Job No Issue

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

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Appd

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

STATUTORY PROTECTED AND CONSTRAINED AREAS

LEGEND

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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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.

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.

The proposed reclamation is located within proximity to a proposed Marine Park. Further reclamation beyond that proposed is unlikely.

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.

The existing Shui Shui Kok Chlorine Transshipment Dock may also impact the Development Potential of the Reclamation Site.

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 future 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-Chai 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 30m.
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 berthing point and shipyard.
E. Part of the reclamation site falls within the NEF 25 contours.

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CONTRARYS

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 PHI's 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.
The proposed reclamation can provide land suitable for residential development in Sha Tin New Town and enjoys good accessibility provided by the existing Strategic Route No. 9.

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.

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.

The proposed reclamation and future development upon it will enjoy extensive frontage to Sha Tin Hoi and Shing Mun River.

Located within proximity to high quality waterfront open space provided by the existing Pak Shek Kok Promenade.

The proposed reclamation is adjacent to well-established cycle path providing connections to Tai Wai to the south and Tai Po to the north.

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.

The proposed reclamation can provide land suitable for residential development in Sha Tin New Town which benefit from the upcoming Shatin to Central Link.

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**CONSTRAINTS**

A. The reprovisioning 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 reprovisioning of the existing helipad associated with the Marine Police Outer Waters District HQs and 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 water impact on CUHK due to the proposed reclamation.

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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 Kau 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.

CONRAINTS

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 waterfront will require the rectification of the lookout. Potential adverse impact on ecological important habitat, i.e. butterflies and horseshoe crabs.

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