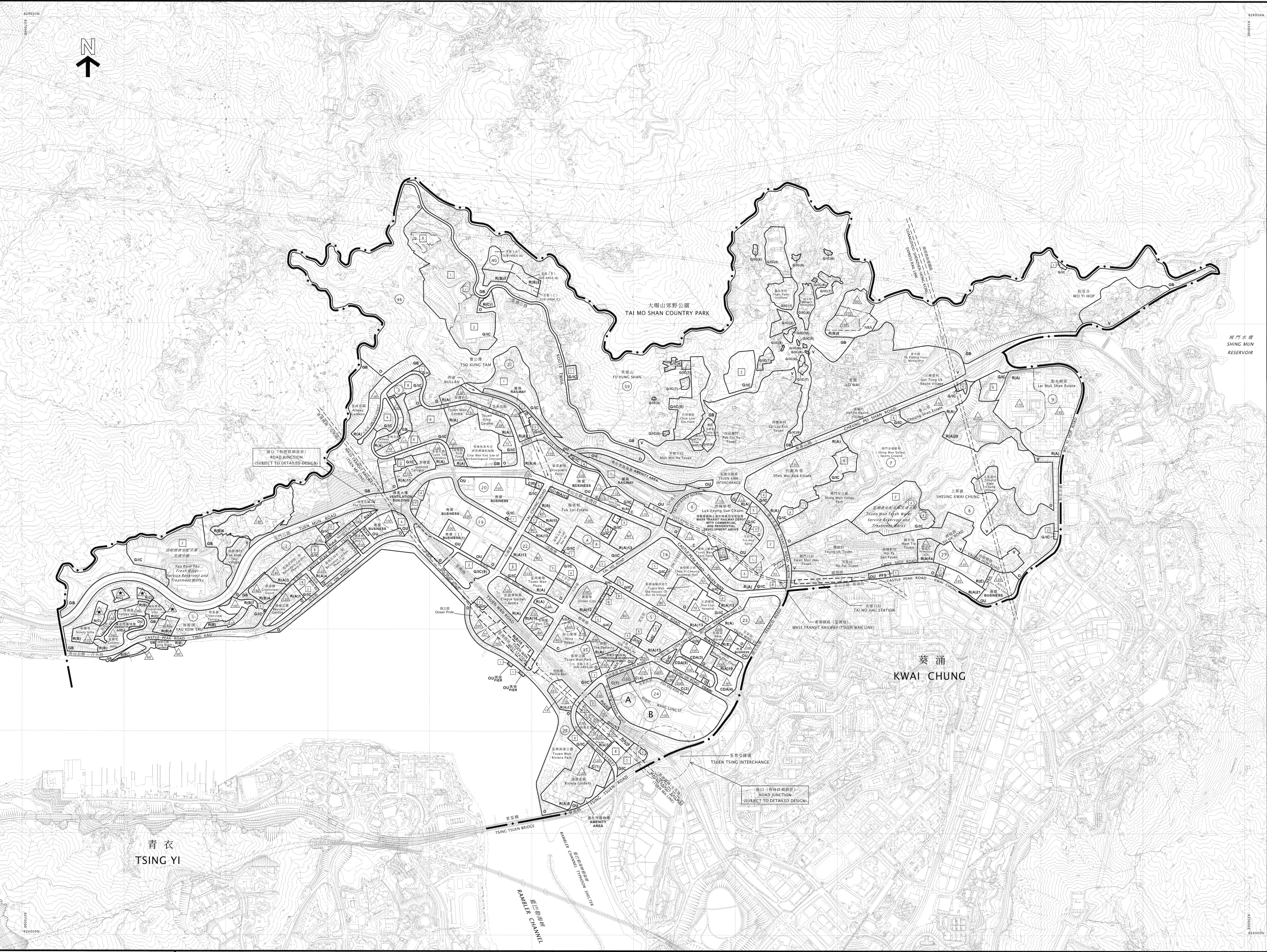




圖例
NOTATION

ZONES

COMMERCIAL

COMPREHENSIVE DEVELOPMENT AREA

RESIDENTIAL (GROUP A)

RESIDENTIAL (GROUP B)

RESIDENTIAL (GROUP C)

RESIDENTIAL (GROUP E)

VILLAGE TYPE DEVELOPMENT

INDUSTRIAL

GOVERNMENT, INSTITUTION OR COMMUNITY

OPEN SPACE

OTHER SPECIFIED USES

GREEN BELT

C

CDA

RIA(A)

R(B)

R(C)

R(E)

V

I

GIC

O

OU

GB

地帶

商業

綜合發展區

住宅（甲類）

住宅（乙類）

住宅（丙類）

住宅（戊類）

鄉村式發展

工業

政府、機構或社區

休憩用地

其他指定用途

綠化地帶

COMMUNICATIONS

RAILWAY AND STATION
(UNDERGROUND)

MAJOR ROAD AND JUNCTION

ELEVATED ROAD

交通

鐵路及車站（地下）

主要道路及路口

高架道路

MISCELLANEOUS

BOUNDARY OF PLANNING SCHEME

PLANNING AREA NUMBER

BUILDING HEIGHT CONTROL
ZONE BOUNDARY

MAXIMUM BUILDING HEIGHT
(IN METRES ABOVE PRINCIPAL DATUM)

MAXIMUM BUILDING HEIGHT
RESTRICTION AS STIPULATED ON THE NOTES

MAXIMUM BUILDING HEIGHT
(IN NUMBER OF STOREYS)

