

**DRAFT TSUEN WAN OUTLINE ZONING PLAN NO. S/TW/38  
CONSIDERATION OF REPRESENTATIONS NO. TPB/R/S/TW/38-R1 TO R39**

<b>Subject of Representations (Amendment Items)</b>	<b>Representers (No. TPB/R/S/TW/38-)</b>
<p><b><u>Item A (Plan H-1)</u></b> 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.</p> <p><b><u>Item B (Plan H-1)</u></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.</p> <p><b><u>Amendments to the Notes of the Plan</u></b> (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.</p>	<p><b><u>Total: 39</u></b></p> <p><b><u>Support (1)</u></b></p> <p><b><u>Item A (1)</u></b> R1: Individual</p> <p><b><u>Opposing/Adverse Views (38)</u></b></p> <p><b><u>Item A (37)</u></b> R2 to R35 and R37 to R39: Individuals</p> <p><b><u>Item A, Item B and the Amendments to the Notes of the Plan (1)</u></b> R36: Individual</p>

Note: The names of the representers are attached at **Annex III**. Soft copy of the submissions is sent to Town Planning Board (the Board) Members via electronic means; and is also available for public inspection at the Board’s website at [https://www.tpb.gov.hk/en/plan\\_making/S\\_TW\\_38.html](https://www.tpb.gov.hk/en/plan_making/S_TW_38.html) and the Planning Enquiry Counters of the Planning Department in North Point and Sha Tin. A set of hard copy is deposited at the Board’s Secretariat for Members’ inspection.

## 1. **Introduction**

- 1.1 On 6.12.2024, the draft Tsuen Wan Outline Zoning Plan (OZP) No. S/TW/38 (the Plan) at **Annex I** was exhibited for public inspection under section 5 of the Town Planning Ordinance (the Ordinance). The Schedule of Amendments setting out the amendments to the OZP and its Notes is at **Annex II** and the locations of the amendment items are shown on **Plan H-1**.
- 1.2 During the two-month statutory exhibition period, 39 valid representations were received. On 5.3.2025, the Board agreed to consider all the representations collectively in one group.
- 1.3 This Paper is to provide the Board with information for consideration of the representations. The list of representers is at **Annex III**. The representers have been invited to attend the meeting in accordance with section 6B(3) of the Ordinance.

## 2. **Background**

*Item A – Rezoning of the Site at the Junction of Wing Shun Street and Texaco Road (Item A site) from “G/IC(9)” to “R(A)22” for Private Residential Development*

- 2.1 The Government has adopted a multi-pronged approach to meet housing and other development needs. To meet and expedite housing land supply in the short and medium terms, the Government has been carrying out various land use reviews on an on-going basis, including reviews on Government land (GL) currently vacant, under Short Term Tenancies (STTs) or different short-term or government uses, with a view to identifying more suitable sites for conversion to residential use. After review, Item A site has been identified having potential for private residential development. A feasibility study (the Study) was conducted by the Civil Engineering and Development Department (CEDD) to ascertain the technical feasibility of the proposed private residential development with retail, public vehicle park (PVP) and Government, institution and community (GIC) facilities.
- 2.2 To facilitate the proposal, the site has been rezoned from “G/IC(9)” to “R(A)22” subject to a maximum domestic plot ratio (PR) of 6, a maximum non-domestic PR of 0.2 and a maximum BH of 150mPD.

*Item B – Rezoning of the Site at the Junction of Ma Tau Pa Road and Texaco Road (Item B site) from “CDA(1)” to “C(7)”*

- 2.3 Item B site<sup>1</sup> is mainly occupied by three factory buildings under single ownership. It was previously zoned “Industrial” (“I”) as part of Tsuen Wan East Industrial Area (TWEIA), and was subsequently rezoned to “CDA(1)” in

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<sup>1</sup> Item B site covering Lot Nos. 272 S.A and 272 RP in D.D. 446 (about 0.55ha) and the adjoining Government land as public road and pavement (about 0.21ha) has a total area of about 0.76ha.

1997 resulting from a rezoning request<sup>2</sup> covering Item B site together with the adjacent site (now developed into Chelsea Court) submitted by the respective lot owners.

- 2.4 According to the Town Planning Board Guidelines No. 17A for Designation of “CDA” Zones and Monitoring the Progress of “CDA” Development, review of “CDA” zones would be required in order to achieve a close monitoring of their progress of development. Priority would be given to review those CDA sites without approved Master Layout Plan (MLP) or for which no implementation agency can be identified. In view that Item B site had no approved MLP for 26 years, it was under single ownership and there were changes in planning circumstances, including the completion of the surrounding redevelopments and the developments within the “Other Specified Uses” annotated “Commercial and Residential Development” (“OU(C&R)”) zone across Ma Tau Pau Road, pursuant to the Review of Sites Designated “CDA” on Statutory Plans in the Metro Area for the Years 2021/2023 (CDA Review 2021/2023), the Metro Planning Committee (the Committee) of the Board agreed in May 2023 to rezone Item B site to other appropriate zoning to facilitate its redevelopment. Item B site has been rezoned to “C(7)” subject to a maximum gross floor area (GFA) of 52,513m<sup>2</sup> (which is the same as that of the previous “CDA(1)” zone) and a maximum BH of 150mPD.

