

**APPROVED PLANNING BRIEF FOR  
THE “COMPREHENSIVE DEVELOPMENT AREA (1)” SITE  
ON THE APPROVED SAI KUNG TOWN  
OUTLINE ZONING PLAN NO. S/SK-SKT/4**

**1. Purpose**

- 1.1 The purpose of this Planning Brief (PB) is to set out the planning parameters and design requirements for the “Comprehensive Development Area (1)” (“CDA(1)”) site (the Site) (**Plan 1**) in Sai Kung Town North (the Area).
- 1.2 This PB serves to provide guidance to facilitate the landowner in the preparation of a Master Layout Plan (MLP) to be submitted to the Town Planning Board (the Board) in the manner as required under the Notes of the Sai Kung Town Outline Zoning Plan (OZP) for the Site.

**2. The Site and Its Surroundings**

**The Site (Plans 2 to 5)**

- 2.1 With an area of about 5.93 ha, the Site comprises mainly private land (about 94%), with some Government land (about 6%). It is generally flat and currently used as a plant nursery and temporary recreational use.

**Surroundings Land Uses**

- 2.2 The Area comprises a number of vacant development sites subdivided by the recently completed road networks. To the east of the Site is a piece of land zoned “Other Specified Uses (OU) (Commercial and Tourism Related Uses (Including Hotel)(1))” (“OU/Hotel(1)”) whereas to the west are two pieces of land reserved for comprehensive residential and commercial/cultural/recreational uses with a public carpark. To the south are land reserved for the development of a school and a proposed town square.
- 2.3 To the immediate north is the land reserved for the proposed realigned Tai Mong Tsai Road (TMT Road) and “Government” reserve, with no designated use. To the further north across the existing TMT Road is the hilly landform of Sha Kok Mei comprising a number of low-rise residential developments and the Sha Kok Mei Village to the further west.

- 2.4 To the northeast is area reserved for the Sha Ha village, beyond which is the former Beach Resort Hotel.

### 3. **Planning Context**

#### Planning Framework

- 3.1 The overall planning intention for the Area is to complement the role of Sai Kung Town as a central area for the provision of tourism, commercial, GIC and residential uses for the Sai Kung district. To preserve the character of rural township and to avoid overtaxing the infrastructures, the intensity and height of new developments in the Area are duly controlled to ensure that they are compatible with the surroundings areas. In this regard, the existing development bulk in the town centre (with a maximum PR of 5 and a maximum BH of 12 storeys) is taken as a benchmark, and the development intensity of new developments at the inland part of the Area is recommended to be restricted to a maximum PR of 1.5 and a maximum BH of 8 storeys.
- 3.2 The general design principle is to develop the Area as part of a rural town in keeping with the character of Sai Kung old town to the further south and the rural settlements to the west. Low to medium-rise developments with a gradation of descending building heights from 8-storeys at the inland area toward maximum 3-storey along the waterfront are planned.
- 3.3 Located at the northern fringe of the Area, development at the Site should serve as a transition and buffer from the more densely developed Sai Kung Town and commercial and tourism uses along the waterfront to the low-rise and low density village and residential developments at Pak Kong and Sha Kok Mei.

#### Development Constraints

- 3.4 Development at the Site is subject to the following constraints:
- the existing TMT Road, which is located about 10-22m to the north of Site, would be upgraded and re-aligned. Such upgrading works would not be completed before 2014. The developer should provide justifications for any population in-take before completion of the road upgrading works. In addition, the Site may be affected by the upgrading works of TMT Road during construction;
  - upon completion of the upgrading of TMT Road which is under study, the re-aligned TMT Road would be adjoining the northern boundary of the Site. The residential blocks along the northern boundary of the Site may be subject to

traffic noise and emission from the upgraded TMT Road;  
and

- the Site falls within the Sha Ha Archaeological Site. In view of the existence of underground antiquities which are worthy of in-situ preservation, a 'non-excavation area' (NEA) (**Plan 8**) of 1.56 ha (or 26% of site area) has been proposed by the Antiquities and Monuments Office (AMO) of the Leisure and Cultural Services Department (LCSA).