PETROL FILLING STATION

NON-BUILDING AREA

— • —

①

— — —

△ 100

△ 8

P F S

NBA

其他

規劃範圍界線

規劃區編號

建築物高度管制區界線

最高建築物高度
（在主水平基準上若干米）

《註釋》內訂明最高建築物
高度限制

最高建築物高度
（層數數目）

加油站

非建築用地

USES	大約面積及百分比 APPROXIMATE AREA & %		用途
	公頃 HECTARES	% 百分比	
COMMERCIAL	8.41	1.13	商業
COMPREHENSIVE DEVELOPMENT AREA	3.61	0.49	綜合發展區
RESIDENTIAL (GROUP A)	118.78	15.98	住宅（甲類）
RESIDENTIAL (GROUP B)	20.77	2.79	住宅（乙類）
RESIDENTIAL (GROUP C)	2.19	0.29	住宅（丙類）
RESIDENTIAL (GROUP E)	3.23	0.43	住宅（戊類）
VILLAGE TYPE DEVELOPMENT	71.28	9.59	鄉村式發展
INDUSTRIAL	11.87	1.60	工業
GOVERNMENT, INSTITUTION OR COMMUNITY	92.50	12.44	政府、機構或社區
OPEN SPACE	129.95	17.48	休憩用地
OTHER SPECIFIED USES	41.44	5.57	其他指定用途
GREEN BELT	168.14	21.27	綠化地帶
NULLAH	0.44	0.06	明渠
MAJOR ROAD ETC.	80.87	10.88	主要道路等
TOTAL PLANNING SCHEME AREA	743.48	100.00	規劃範圍總面積

夾附的《註釋》屬這份圖則的一部分，
現經修訂並按照城市規劃條例第 5 條展示。
THE ATTACHED NOTES ALSO FORM PART OF THIS PLAN
AND HAVE BEEN AMENDED FOR EXHIBITION UNDER
SECTION 5 OF THE TOWN PLANNING ORDINANCE

核准圖編號 S / T W / 3 7 的修訂
AMENDMENTS TO APPROVED PLAN No. S/TW/37

AMENDMENTS EXHIBITED UNDER SECTION 5
OF THE TOWN PLANNING ORDINANCE

按照城市規劃條例第 5 條
展示的修訂

AMENDMENT ITEM A

AMENDMENT ITEM B

修訂項目 A 項

修訂項目 B 項

（參看附表）
(SEE ATTACHED SCHEDULE)

2024年12月6日 按照城市規劃條例第5條展示的
核准圖編號 S/TW/37 的修訂
AMENDMENTS TO APPROVED PLAN No. S/TW/37 EXHIBITED
UNDER SECTION 5 OF THE TOWN PLANNING ORDINANCE ON
6 DECEMBER 2024

Ms Donna Tam

譚燕萍

SECRETARY

城市規劃委員會秘書

香港城市規劃委員會依據城市規劃條例擬備的荃灣分區計劃大綱圖
TOWN PLANNING ORDINANCE, HONG KONG TOWN PLANNING BOARD
TSUEN WAN - OUTLINE ZONING PLAN

SCALE 1:7 500 比例尺

0 200 400 600 800 1 000 1 200 1 400 METRES M

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

圖則編號
PLAN No.

S/TW/38

**SCHEDULE OF AMENDMENTS TO
THE APPROVED TSUEN WAN OUTLINE ZONING PLAN NO. S/TW/37
MADE BY THE TOWN PLANNING BOARD
UNDER THE TOWN PLANNING ORDINANCE (Chapter 131)**

I. Amendments to Matters shown on the Plan

- Item A – Rezoning of a site at the junction of Wing Shun Street and Texaco Road from “Government, Institution or Community (9)” (“G/IC(9)”) to “Residential (Group A) 22” (“R(A)22”) with stipulation of building height (BH) restriction.
- Item B – Rezoning of a site at the junction of Ma Tau Pa Road and Texaco Road from “Comprehensive Development Area (1)” (“CDA(1)”) to “Commercial (7)” (“C(7)”) with stipulation of BH restriction.

II. Amendments to the Notes of the Plan

- (a) Deletion of the set of Notes for the “CDA(1)” zone.
- (b) Revision to the Remarks of the Notes for “Residential (Group A)” zone to incorporate “R(A)22” sub-area with development restrictions and requirements.
- (c) Incorporation of a plot ratio exemption clause for any floor space constructed or intended for use solely as public vehicle park, Government, institution or community facilities and public pedestrian passageway as required by the Government for “R(A)22” sub-area.
- (d) Revision to the Remarks of the Notes for “Commercial” zone to incorporate “C(7)” sub-area with development restrictions.
- (e) Revision to the Remarks of the Notes for “Other Specified Uses” annotated “Pier” zone to revise the development restrictions and incorporate ‘Eating Place’ and ‘Shop and Services’ as ancillary uses.
- (f) Incorporation of ‘Government Refuse Collection Point’ and ‘Public Convenience’ under Column 1 of the Notes for “Village Type Development” (“V”) zone; and corresponding deletion of ‘Government Refuse Collection Point’ and ‘Public Convenience’ under Column 2 of the Notes for the “V” zone.
- (g) Incorporation of ‘Field Study/Education/Visitor Centre’ under Column 2 of the Notes for “V” zone.

