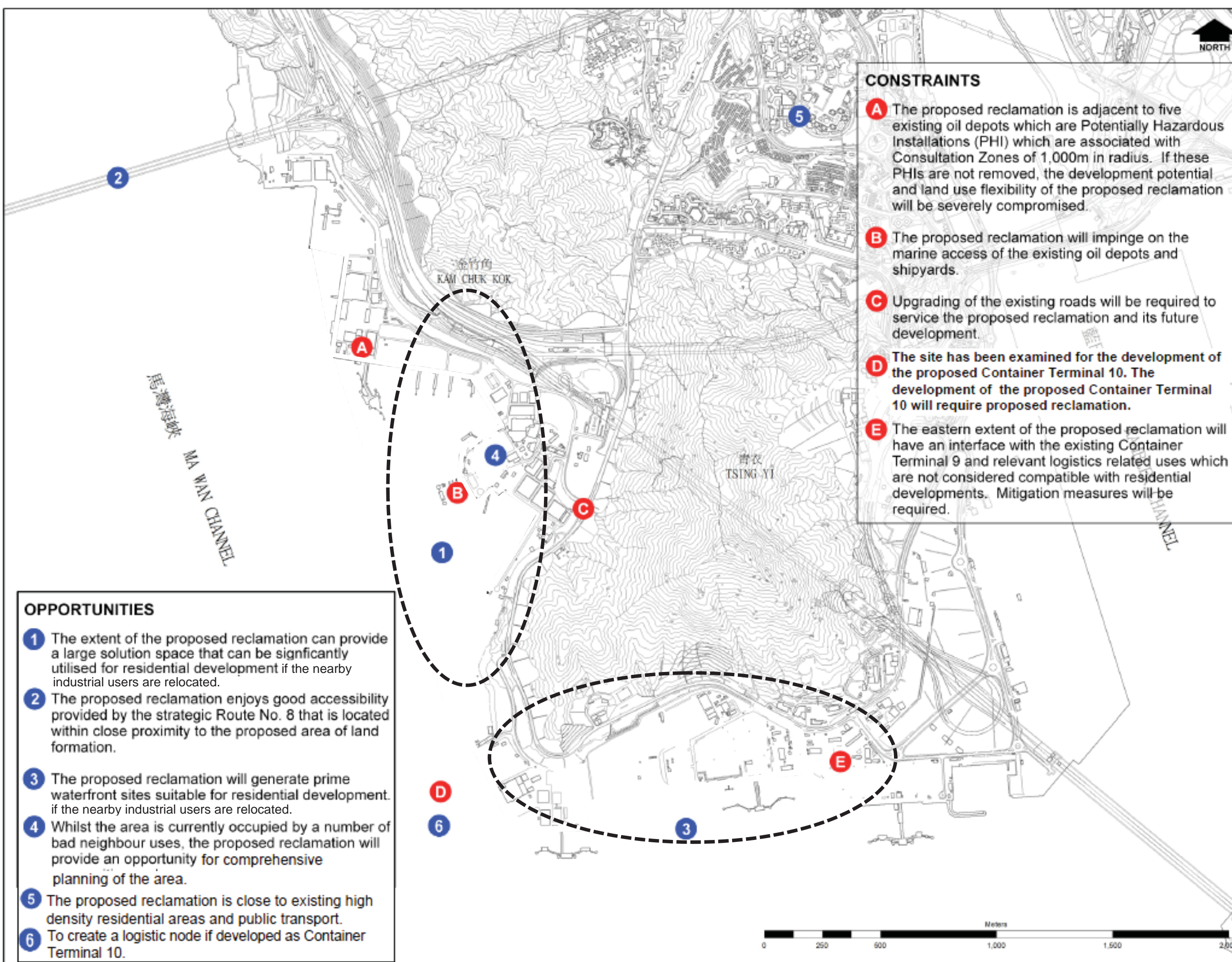
CONSTRAINTS

- A The proposed reclamation is perceived as being remote from the existing urban area.
- B The land use and building height of the proposed reclamation are constrained by the Disney Deed of Restrictive Covenant. The building height restriction applicable to the area surrounding the existing Sunny Bay MTR Station is 30mPD.
- C The proposed reclamation is likely to be impacted by noise pollution generated from air and road traffic.
- D The proposed reclamation will impinge on the marine access to the existing barging point and shipyard.
- E Part of the reclamation site falls within the NEF 25 contours.



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| ARUP | |
| Civil Engineering and Development Department | |
| Agreement No. GE 93911 (EE) | |
| Increasing Land Supply by Reclamation and Rock Cavity Development with Public Engagement - Feasibility Study | |
| Project Title | |
| OPPORTUNITIES AND CONSTRAINTS FOR SUNNY BAY | |
| Scale | |
| As Shown | |
| 217488 | P1 |



- ### CONSTRAINTS
- A** The proposed reclamation is adjacent to five existing oil depots which are Potentially Hazardous Installations (PHI) which are associated with Consultation Zones of 1,000m in radius. If these PHIs are not removed, the development potential and land use flexibility of the proposed reclamation will be severely compromised.
 - B** The proposed reclamation will impinge on the marine access of the existing oil depots and shipyards.
 - C** Upgrading of the existing roads will be required to service the proposed reclamation and its future development.
 - D** The site has been examined for the development of the proposed Container Terminal 10. The development of the proposed Container Terminal 10 will require proposed reclamation.
 - E** The eastern extent of the proposed reclamation will have an interface with the existing Container Terminal 9 and relevant logistics related uses which are not considered compatible with residential developments. Mitigation measures will be required.