#### 4. Development Parameters

##### Development Intensity

- 4.1 To ensure compatibility with the surroundings environment, development/redevelopment of the Site should be subject to a maximum plot ratio (PR) of 1.5 and building height (BH) of 8 storeys (excluding basements). Ancillary car park, loading/unloading bay, plant room, caretaker's office and caretaker's quarters, or 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 excluded from the PR/GFA calculation for the purpose of the above restrictions.
- 4.2 To provide flexibility for innovative design adapted to the characteristics of the Site and its surroundings, minor relaxation of the PR/BH restrictions may be considered by the Board through the planning permission system.

##### Population

- 4.3 Based on an average flat size of 90m<sup>2</sup> (assumed for medium density development in Sai Kung Town in the South East New Territories Development Strategy Review) and a person-per-flat of 2.69<sup>1</sup>, the population at the Site upon development is estimated to be about 2,657. The actual population, however, will depend on the actual flat size and number of flats to be developed.

##### Retail Facilities

- 4.4 As retail and commercial facilities are planned to be provided at the nearby "OU" annotated 'Commercial, Cultural and Recreational Related Uses (with Public Vehicle Park)'

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<sup>1</sup> Data for 2016 person-per-flat ratio - 2003 based Territorial Population and Employment Data Matrix Scenario II, Planning Department.

(“OU/CCR”) and “OU” annotated ‘Town Square with Recreational, Community and Commercial’ (“OU/TS”) sites to the west, no retail GFA is proposed for the Site. Justifications should be provided should the developer wish to provide retail facilities within the Site. Any proposed retail GFA will be accountable as part of the total GFA permissible under the Notes of the “CDA(1)” zone.

#### GIC Facilities

- 4.5 According to Hong Kong Planning Standards and Guidelines (HKPSG) and based on an estimated population of 2,657, one secondary school classroom, one primary school classroom and 14 day nursery places would be required for the proposed development. However, since such facilities have been planned in the neighbouring areas, they would not be required to be provided within the Site.

#### Open Space

- 4.6 According to the HKPSG, a minimum local open space provision of 1m<sup>2</sup> per person should be provided within the Site. Based on an estimated population of 2,657, there should be a minimum of 2,657m<sup>2</sup> open space to serve the residents of the development. The actual provision, however, will depend on the detailed proposal submitted by the developer.

### 5. Design Requirements

#### Urban Design

- 5.1 The general design principle of the Site is to maintain a building free mountain backdrop as viewed from Sai Kung Hoi. As the Site is located at a visually prominent location, the developer should pay due consideration to ensure that the resultant development is compatible with the surroundings rural setting and aesthetically attractive to commensurate with the role of Sai Kung as the Leisure Garden of Hong Kong. The arrangement of buildings, open space and tree planting in the Site should make a significant contribution to enhancing this very important approach to the Sai Kung Town.
- 5.2 To enhance visual permeability to the waterfront and the town square, view corridor(s) and gaps between building blocks should be created. A ‘stepped height’ building profile should be adopted, with building heights descending from maximum 8 storeys in the north to not more than 3 storeys in the south, towards Mei Yuen Street and the proposed town square (**Plan 7**). To minimize possible visual intrusion, no podium structure should be erected within the Site.

- 5.3 Careful consideration should be given to avoid monotonous and wall effect due to massing and building disposition of housing blocks, particular for those fronting Mei Yuen Street and Mei Fuk Street to the south and TMT Road to the north. As Mei Yuen Street is a major thoroughfare linking up future developments along the waterfront, the boundary treatment of the Site along Mei Yuen Street should be conducive to the pedestrian environment.
- 5.4 The design of the main entrance to the development at Mei Fuk Street should be harmonious with the proposed town square on the opposite side of Mei Yuen Street. Consideration should be given to provide open fence, rather than boundary walls, along the common boundary of the CDA sites. Should any boundary wall be provided, its height should be kept to the minimum and should be constructed with transparent materials. Avenue planting should be provided along the pedestrian walkways to give shade and pleasant micro-climate to the pedestrians.
- 5.5 In the MLP submission, an urban design proposal should be provided to explain the development concept giving due regard to the Urban Design Guidelines of the HKPSG. A Visual Impact Assessment (VIA), supported by adequate graphical presentations including photomontages, should also be included.