Town Planning Board

6 December 2024

**《荃灣分區計劃大綱草圖編號 S/TW/38》
Draft Tsuen Wan Outline Zoning Plan No. S/TW/38**

**申述人名單
Index of Representations**

申述編號 Representation No.	提交編號 Submission No.	申述人名稱 Name of Representer
TPB/R/S/TW/38-R001	TPB/R/S/TW/38-S024	金明求
TPB/R/S/TW/38-R002	TPB/R/S/TW/38-S007	呂彩希
TPB/R/S/TW/38-R003	TPB/R/S/TW/38-S011	Law Tsz Chun
TPB/R/S/TW/38-R004	TPB/R/S/TW/38-S025	Ha Chung Hong
TPB/R/S/TW/38-R005	TPB/R/S/TW/38-S001	Chan Yeuk
TPB/R/S/TW/38-R006	TPB/R/S/TW/38-S002	Wong Chi Kit
TPB/R/S/TW/38-R007	TPB/R/S/TW/38-S003	陸冠文
TPB/R/S/TW/38-R008	TPB/R/S/TW/38-S004	Hau Kwok Wa
TPB/R/S/TW/38-R009	TPB/R/S/TW/38-S005	Li Ka Hang
TPB/R/S/TW/38-R010	TPB/R/S/TW/38-S006	李國鵬
TPB/R/S/TW/38-R011	TPB/R/S/TW/38-S008	何嘉怡
TPB/R/S/TW/38-R012	TPB/R/S/TW/38-S009	溫仲良
TPB/R/S/TW/38-R013	TPB/R/S/TW/38-S010	Chan Chun Kit
TPB/R/S/TW/38-R014	TPB/R/S/TW/38-S012	王宏虎
TPB/R/S/TW/38-R015	TPB/R/S/TW/38-S013	To Siu Chun
TPB/R/S/TW/38-R016	TPB/R/S/TW/38-S014	張慧明
TPB/R/S/TW/38-R017	TPB/R/S/TW/38-S015	Lee Yee Man
TPB/R/S/TW/38-R018	TPB/R/S/TW/38-S016	廖志堅
TPB/R/S/TW/38-R019	TPB/R/S/TW/38-S017	Lee Chun Kwong Sunny
TPB/R/S/TW/38-R020	TPB/R/S/TW/38-S018	Tang Kin Nang
TPB/R/S/TW/38-R021	TPB/R/S/TW/38-S019	劉永昌
TPB/R/S/TW/38-R022	TPB/R/S/TW/38-S020	Tse Pui Leung
TPB/R/S/TW/38-R023	TPB/R/S/TW/38-S021	Leung Tan Lo
TPB/R/S/TW/38-R024	TPB/R/S/TW/38-S022	Lai Kam Lan
TPB/R/S/TW/38-R025	TPB/R/S/TW/38-S023	Tse Hei Lok
TPB/R/S/TW/38-R026	TPB/R/S/TW/38-S026	Wong Hoi Ching June
TPB/R/S/TW/38-R027	TPB/R/S/TW/38-S027	Ran Suzhen
TPB/R/S/TW/38-R028	TPB/R/S/TW/38-S028	Ng Yee Sing
TPB/R/S/TW/38-R029	TPB/R/S/TW/38-S029	李美蘭
TPB/R/S/TW/38-R030	TPB/R/S/TW/38-S030	Choi Wah Man

申述編號 Representation No.	提交編號 Submission No.	申述人名稱 Name of Representer
TPB/R/S/TW/38-R031	TPB/R/S/TW/38-S031	Shum Man Sai
TPB/R/S/TW/38-R032	TPB/R/S/TW/38-S032	Lai Pui Wah
TPB/R/S/TW/38-R033	TPB/R/S/TW/38-S033	沈孝芹
TPB/R/S/TW/38-R034	TPB/R/S/TW/38-S034	Cheng Shuk Ching Elsa
TPB/R/S/TW/38-R035	TPB/R/S/TW/38-S035	Yuk Ping Tsoi
TPB/R/S/TW/38-R036	TPB/R/S/TW/38-S036	Mary Mulvihill
TPB/R/S/TW/38-R037	TPB/R/S/TW/38-S037	Sham Ming Yu
TPB/R/S/TW/38-R038	TPB/R/S/TW/38-S038	Cheung Ka Ho
TPB/R/S/TW/38-R039	TPB/R/S/TW/38-S039	Lai Wai Lung

公眾可於規劃署的規劃資料查詢處及城市規劃委員會網頁
 < https://www.tpb.gov.hk/tc/plan_making/S_TW_38.html > 查閱就《荃灣分區計劃大綱草圖編號
 S/TW/38》提出的申述。

Representations in respect of the Draft Tsuen Wan Outline Zoning Plan No. S/TW/38 are available for public inspection at the Planning Enquiry Counters of the Planning Department and on the Town Planning Board's website at < https://www.tpb.gov.hk/en/plan_making/S_TW_38.html >.

Tsuen Wan and West Kowloon DistrictAgenda Item 3Section 12A Application

[Open Meeting (Presentation and Question Sessions only)]

Y/TY/2

Application for Amendment to the Approved Tsing Yi Outline Zoning Plan No. S/TY/32 (the OZP), To rezone the application site from “Industrial”, “Other Specified Uses” annotated “Recreation and Tourism Related Uses” and “Green Belt” to “Residential (Group A)6”, “Residential (Group A)7” and area shown as ‘Road’; and to incorporate an area currently not covered by the OZP into the OZP and rezone it to “Residential (Group A)6” and “Other Specified Uses” annotated “Marina Club” and amend the Notes of the zone applicable to the site, Tsing Yi Town Lots 80 and 108 RP and Adjoining Government Land, Tsing Yi, New Territories
(MPC Paper No. Y/TY/2)

5. The Secretary reported that consideration of the application had been rescheduled.

Agenda Item 4

[Open Meeting]

Proposed Amendments to the Approved Tsuen Wan Outline Zoning Plan No. S/TW/37

(MPC Paper No. 4/24)

6. The Secretary reported that the proposed amendments to the Outline Zoning Plan (OZP) for the planning area of Tsuen Wan involved rezoning of a site at the junction of Wing Shun Street and Texaco Road (Item A Site) for private residential development (Amendment Item A), and rezoning of another site at the junction of Ma Tau Pa Road and Texaco Road (Item B Site) to facilitate the redevelopment of the existing industrial buildings for commercial development (Amendment Item B). The following Members had declared

interests on the item:

- | | | |
|---------------------------|---|---|
| Mr Stanley T.S. Choi | - | his spouse being a director of a company which owned properties in Tsuen Wan; |
| Mr Horace W. Hong | - | owning a flat in Tsuen Wan; and |
| Professor Simon K.L. Wong | - | his company owning a property in Tsuen Wan |

7. The Committee noted that Mr Stanley T.S. Choi had tendered an apology for being unable to attend the meeting. As the properties owned by Mr Horace W. Hong and Professor Simon K.L. Wong's company had no direct view of the two amendment sites, the Committee agreed that they could stay in the meeting.