- ### OPPORTUNITIES
- 1** The extent of the proposed reclamation can provide a large solution space that can be significantly utilised for residential development if the nearby industrial users are relocated.
 - 2** The proposed reclamation enjoys good accessibility provided by the strategic Route No. 8 that is located within close proximity to the proposed area of land formation.
 - 3** The proposed reclamation will generate prime waterfront sites suitable for residential development if the nearby industrial users are relocated.
 - 4** Whilst the area is currently occupied by a number of bad neighbour uses, the proposed reclamation will provide an opportunity for comprehensive planning of the area.
 - 5** The proposed reclamation is close to existing high density residential areas and public transport.
 - 6** To create a logistic node if developed as Container Terminal 10.

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OPPORTUNITIES

- 1 The proposed reclamation is close to Shatin New Town and enjoys good accessibility provided by the existing Strategic Route No.9.
- 2 The proposed reclamation lies within proximity to the existing public transportation network. An existing Public Transport Interchange is located adjacent to the existing University Station.
- 3 The proposal to relocate the existing 'bad neighbour' Sha Tin Sewage Treatment Works (STW) within a rock cavern at Nui Po Shan will remove a "bad neighbour" development from the proposed reclamation and its future development.
- 4 The proposed reclamation and future development upon it will enjoy extensive frontage to Sha Tin Hoi and Shing Mun River.
- 5 Located within proximity to high quality waterfront open space provided by the existing Pak Shek Kok Promenade.
- 6 The proposed reclamation is adjacent to well-established cycle path providing connections to Tai Wai to the south and Tai Po to the north.
- 7 Given the proximity with the CUHK and Hong Kong Science Park, the proposed reclamation will provide an opportunity space for the extensions of CUHK/ HK Science Park.
- 8 The proposed reclamation can provide land suitable for residential development in Sha Tin New Town which benefit from the upcoming Shatin to Central Link.

CONSTRAINTS

- A The reprovioning of the existing developments with marine access will be required. (e.g. the Water Sports Centre of CUHK, the Marine Outer Waters District Headquarters and Marine North Division, the Ma Liu Shui Ferry Pier, etc.)
- B The reprovioning of the existing helipad associated with the Marine Police Outer Waters District HQs cum Marine Police North Divisional HQs will be required.
- C The proposed reclamation will be impacted by the traffic noise from the adjacent Tolo Highway.
- D The proposed reclamation may be impacted by air pollution generated by the traffic at the adjacent Tolo Highway.
- E The potential visual impact generated by the proposed reclamation may receive objections from Ma On Shan residents.
- F The existing road network may need to be upgraded to sustain the proposed reclamation and future development upon it.
- G Potential social impact on CUHK due to the proposed reclamation.