#### Landscape

- 5.6 There are about 350 existing trees in the Site, mainly clustering along the western boundary, all of which should be preserved as far as practicable. The trees, which are proposed to be retained based on their condition, size, species and location, are indicated on **Plan 6**. For replanting purposes, priority should be given to native tree species so as to compensate for loss of secondary woodland in the past and to integrate with the existing tree profile of the area.
- 5.7 Building blocks should be planned around open space and amenity areas. Open space and landscape areas should be provided at grade as far as possible and linked up by comprehensive walkways with landscape treatments. Landscaped area, including roof tops, should be maximized to reduce the apparent scale of the development and to enhance the local landscape, in addition to providing a comfortable and relaxing environment for residents. Consideration should be given to incorporating green roof and vertical greening designs, where appropriate, to maximize the greening of the development. For tree planting, sufficient soil depth, width and volume to allow healthy and vigorous growth of vegetation must be allowed. Tree species should be catered for with a minimum soil depth of 1.2m.

- 5.8 To minimize visual impacts on the surroundings, a woodland planting area of about 15m should be provided along the entire site boundary (Plan 8).
- 5.9 In the MLP submission, a Landscape Master Plan (LMP) and Tree Preservation Proposal should be submitted to illustrate the detailed landscaping and tree preservation proposals.

## 6. Transport Requirements

### Vehicular Ingress/Egress

- 6.1 Whilst vehicular access should be prohibited from the future re-aligned TMT Road, two vehicular ingress/egress points would be allowed at Mei Fuk Street and Wai Man Road respectively. To enhance vehicular accessibility of the Site, the two ingress/egress points should be connected internally within the Site.

### Pedestrian Circulation

- 6.2 Pedestrian walkways should be provided to connect different parts of the Site as well as to integrate the Site with the surroundings developments. Two pedestrian ingress/egress points for the Site should be provided at Mei Fuk Street and Wai Man Road adjacent to the existing subway respectively. A 6m wide public pedestrian walkway should be provided to connect the re-aligned TMT Road and Mei Fuk Street directly (Plan 8) and should not encroach upon the GBZ within the site. Besides, the proposed part-time pedestrianisation of Mei Yuen Street and the proposed public passageway at the "OU/Hotel(1)" site should be taken into account in the planning of the pedestrian walkways. All pedestrian walkways and crossing facilities should be planned comprehensively to provide a safe, uninterrupted, convenient and pleasant passageway for pedestrian movements. Where possible, the routes of the walkways should be co-ordinated with open space and open corridors to enhance pedestrian movement.

### Parking and Loading/Unloading

- 6.3 The provisions of vehicle parking spaces (including private car, small/medium goods vehicles, motor cycle and bicycle) and loading/unloading bays/lay-bys should be in accordance with the standards as set out in the HKPSG and given in the Schedule of Open Space, Parking and Loading/unloading Requirements at Annex and to the satisfaction of Commissioner for Transport. In addition, two lay-bys, each at minimum 25m in length

(accommodating at least two 12m long buses/coaches), should be provided at the realigned TMT Road and Mei Yuen Street.

#### Traffic Impact Assessment

- 6.4 There is at present no definite programme for the Hiram's Highway Improvement Stage 2 (from Marina Cove to Sai Kung Town). It would therefore be prudent to assume that the Hiram's Highway upgrading works would not be completed before 2014. Thus a Traffic Impacts Assessment (TIA) is required for any population in-take before and during the construction stage of the Hiram's Highway widening project, in particular on the interim traffic arrangements and provision of pedestrian walkways connecting with adjacent developments.

### **7. Environmental Requirements**

#### Environmental Impacts

- 7.1 Upon completion of the re-aligned TMT Road, residential development at the Site would be subject to noise and air quality impacts arising from the vehicular traffic. The building blocks should be carefully designed to protect the sensitive receivers. To address the potential environmental/sewerage/drainage impacts on the development, an Environmental Assessment (EA) and Sewerage/Drainage Impact Assessments (SIA and DIA) should be prepared, with proposed mitigation measures, including any set back requirements, incorporated as part of the MLP submission.
- 7.2 If car parking spaces and loading/unloading bays are located in semi-confined/confined area, adequate ventilation should be provided such that Environmental Protection Department's recommended air quality guidelines are met. If mechanical ventilation is required, the ventilation exhaust should be designed to avoid causing air and noise nuisance to the surroundings environment.
- 7.3 The applicant shall also assess emission/pollutants dispersion in the area, including identifying whether there are any chimneys within 500m from the Site and carry out detailed chimney emission impact assessments, to demonstrate the acceptability of air quality impact at the proposed development.