Presentation and Question Sessions

8. The following government representatives and the consultants were invited to the meeting at this point:

Planning Department (PlanD)

- | | | |
|------------------------|---|--|
| Mr Derek P.K. Tse | - | District Planning Officer/Tsuen Wan and West Kowloon (DPO/TWK) |
| Mr Michael K.K. Cheung | - | Senior Town Planner/Tsuen Wan and West Kowloon |
| Mr Jacky K.C. Kong | - | Town Planner/Tsuen Wan and West Kowloon (TP/TWK) |

Civil Engineering and Development Department (CEDD)

- | | | |
|------------------|---|---------------------------|
| Mr Carl K.S. Ng | - | Senior Engineer/10 (West) |
| Mr Ray C.W. Choy | - | Engineer/24 (West) |

Consultants

AtkinsRealis Asia Limited

Mr Louis N.K. Lau

Mr Alex P.Y. Sung

Mr W.K. Chiu

Ms Joe M.W. Fung

9. With the aid of a PowerPoint presentation, Ms Jacky K.C. Kong, TP/TWK, PlanD, briefed Members on the background of the proposed amendments to the OZP, technical considerations, consultation conducted and departmental comments as detailed in the Paper. The proposed amendments included:

- (a) Item A – rezoning a site at the junction of Wing Shun Street and Texaco Road from “Government, Institution or Community (9)” (“G/IC(9)”) to “Residential (Group A) 22” (“R(A)22”) subject to a maximum domestic plot ratio (PR) of 6, a maximum non-domestic PR of 0.2 and a maximum building height (BH) of 150mPD; and
- (b) Item B – rezoning a site at the junction of Ma Tau Pa Road and Texaco Road from “Comprehensive Development Area (1)” (“CDA(1)”) to “Commercial (7)” (“C(7)”) subject to a maximum gross floor area of 52,513m² and a maximum BH of 150mPD.

[Ms Sandy H.Y. Wong joined the meeting during PlanD’s presentation.]

10. As the presentation of PlanD’s representative was completed, the Chairperson invited questions from Members.

Social Welfare Facilities and Communal Spaces in Item A Site

11. A Member raised the following questions:

- (a) the reason for locating the two proposed social welfare facilities, i.e. a team of home care services for frail elderly persons and a 30-place residential

special child care centre, on 1/F in between two car park floors at the podium in close proximity to the elevated Tsuen Wan Road, given that the location would be subject to possible traffic noise and air quality impacts and was lacking proper air ventilation, natural lighting and outdoor activity spaces; and

- (b) whether relaxing the proposed maximum BH could encourage the provision of more communal sky gardens and green spaces in the future development for the enjoyment of the residents and users of the social welfare facilities.

12. In response, Mr Derek P.K. Tse, DPO/TWK, PlanD, with the aid of some PowerPoint slides, made the following main points:

- (a) according to the indicative layout of the notional scheme, the two social welfare facilities were proposed in the northern portion of 1/F to provide easy accessibility to the 24-hour public pedestrian passageway on the same floor and could allow physical separation of them from the carpark portion. Technical assessments, including the traffic noise and air quality aspects, had been conducted to confirm feasibility of the scheme as a whole. Openable windows could be provided along the edges of the concerned premises fronting the local Wing Shun Street and Texaco Road to allow sufficient air ventilation and natural lighting. The detailed design of the social welfare facilities should comply with the requirements of the Social Welfare Department to be stipulated in the future land sale conditions; and
- (b) the notional scheme for Item A Site as shown in the Paper was only indicative. The future development would be subject to the detailed design of the developer. The proposed maximum BH of 150mPD for the site would provide sufficient design flexibility to accommodate communal recreational spaces within the development.

13. In response to the same Member's question on whether technical assessments had been conducted to ascertain the environmental acceptability of the proposed social welfare facilities in particular, Ms Joe M.W. Fung, the consultant, said that the proposed facilities had

been taken into consideration in the preliminary environmental review conducted under the feasibility study, in which the environmental impacts including noise and air quality had been assessed. The indicative layout including location of the facilities was considered acceptable from environmental perspective.

Electric Vehicle (EV) Charging Facilities in Item A Site

14. In response to a Member's enquiry on whether EV charging facilities would be provided in the public vehicle park in Item A Site, Mr Alex P.Y. Sung, the consultant, said that the Transport Department (TD) would be consulted on the incorporation of EV charging requirements later in accordance with prevailing policy when the land sale conditions were prepared. Mr Horace W. Hong, Assistant Commissioner/Urban, TD clarified that the requirements for providing EV charging facilities in car park were under the purview of the Environmental Protection Department.