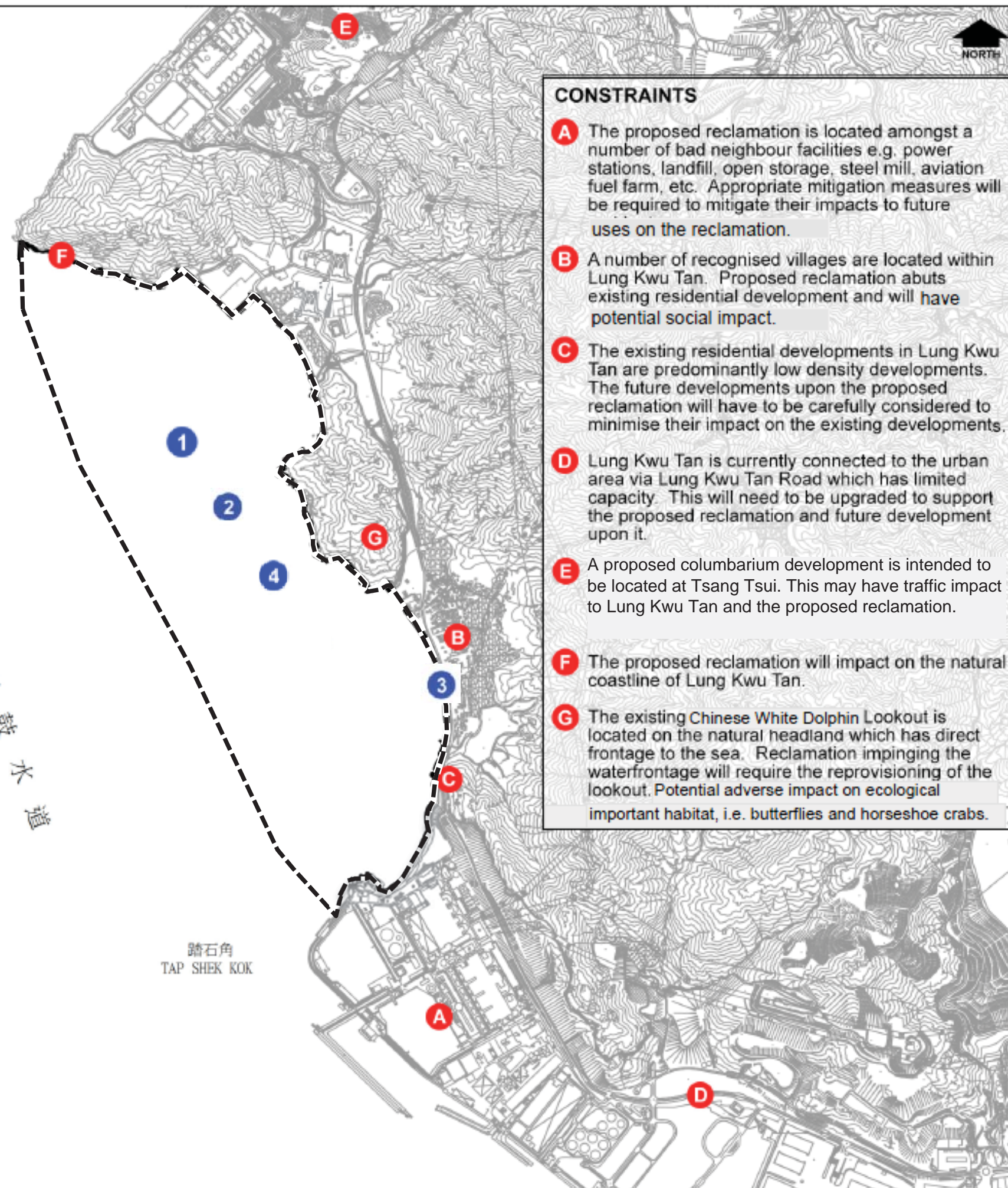
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ARUP
Civil Engineering and Development Department
Agreement No. GE 92911 (CE)
Increasing Land Supply by Reclamation and Rock Cavern Development cum Public Engagement - Feasibility Study
OPPORTUNITIES AND CONSTRAINTS FOR MA LIU SHUI
As Shown
25/08/2018 8 P.1

OPPORTUNITIES

- 1 Whilst Lung Kwu Tan is currently occupied by a number of locally unwanted bad neighbour land uses on a temporary basis, the proposed sizable reclamation will provide an opportunity for comprehensive land use planning and land reserve.
- 2 The proposed reclamation will provide an opportunity to introduce development that will build a positive image for Lung Kwu Tan as opposed to the existing bad neighbour developments for which the area is currently known.
- 3 The existing Lung Kwu Tan Beach suffers from erosion. The proposed reclamation provides an opportunity to reconfigure and improve the amenity of the beach by constructing an artificial beach in association with the land formation.
- 4 Lung Kwu Tan is located within the Northwest New Territories (NWNT) where the strategic Hung Shui Kiu New Development Area is located. The NWNT enjoys close proximity to the development across the border. The development of Lung Kwu Tan could provide a positive synergy with development on both sides of the boundary.



CONSTRAINTS

- A The proposed reclamation is located amongst a number of bad neighbour facilities e.g. power stations, landfill, open storage, steel mill, aviation fuel farm, etc. Appropriate mitigation measures will be required to mitigate their impacts to future uses on the reclamation.
- B A number of recognised villages are located within Lung Kwu Tan. Proposed reclamation abuts existing residential development and will have potential social impact.
- C The existing residential developments in Lung Kwu Tan are predominantly low density developments. The future developments upon the proposed reclamation will have to be carefully considered to minimise their impact on the existing developments.
- D Lung Kwu Tan is currently connected to the urban area via Lung Kwu Tan Road which has limited capacity. This will need to be upgraded to support the proposed reclamation and future development upon it.
- E A proposed columbarium development is intended to be located at Tsang Tsui. This may have traffic impact to Lung Kwu Tan and the proposed reclamation.
- F The proposed reclamation will impact on the natural coastline of Lung Kwu Tan.
- G The existing Chinese White Dolphin Lookout is located on the natural headland which has direct frontage to the sea. Reclamation impinging the waterfrontage will require the reprovisioning of the lookout. Potential adverse impact on ecological important habitat, i.e. butterflies and horseshoe crabs.

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|-------|----------|
| Scale | 1:10,000 |
| North | North |

ARUP

Civil Engineering and Development Department

Agreement No. CE 9/2011 (CE)
Increasing Land Supply by Reclamation and Rock Cavern Development - Public Engagement - Feasibility Study

OPPORTUNITIES AND CONSTRAINTS FOR LUNG KWU TAN

As Shown

217488 9 P1