#### Air Ventilation

- 7.4 Breezeway(s) should be provided to enhance air ventilation and improve micro-climate within and around the Site. Proposed breezeway(s) should be aligned taking into account different

prevailing wind directions, and as far as possible, to preserve and funnel other natural air flows including sea and land breezes, to the Site. The NEA could serve as a broad breeze-way with generous landscaping.

- 7.5 To aid planning and design for better air ventilation through the Site, a Air Ventilation Assessment (AVA) should be submitted together with the MLP to ensure that air ventilation of the Site and its surroundings would not be adversely affected by the proposed development.

#### Preservation of Archaeological Heritage

- 7.6 In view of the existence of antiquities attributed to Neolithic Period and Bronze Period within the Site, which are worthy of in-situ preservation, a NEA has been designated (Plan 8). While the boundary shown on the plan is indicative only, AMO should be consulted on the exact boundary of the NEA during the detailed planning of the site.
- 7.7 To preserve the antiquities in-situ, no building works including site formation works and excavation in any form should be carried out in the NEA except with the prior written consent from AMO.
- 7.8 The developer should integrate the NEA into the design of the development scheme. In so doing, an engineering proposal prepared by a team of experts in engineering, conservation and archaeology regarding the preservation and maintenance of the NEA should be submitted to the satisfaction of AMO. The engineering proposal should cover, amongst other things, an access allowing future rescue excavation, if required by the Government. In this connection, the developer should note that the NEA should be properly maintained and managed; and AMO, LCSD or its agents/contractors shall have the right-of-access to enter the NEA to conduct site inspection and excavation as when necessary.
- 7.9 Notwithstanding, in the event that the engineering proposal is considered unacceptable by the Government and in-situ preservation of the NEA is proven impracticable, mitigation measures should be proposed and implemented by the developer at his own cost, and prior agreement should be obtained from AMO.
- 7.10 Measures to preserve the antiquities by record (i.e. rescue excavation) should only be considered as the last resort; and should be conducted by a qualified archaeologist who shall obtain a licence to search for antiquities under the Antiquities and Monuments Ordinance (Cap. 53). In case the antiquities

discovered by rescue excavation are worthy of in-situ preservation, consideration will be given to declare them as monument under the Antiquities and Monuments Ordinance.

#### Utilities and Services

- 7.11 New utility system and any diversions of or new connections to an existing system should be agreed with the relevant Government departments and in consultation with the concerned public utility organizations.
- 7.12 Any new drains and sewers from the Site should be connected to Government storm-water drains and sewers at the developer's costs and to a standard to the satisfaction of the Director of Drainage Services.

#### Refuse Collection

- 7.13 Facilities for a comprehensive refuse collection system should be provided and maintained within the Site to the satisfaction of the Director of Food and Environmental Hygiene. Sufficient refuse collection facilities should be provided as part of the proposed comprehensive development. Vehicular access to refuse storage chamber will be required with adequate ingress and egress for refuse collection vehicle(s) customarily used by the collection authority to facilitate refuse collection to be carried out within the development to minimize environmental nuisance.

### **8. Implementation**

An implementation programme together with a phasing plan is required to indicate the timing for the construction of the proposed residential development, the open space and landscape treatment, vehicle parking and loading/unloading area, other transport/pedestrian facilities, associated facilities and other necessary infrastructures.

### **9. Master Layout Plan Submission**

- 9.1 A MLP should be prepared in accordance with the "Town Planning Board Guidelines for Submission of Master Layout Plan under Section 4A(2) of the Town Planning Ordinance" and submitted to the Board for approval under the Ordinance.
- 9.2 The MLP should contain all the information as required under the Notes for the "CDA(1)" zone of the OZP, including also VIA, tree preservation proposal and LMP, TIA, AVA, EA, SIA, DIA, engineering proposals regarding the NEA and other impact

assessments and to demonstrate clearly how the requirements stated in this PB will be complied with.

- 9.3 The MLP should be supported by an explanatory statement containing an adequate explanation of the development proposal, including such basic information as land tenure, relevant lease/land allocation conditions, existing condition of the Site, the character of the Site in relation to the surroundings areas, principles of layout design, major development parameters, visual, landscape and air ventilation considerations, recreational and open space facilities.
- 9.4 A copy of the MLP, if approved by the Board, shall be deposited in the Land Registry and shall be available for free public inspection in accordance with section 4A(3) of the Ordinance.