Commercial Use in Item B Site

15. Noting that the overall demand for commercial floorspace in Hong Kong was shrinking, a Member asked whether it was appropriate to rezone Item B Site for commercial use at the moment. In response, Mr Derek P.K. Tse, DPO/TWK, PlanD, with the aid of some PowerPoint slides, explained that the rezoning of Item B Site was proposed following the decision of the Metro Planning Committee (the Committee) in May 2023 made in the "CDA" Review 2021/2023 and the currently proposed "C(7)" zoning could help achieve the planning intention of the original "CDA(1)" zoning which aimed to facilitate the redevelopment of the existing industrial buildings within the site for commercial development. Even though there were market fluctuations in the demand for commercial floorspace in Hong Kong for the time being, it was considered appropriate to rezone Item B Site for commercial use, taking into account the land use compatibility with the surroundings, as well as to allow for the long-term need for commercial land to support the future economic development. Upon rezoning, Item B Site could continue to serve as a land use buffer between the Tsuen Wan East Industrial Area to its southeast and the residential cluster across Ma Tau Pa Road to its northwest, and residential-related uses including 'Flat' and 'Residential Institution' would not be permitted in view of potential industrial/residential interface problem. This planning intention aligned with that of the adjoining "C(2)", "C(3)"

and “C(4)” zones with similar site context. The proposed “C” zoning would allow for compatible uses apart from office, such as hotel and shop and services.

Pedestrian and Transport Networks in Tsuen Wan

16. In response to a Member’s enquiry on the connections among Items A and B Sites and the existing pedestrian and transport networks in Tsuen Wan, Mr Derek P.K. Tse, DPO/TWK, PlanD, with the aid of some PowerPoint slides, said that Tsuen Wan town centre had a well-established pedestrian footbridge network to provide connections between the two MTR stations, namely Tsuen Wan and Tsuen Wan West. Two proposed pedestrian footbridges (i.e. Footbridge C and Footbridge E) being investigated by the Highways Department would connect to the existing pedestrian footbridge network, of which the proposed Footbridge E would connect to the public pedestrian passageway in Item A Site and serve Item B Site as well. Upon completion of the extensions, the overall pedestrian accessibility of Items A and B Sites would be significantly improved. The Sites have a walking distance of about 300m to 400m away from the MTR Tsuen Wan West Station, which was accessible through the at-grade crossing at Ma Tau Pa Road and the footpaths in Tsuen Wan Park.

17. In response to the same Member’s enquiry on vehicular traffic flow in Tsuen Wan, Mr Carl K.S. Ng, Senior Engineer/10 (West), CEDD said that the preliminary traffic and transport impact assessment conducted under the feasibility study confirmed that the proposed rezoning would not result in any significant adverse impact on the surrounding road network and all concerned road junctions, including Tsuen Tsing Interchange, would operate within capacity.

Redevelopment Progress of Tsuen Wan

18. In response to a Member’s question on the overall redevelopment progress of Tsuen Wan, especially the other “CDA” sites on the OZP, Mr Derek P.K. Tse, DPO/TWK, PlanD, with the aid of some PowerPoint slides, said that the Urban Renewal Authority was conducting a district study for Tsuen Wan to explore the redevelopment opportunities. The findings and recommendations of the district study would be reported to the Committee in due course. The other “CDA” sites were mainly located to the further northwest of Item B

Site across Yeung Uk Road. The redevelopments were in progress in that the Master Layout Plans (MLPs) for two sites were already approved by the Committee while the MLP for another site was under preparation by the proponent for submission to the Committee in due course. The redevelopment of the “CDA” sites would facilitate transformation of the existing industrial areas into residential areas. The Chairperson added that the implementation of the “CDA” sites which had been designated for more than 3 years would be reviewed and submitted to the Committee on a biennial basis for monitoring the progress of “CDA” developments, and the upcoming “CDA” review would be conducted next year.

19. The Chairperson remarked that the proposed amendments to the OZP mainly involved rezoning Item A Site from “G/IC(9)” to “R(A)22” for private residential development through land sale and rezoning Item B Site from “CDA(1)” to “C(7)” to take forward the recommendation of the previous “CDA” review agreed by the Committee in 2023. Should the Committee agree with the proposed amendments, the draft OZP would be gazetted for public inspection for 2 months and the representation received, if any, would be submitted to the Town Planning Board (the Board) for consideration.

20. After deliberation, the Committee decided to:

- “(a) agree to the proposed amendments to the approved Tsuen Wan Outline Zoning Plan (OZP) and that the draft Tsuen Wan OZP No. S/TW/37A at Attachment II of the Paper (to be renumbered to S/TW/38 upon exhibition) and its Notes at Attachment III of the Paper are suitable for exhibition under section 5 of the Town Planning Ordinance (the Ordinance); and
- (b) adopt the revised Explanatory Statement (ES) at Attachment IV of the Paper for the draft Tsuen Wan OZP No. S/TW/37A (to be renumbered to S/TW/38 upon exhibition) as an expression of the planning intentions and objectives of the Town Planning Board (the Board) for various land use zonings of the OZP and the revised ES will be published together with the OZP.”

21. Members noted that as a general practice, the Secretariat of the Board would undertake detailed checking and refinement of the draft OZP including the Notes and ES, if

appropriate, before their publication under the Ordinance. Any major revisions would be submitted for the Board's consideration.

[The Chairperson thanked the government representatives and the consultants for attending the meeting. They left the meeting at this point.]

Agenda Item 6

Any Other Business

[Open Meeting]

22. There being no other business, the meeting was closed at 9:35 a.m.

put forth proposed amendments immediately. No Member put forth a proposed amendment immediately. Members unanimously endorsed the minutes.