10. Attachments

Annex	Schedule of Open Space, Parking and Loading/unloading Requirements
Plan 1-8	Plans

PLANNING DEPARTMENT  
DECEMBER 2007

Schedule of Open Space and Parking Requirements

Development Site Area: 5.93 ha

Domestic GFA: 88,893 m<sup>2</sup>

Design Population: 2,657

Facilities	HKPSG Requirements	Requirements on site	Remarks
<b>1. <u>Open space &amp; Recreation facilities</u></b>			
(a) Local open space	10ha per 100,000 persons	2,657 m <sup>2</sup> or the actual provision based on the actual flat size and total no. of flats proposed by the developer	Minimum provision
<b>2. <u>Parking &amp; Loading/unloading facilities</u></b>			
(a) public car parking	-	-	Subject to C for T's agreement
(b) car parking for the development			
* residents	{refers to Table 1}	{refers to Table 1}	Subject to C for T's agreement
* visitors	5 spaces per block	5 times the no. of blocks	Subject to C for T's agreement
* retail	1 space per 200-300m <sup>2</sup>	1-2 spaces + 5% of total provision for private cars	Additional parking spaces of 5% of the total provision should be provided for small/medium goods vehicles
* disabled persons	N.A.	-	1 designated space per every 200 ordinary car parking spaces or part thereof over 100 spaces in the residential component
* motorcycle parking spaces	5-10% of the total provision for private cars	-	10% of the total provision for private cars in the residential development
* bicycle parking	N.A.	-	Subject to C for T's agreement

(c) Loading/unloading bays/laybys for the development * residential	1 bay for every 800 flats or part thereof, subject to a minimum of 1 bay for each housing block	To accord with total no. of flats/blocks	Subject to C for T's agreement
	* retail 1 bay for every 800m <sup>2</sup> to 1,200m <sup>2</sup> or part thereof of GFA	-	Subject to C for T's agreement
(d) lay-by for buses/coaches	-	2 (each of minimum 25m in length, to be provided one at Tai Mong Tsai Road and one at Mei Yuen Street)	The site boundary would be locally setback to provide rooms for the two lay-bys and footpaths along Tai Mong Tsai Road and Mei Yuen Street. The provisions of the lay-bys would be implemented by the applicant and handed over to the Government upon completion.