III Item 2: Matters Arising from the Minutes of the Previous Meetings

7. The Chairman stated that there were no matters arising from the minutes of the previous meeting.

IV Item 3: Proposed Amendments to the Approved Tsuen Wan Outline Zoning Plan No. S/TW/37

(TWDC Paper No. 17/24-25)

8. The Planning Department (PlanD) briefed Members on the proposed amendments to the Approved Tsuen Wan Outline Zoning Plan No. S/TW/37 (the “OZP”). The representatives attending the meeting were:

- (1) Mr TSE Pui-keung, Derek, District Planning Officer/Tsuen Wan & West Kowloon (DPO/TW&WK), PlanD;
- (2) Mr CHEUNG Kin-kee, Michael, Senior Town Planner/Tsuen Wan (STP/TW), PlanD;
- (3) Mr NG Kwok-suen, Carl, Senior Engineer/10 (West) (SE/10(W)), Civil Engineering and Development Department (CEDD);
- (4) Mr CHOY Chi-wai, Ray, Engineer/24 (West), CEDD;
- (5) Mr LAU Ngai-keung, Louis, Technical Director, Atkins China Limited (Atkins);
- (6) Mr LAM Wai-yin, Terry, Associate Director (AD), Atkins; and
- (7) Ms FUNG Mei-wah, Joe, AD, Atkins.

9. DPO/TW&WK and STP/TW of the PlanD introduced the paper.

10. At the invitation of the Chairman, DPO/TW&WK of the PlanD gave a brief introduction on the reasons behind the Government’s proactive amendments to the OZP and the general procedures. He said that the OZP stipulated various land uses, e.g. “Residential”, “Commercial”, “Government, Institution or Community” and “Comprehensive Development Area” uses. The land use zones were accompanied by different development restrictions on, for example, the development density, height and use. However, as the situation at the district level changed along with society, the PlanD would review the land uses and development restrictions for optimisation in a timely manner. The relevant technical departments of the Government would offer professional advice on the amendments to the OZP with a view to ensuring that the amendments would have no impact on the surrounding environment. Also, the PlanD would consult the TWDC in a timely manner. The amendment items, together with the related views from the government departments and TWDC, would be submitted to the Town Planning Board (TPB) for vetting. If the TPB considered the amendment items appropriate, it would carry out the gazettal procedures in accordance with the Town Planning Ordinance (the “Ordinance”). The TPB would

also exhibit the draft outline zoning plans of the amendment items for public inspection and representation for a period of two months. According to the Ordinance, the TPB would then hold a hearing to consider the views of representers and the responses from the government departments. The TPB would decide whether the amendment items should be further revised having regard to the representations and the contents of the hearing. Finally, the TPB would submit the amended draft plans as well as the related representations and views to the Chief Executive in Council for approval.

11. Dr LEUNG Cheong-ming, Raymond was pleased with the rezoning proposals put forth by the PlanD. He also enquired on the maximum plot ratio of the land concerned upon rezoning. He suggested increasing the plot ratio and connecting the footbridge network in the district to the commercial and residential sites which would be newly available on the land after rezoning.

12. Mr NG Chun-yu said that the land at the junction of Wing Shun Street and Texaco Road was currently used as a car park. As there was an acute shortage of parking spaces in Tsuen Wan district, residents were worried that the traffic problem of the district would deteriorate after the change of land use. He enquired whether the public car park to be constructed upon rezoning would provide a greater number of parking spaces. Besides, both Amendment Items A and B were located on lots with heavy traffic. He was concerned about where the exits/entrances of car parks of the residential and commercial buildings would be set up after the completion of the development. He suggested that the department concerned should provide the related information. Moreover, he noted that the department concerned was planning to construct a new footbridge near The Aurora. He proposed that when granting the land for Amendment Item A in the future, the department concerned should include land lease conditions requiring the developer to construct a footbridge linking up the existing footbridge network, or to reserve a connection point of the footbridge for the Highways Department (HyD) to construct a footbridge connecting with the footbridge network of City Point. Finally, Tsuen Wan Driving Test Centre of the Transport Department (TD) was located next to Amendment Item A. He proposed that this piece of government land should also be resumed to complement the planning development, preventing the deterioration of the traffic problem at the location concerned in the future.

13. Mr CHENG Chit-pun pointed out that residents of City Point had been suffering from the traffic noise generated at Tsuen Wan Road for years. In his opinion, the residential buildings constructed on the land concerned would similarly be affected by the traffic noise problem because Amendment Item A also faced Tsuen Wan Road. As such, he advised the government departments (including the Environmental Protection Department) to properly adopt noise abatement measures. In addition, while parking spaces for private vehicles would be sufficiently provided

under the development concerned in the future, there was a shortage of monthly and hourly parking spaces for goods vehicles in the district. He thus suggested that the department concerned should consider identifying sites suitable for the parking of goods vehicles in Tsuen Wan district in the future.

14. DPO/TW&WK of the PlanD responded as follows:

- (1) Tsuen Wan, as a new town, had a domestic plot ratio of 5 in general. It had been mentioned in the 2014 Policy Address that the plot ratios of housing sites of new towns might generally be increased by around 20% as appropriate. Hence, where technically feasible, the PlanD proposed rezoning the land at the junction of Wing Shun Street and Texaco Road from a “Government, Institution or Community (9)” site to a “Residential (Group A) 22” site (i.e. Amendment Item A) and setting the maximum domestic plot ratio of the land at 6 (i.e. increasing the plot ratio of 5 by 20%). Besides, there were only a small number of retail shops near the land concerned. The PlanD therefore set the non-domestic plot ratio at 0.2 with a view to providing basic retail and commercial facilities for the development concerned and nearby residents;
- (2) the land at No. 19-31, Ma Tau Pa Road, Tsuen Wan was currently a “Comprehensive Development Area” site. The land was originally planned to undergo comprehensive development so that it could be redeveloped for commercial uses. During its review on the progress of developing comprehensive development areas in metropolitan areas, the TPB recommended rezoning the land concerned as another land use zone which was more suitable, thereby facilitating the redevelopment of the land. Therefore, the PlanD suggested rezoning the land from a “Comprehensive Development Area (1)” site to a “Commercial (7)” site (i.e. Amendment Item B) to speed up the planning progress. Upon rezoning, the maximum gross floor area restriction would remain as 52 513 square metres;
- (3) the PlanD had learnt that in order to enhance the entire footbridge network, the HyD was conducting a study on extending the existing footbridge network from Panda Place to the site of Amendment Item A and further to the vicinity of Tsuen Wan Park across Wing Shun Street. The HyD would report to the TWDC on the latest situation in a timely manner;
- (4) under the development of Amendment Item A, a pedestrian access (which would be open 24 hours a day) would be constructed to connect the proposed footbridge network, facilitating the access to/from the said development by the public. According to the current plan, the developer would undertake the construction of the pedestrian access;
- (5) the consultancy had considered including Tsuen Wan Driving Test

Centre in the development area at the early planning stage with a view to fully utilising the land. However, the TD held that it was necessary to retain Tsuen Wan Driving Test Centre in order to provide the services required; and

- (6) the short-term tenancy (STT) car park at the junction of Wing Shun Street and Texaco Road currently provided 175 parking spaces for private vehicles, 47 for light goods vehicles and 12 for other vehicles. The public car park proposed under Amendment Item A would provide 175 parking spaces for private vehicles and 32 for light goods vehicles. Based on the TD's estimation, the remaining parking spaces could be offset by those available at other STT car parks near the construction site of Amendment Item A having regards to the needs, thereby satisfying the local demand for parking spaces at present. Moreover, regarding ancillary parking facilities of the residential development, the Government would require the developer to provide an appropriate amount of ancillary parking spaces at the development according to the standards of provision of parking facilities set out in the Hong Kong Planning Standards and Guidelines (HKPSG).

15. AD of the Atkins responded as follows:

- (1) the exit/entrance of the construction site of Amendment Item A would be set up on Texaco Road. Also, there would be a sufficient distance between the exit/entrance of the construction site and the nearby Tsuen Wan Driving Test Centre. Hence, no adverse impact would be caused to the traffic of surrounding areas;
- (2) according to the preliminary traffic impact assessment report, the development concerned would not cause a significant impact on the traffic of nearby roads. The traffic conditions would remain at an acceptable level; and
- (3) the consultancy had conducted a preliminary assessment on the traffic noise level of Tsuen Wan Road. It recommended the inclusion of facilities such as noise barriers, acoustic balconies and acoustic windows in the preliminary design of the development, thereby mitigating the impact of the traffic noise generated at Tsuen Wan Road.

16. Mr CHOW Sum-ming said that the preliminary design of the proposed noise barriers under the Widening of Tsuen Wan Road had been completed. As the noise barriers facing the construction site of Amendment Item A would be semi-enclosures, he was concerned about the traffic noise problem at the said location in the future. He suggested that the PlanD should discuss with the HyD the adoption of full enclosures instead. Furthermore, the population of Amendment Item A was estimated at about 2 000. He recommended that the number of parking spaces for private vehicles and goods vehicles provided by the proposed public car park should

be increased so as to meet the demand for parking spaces from additional residents in the future.

17. Mr KOO Yeung-pong said that the Widening of Tsuen Wan Road had been discussed for a long time. At the early stage, the HyD had failed to consider the possibility of using the site of Amendment Item A for housing development. As such, semi-enclosures would be adopted along a section of Tsuen Wan Road facing Amendment Item A near City Point. While acoustic windows had been installed at City Point, residents would still be disturbed by traffic noise if they opened windows. In his opinion, if the construction site of Amendment Item A was to be used for housing development, the new residential buildings would be in the same situation as City Point. He thus suggested that the PlanD and HyD should enhance their coordination and communication in respect of the matter concerned. While raising no objection to the housing development, he suggested that the PlanD and HyD should consider improving the current design of the proposed noise barriers at Tsuen Wan Road before applying for funding for the works.

18. Mr MOK Yuen-kwan enquired about the number of parking spaces provided in the ancillary parking facilities of the residential development under Amendment Item A. He also enquired whether other facilities (including the social welfare facilities, retail facilities and public car park) would be set up on and below the ground floor of the residential development, and whether the floors above these facilities would serve as domestic premises. Besides, he enquired of the PlanD whether the types of social welfare facilities had been finalised. He also enquired whether sufficient public space would be reserved for the use by residents under Amendment Item A alongside the housing development. Finally, he enquired about the commercial uses of Amendment Item B.

19. DPO/TW&WK of the PlanD responded as follows:

- (1) the work on studying the Widening of Tsuen Wan Road had commenced for some time. The HyD would correspondingly take noise abatement measures (e.g. providing noise barriers) for this works project. The PlanD and CEDD had all along been maintaining liaison with the HyD in respect of the design of the noise barriers of the works project along a section of Tsuen Wan Road facing the residential development of Amendment Item A. The HyD preliminarily anticipated that a substantial amount of additional resources and expenditures would be incurred if the semi-enclosures concerned were to be replaced by full enclosures;
- (2) according to the CEDD's technical assessment, the proposed facilities to be constructed on the podium of Amendment Item A (e.g. noise barriers, acoustic balconies and acoustic windows) could provide appropriate mitigation to the impact of traffic noise on affected flats;

- (3) according to the HKPSG's upper limit on the number of parking facilities which should be provided in private housing estates, it was suggested that 0.81 parking space should be provided for every four flats. Hence, the residential development of Amendment Item A would proportionally provide 160 parking spaces for private vehicles in accordance with the said upper limit;
- (4) it was anticipated that a public car park and retail facilities would be set up in the residential development of Amendment Item A. The facilities would usually occupy two or three floors, and these commercial uses were always permitted. Yet, the final design would be subject to the developer's architectural design;
- (5) regarding the community facilities, in response to the request from the Social Welfare Department (SWD), a Residential Special Child Care Centre (RSCCC) would be established in Amendment Item A. A Special Child Care Centre under the YCH would be relocated to the new RSCCC to enhance its services. Besides, a facility which provided home care services for frail elderly people would be set up in Amendment Item A. It was envisioned that 280 elderly people would be benefitted;
- (6) according to the preliminary design concept, public facilities such as a public car park, social welfare facilities and a pedestrian access (which would be open 24 hours a day) would be set up on the podium of Amendment Item A. The podium would cover most of the area of the site. Hence, to complement the overall scale of the development, the provision of extra public space would be unattainable; and
- (7) the explanatory notes of the OZP showed uses or developments on land falling within the boundaries of the OZP which were always permitted and might be permitted by the TPB, with or without conditions, on application. Regarding the permitted commercial uses of Amendment Item B, the uses including "Office", "Shop and Services" and "Eating Place" would be specified as always permitted uses in the explanatory notes.