**Table 1 Parking Standards for Residential Developments**

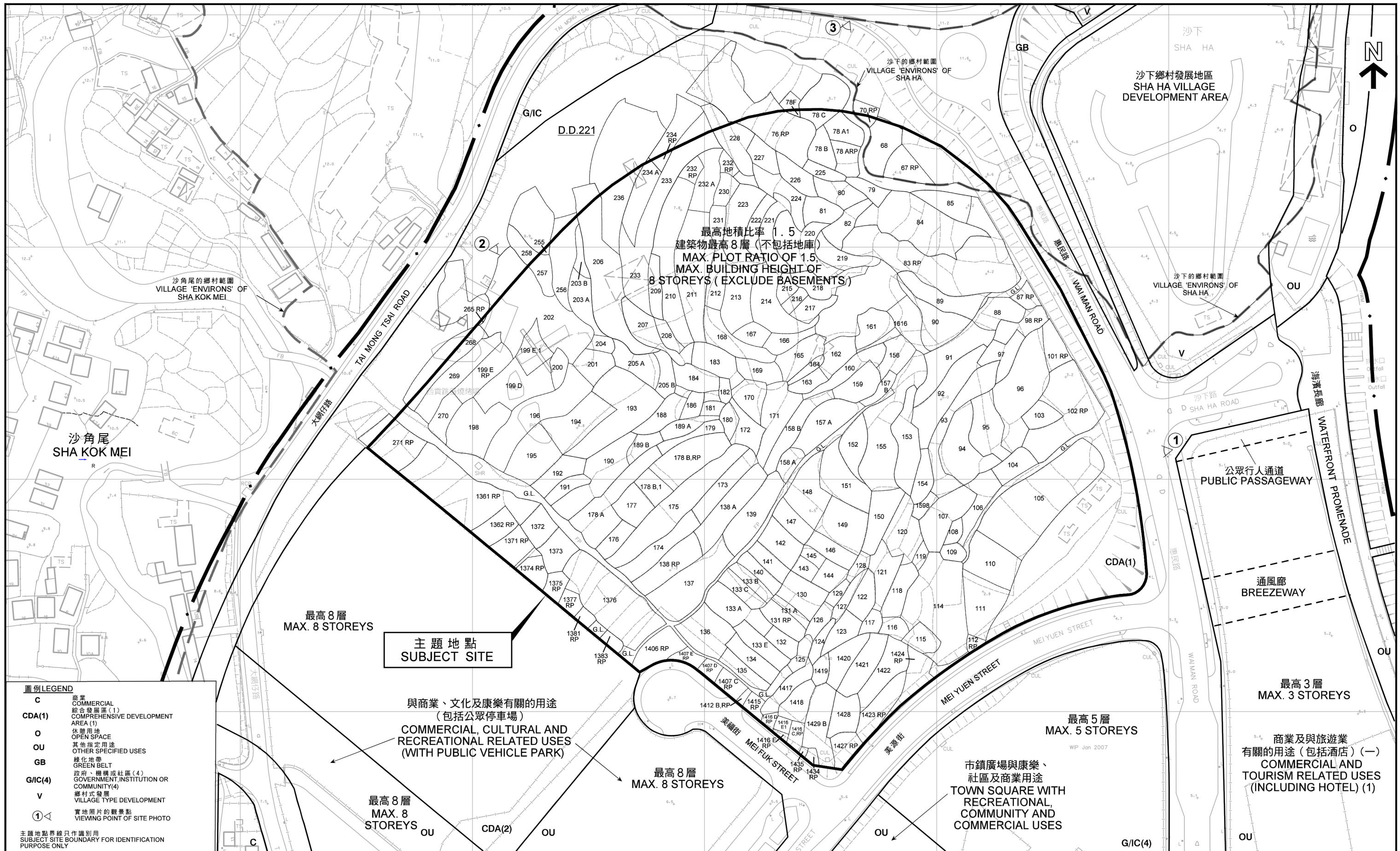
Global Parking Standards (GPS)			1 car space per 6-9 flats
Demand Adjustment Ratio (R1)	Average Flat Size (GFA)	< 40m <sup>2</sup>	0.6
		40 – 69.9m <sup>2</sup>	1
		70 – 99.9m <sup>2</sup>	2.5
		100-159.9m <sup>2</sup>	5
		> 160m <sup>2</sup>	9
Accessibility Adjustment Ratio (R2)	Within a 500m-radius of rail station <sup>(see Note (2))</sup>	0.85	
	Outside a 500m-radius of rail station <sup>(see Note (2))</sup>	1	
Parking requirement = GPS x R1 x R2			

Note:

1. Within the limits of the Global Parking Standards, Transport Department will establish district-based parking standards for each district according to the prevailing demands/supply conditions in respective districts. The district-based parking standards are subject to periodical review.

2. A 15% discount should be applied to the provision of residential car parking spaces where over 50% of the site area of the development fall within a 500m radius of rail stations. The 500m-radius catchment area of a rail station should be drawn from the center of the station disregard of topographic undulation.
3. The average flat size of a development shall be calculated by dividing the total domestic gross floor area by the total number of the development.
4. The standard for the developments of an average flats size greater than  $159.9\text{m}^2$  is a minimum requirement. Request for provision beyond the standard will be considered by Transport Department on a case-by-case basis.
5. Visitor car parking for private residential developments with more than 75 units per block should include 5 visitor spaces per block in addition to the recommendations, or as determined by the Authority. For other private residential developments, the visitor car parking provision will be advised by Transport Department on a case-by-case basis.





**圖例 LEGEND**

C	商業 COMMERCIAL
CDA(1)	綜合發展區(1) COMPREHENSIVE DEVELOPMENT AREA (1)
O	休憩用地 OPEN SPACE
OU	其他指定用途 OTHER SPECIFIED USES
GB	綠化地帶 GREEN BELT
G/IC(4)	政府、機構或社區(4) GOVERNMENT, INSTITUTION OR COMMUNITY (4)
V	鄉村式發展 VILLAGE TYPE DEVELOPMENT
①	實地照片的觀景點 VIEWING POINT OF SITE PHOTO