20. SE/10(W) of the CEDD responded as follows:

- (1) the residential intake of the proposed development of Amendment Item A was expected to commence in 2030. The Widening of Tsuen Wan Road might be completed in 2033 at the earliest. The construction of semi-enclosures proposed under the Widening of Tsuen Wan Road could only be completed a few years after the residential intake. Hence, noise abatement measures should still be adopted for the proposed development project in the meantime, easing the impact of the traffic noise generated at Tsuen Wan Road on residents;
- (2) according to the proposed design, a noise barrier with a height of about

7.5 metres would be set up on the proposed podium. This measure ensured that the level of traffic noise generated at the location concerned would not exceed the noise standard (i.e. 70 decibels) stipulated in the noise control regulations; and

- (3) even if the HyD adopted full enclosures instead of semi-enclosures, the developer should still install acoustic windows at the residential development or change the building orientation in order to reduce noise from the surroundings.

21. Mr WONG Wai-kit said that residents had all along been troubled by traffic noise since they moved into City Point. They could only hope that this problem would be ironed out by the construction of noise barriers under the Widening of Tsuen Wan Road. Hence, he hoped that the PlanD and HyD would give prudent consideration to the design of the noise barriers. They should also improve the overall design of the noise barriers before the official commencement of the Widening of Tsuen Wan Road, thereby sparing the residential development of Amendment Item A from the same traffic noise problem. Moreover, regarding Amendment Item A, he suggested that a wider variety of community facilities should be provided and space should be reserved for DC Members or the Care Teams to set up offices. Additionally, he proposed that the PlanD should connect the existing footbridge of Chelsea Court to the site of Amendment Item B and then to that of Amendment Item A with a view to enhancing economic efficiency.

22. Ms LAM Yuen-pun said she had received complaints from residents on noise nuisance caused by the parking of large goods vehicles and coaches near residential premises. She thus proposed identifying another site far away from the residential premises and using it as a car park for goods vehicles. Besides, she opined that if the PlanD eventually decided to set up a car park for light goods vehicles near the residential premises, it should consider building an indoor car park as an alternative with a view to reducing noise nuisance caused to the residents.

23. DPO/TW&WK of the PlanD responded as follows:

- (1) the PlanD and CEDD had all along been discussing the matters related to the design of the noise barriers with the HyD. The PlanD would convey Members' views to the HyD after the meeting;
- (2) according to the current arrangements, premises equivalent to about 5% of the total domestic gross floor area of Amendment Item A would be reserved for setting up social welfare facilities. As there was still some time before the land sale and the completion of the project, the government departments concerned (including the SWD) would continue to discuss the planning of social welfare facilities; and
- (3) the proposed pedestrian access (which would be open 24 hours a day) under Amendment Item A would connect with the footbridge network

leading to Tsuen Wan Park. Besides, Amendment Item B was a privately-led redevelopment project. The development planning and design had not been finalised yet.

24. AD of the Atkins responded that instead of large goods vehicles and coaches, the major types of vehicles using the car park of STT No. 1527 within the site of Amendment Item A were private vehicles and light goods vehicles in the district. The affected parking spaces for light goods vehicles of this STT car park would be temporarily offset by those available in the car park of STT No. 1517 on Wing Shun Street. As the types of vehicles which could be parked were comparable to those at present, it was anticipated that the noise level would remain at a similar level.

25. Members noted the captioned paper. The Chairman thanked the representatives of the PlanD, CEDD and consultancy for attending the meeting. He said that the departments concerned could provide Members with supplementary information on the subject matter, if any, via the Secretariat. Besides, regarding the issues related to the design of the noise barriers on Tsuen Wan Road, the improvements to the community facilities in the district or the development of the footbridge network, Members could express their views and discuss the issues with the departments concerned at meetings of the TWDC or its committees.

V Item 4: Matters Relating to the Cessation of Operation of the Airport Core Programme Exhibition Centre
(TWDC Paper No. 18/24-25)

26. The Chairman said that the captioned paper set out the latest arrangements for the cessation of operation of the Airport Core Programme Exhibition Centre (the “Exhibition Centre”) under the Tsuen Wan District Office (TWDO). The supplementary information provided by the Development Bureau (DEVB) had already been forwarded to all Members for their perusal prior to this meeting.

27. Assistant District Officer (Tsuen Wan) (ADO(TW)) of the TWDO introduced the paper.

28. The Chairman said that the DEVB had consulted the TWDC on the revitalisation of Homi Villa before, and Members had supported the Government in implementing the revitalisation scheme as soon as possible at the meetings in the past. The Exhibition Centre would cease operation from 31 December 2024 to facilitate the commencement of the revitalisation works of Homi Villa carried out by the DEVB.

29. Ms WONG Shuk-fan, Luparker expressed her support for the revitalisation of Homi Villa into CNHE Youyou Villa (the “Youyou Villa”), and opined that the Youyou Villa would play a significant role in taking forward patriotic education. She enquired about the expected completion date of the revitalisation works.