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

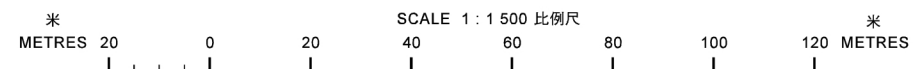
與商業、文化及康樂有關的用途  
(包括公眾停車場)  
COMMERCIAL, CULTURAL AND RECREATIONAL RELATED USES  
(WITH PUBLIC VEHICLE PARK)

市鎮廣場與康樂、社區及商業用途  
TOWN SQUARE WITH RECREATIONAL, COMMUNITY AND COMMERCIAL USES

商業及與旅遊業有關的用途 (包括酒店) (一)  
COMMERCIAL AND TOURISM RELATED USES (INCLUDING HOTEL) (1)

**土地類別圖 LAND STATUS PLAN**

在西貢市北的 "綜合發展區(1)"  
"COMPREHENSIVE DEVELOPMENT AREA (1)"  
SITE IN SAI KUNG TOWN NORTH



本摘要圖於2007年11月29日擬備，所根據的資料為測量圖編號 8-SW-6D和11B  
EXTRACT PLAN PREPARED ON 29.11.2007 BASED ON SURVEY SHEETS No. 8-SW-6D AND 11B

規劃署  
PLANNING DEPARTMENT



M/SK-07/28

圖 PLAN 2



主題地點  
SUBJECT SITE

大網仔路  
TAI MONG TSAI ROAD

惠民路  
WAI MAN ROAD

美福街  
MEI FUK STREET

美源街  
MEI YUEN STREET

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

本摘要圖於2007年11月29日擬備，所根據的資料為地政總署於2007年1月6日拍得的航攝照片編號CS05612  
EXTRACT PLAN PREPARED ON 29.11.2007  
BASED ON AERIAL PHOTO No.  
CS05612 TAKEN ON 6.1.2007  
BY LANDS DEPARTMENT

航攝照片 AERIAL PHOTO

在西貢市北的 "綜合發展區(1)"  
"COMPREHENSIVE DEVELOPMENT AREA (1)"  
SITE IN SAI KUNG TOWN NORTH

規劃署  
PLANNING  
DEPARTMENT



M/SK-07/28

圖 PLAN  
3

①



由東面拍攝 VIEWED FROM EAST

②



由西面拍攝 VIEWED FROM WEST

本圖於2007年11月29日擬備，所根據的資料為  
 攝於2007年1月29日的實地照片  
 PLAN PREPARED ON 29.11.2007  
 BASED ON SITE PHOTO TAKEN ON 29.1.2007

實地照片 SITE PHOTO

在西貢市北的 "綜合發展區(1)"  
 "COMPREHENSIVE DEVELOPMENT AREA (1)"  
 SITE IN SAI KUNG TOWN NORTH

規劃署  
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M/SK-07/28

圖 PLAN  
 4

3

李少欽紀念學校  
LEE SIU YAM  
MEMORIAL SCHOOL

西貢市中心  
SAI KUNG TOWN CENTRE



由北面拍攝 VIEWED FROM NORTH

本圖於2007年11月29日擬備，所根據的資料為  
攝於2007年1月29日的實地照片  
PLAN PREPARED ON 29.11.2007  
BASED ON SITE PHOTO TAKEN ON 29.1.2007

實地照片 SITE PHOTO

在西貢市北的 "綜合發展區(1)"  
"COMPREHENSIVE DEVELOPMENT AREA (1)"  
SITE IN SAI KUNG TOWN NORTH

規劃署  
PLANNING  
DEPARTMENT



M/SK-07/28

圖 PLAN  
5



主題地點  
SUBJECT SITE

**圖例 LEGEND**

- 應保留的樹木群  
GROUP OF TREES TO BE RETAINED
- 應儘可能保留的樹木群  
GROUP OF TREES TO BE RETAINED  
AS FAR AS PRACTICAL
- 值得保留的個別樹木  
INDIVIDUAL TREES WORTHY OF RETENTION

本摘要圖於2007年11月29日擬備，  
所根據的資料為測量圖編號  
8-SW-6D、7C、11B和12A  
EXTRACT PLAN PREPARED ON 29.11.2007  
BASED ON SURVEY SHEETS No.  
8-SW-6D, 7C, 11B & 12A

建議保留的現有樹木  
EXISTING TREES TO BE PRESERVED



規劃署  
PLANNING  
DEPARTMENT



M/SK-07/28

圖 PLAN  
6