*Amendments to the Notes and Explanatory Statement of the OZP*

- 2.5 In relation to the above amendment items, the Notes and Explanatory Statement (ES) of the OZP have been revised accordingly. Opportunity has also been taken to revise the Notes of the OZP based on the latest Master Schedule of Notes (MSN) and update the general information for various land use zones to reflect the latest status and planning circumstances of the OZP.

*The Draft OZP*

- 2.6 On 22.11.2024, the Committee agreed that the above amendments to the approved Tsuen Wan OZP No. S/TW/37 were suitable for exhibition under section 5 of the Ordinance for public inspection. The relevant MPC Paper No. 4/24 is available at the Board’s website<sup>3</sup> and the extract of the minutes of the MPC meeting is at **Annex IV**. The draft Tsuen Wan OZP No. S/TW/38 was then gazetted on 6.12.2024.

### **3. Local Consultation**

- 3.1 The Planning Department (PlanD) and CEDD jointly consulted the Tsuen Wan District Council (TWDC) and Tsuen Wan Rural Committee (TWRC) regarding the proposed amendments to the Tsuen Wan OZP on 24.9.2024 and 14.10.2024 respectively. While members of TWDC and TWRC supported/had no objection

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<sup>2</sup> Details of the rezoning request and the corresponding OZP amendments were set out in paragraphs 4.20 to 4.21 in MPC Paper No. 4/24.

<sup>3</sup> The MPC Paper No. 4/24 is available at the Board’s website at:  
[https://www.tpb.gov.hk/en/meetings/MPC/Agenda/754\\_mpc\\_agenda.html](https://www.tpb.gov.hk/en/meetings/MPC/Agenda/754_mpc_agenda.html).

to the proposed amendments, some members expressed views on Item A site in respect of the adequacy of public vehicle parking spaces upon development and potential noise impacts from Tsuen Wan Road (**Plan H-2**). Some members of TWDC requested the provision of more community facilities under Item A, as well as expressed views on the connectivity of Items A and B sites with the pedestrian footbridge network in Tsuen Wan. Their views and comments have been incorporated into the MPC Paper No. 4/24 mentioned in paragraph 2.6 above and the extract of minutes of the TWDC meeting is enclosed at **Annex V**.

- 3.2 During the statutory exhibition period of the draft OZP, TWDC members were notified that members of the public could submit representations on the amendments in writing to the Secretary of the Board. No representation from members of TWDC was received.

#### 4. **The Representation Sites and their Surrounding Areas**

- 4.1 The representation sites have the following characteristics:

##### *Item A site (Plan H-1 and H-2)*

- 4.1.1 Item A site of about 0.66 ha comprises solely GL. It is currently used as a temporary carpark under STT for 47 light goods vehicles (LGVs) and 175 private cars, and is accessible via Texaco Road.
- 4.1.2 The site is bounded by Texaco Road to the east, Wing Shun Street to the northwest, Tsuen Wan Road flyover and the temporary carpark under STT 1517 TW to the southwest, and Tsuen Wan Driving Test Centre to the southeast. The surrounding area of the site is mainly high-rise private residential areas, with TWEIA predominated by industrial buildings for warehouse/storage and office uses to the northeast across Texaco Road. There are also various open spaces and GIC facilities in the vicinity of the site, such as the existing Tsuen Wan Park and a 3-storey joint-user complex comprising a community hall, a child care centre and a neighbourhood elderly centre sub-base under construction which is scheduled for completion in 2026 (**Plans H-1 and H-2**).
- 4.1.3 The site is zoned “R(A)22” with a maximum domestic PR of 6, a maximum non-domestic PR of 0.2 and a maximum BH of 150mPD. The indicative development scheme of the proposed private residential development is shown in **Drawings H-1 to H-4** and its major development parameters are summarised below:

<b>Site Area</b>	About 0.66 ha
<b>Maximum PR</b>	
- Domestic PR	6
- Non-domestic PR	0.2
<b>Maximum BH</b>	150mPD
<b>No. of Blocks</b>	2

<b>No. of Storeys</b>	35 domestic storeys atop 3-storey podium (excluding two levels of basement carpark)
<b>Estimated No. of Flats</b>	About 790
<b>Estimated Population</b>	About 2,130
<b>Supporting and GIC Facilities<sup>(1)</sup></b>	<ul style="list-style-type: none"> <li>- Retail facilities</li> <li>- Public Vehicle Park (G/F for LGVs, 1/F and 2/F for private cars in the notional scheme)</li> <li>- Ancillary carpark (basement levels)</li> <li>- Social welfare facilities<sup>(2)</sup> comprising: <ul style="list-style-type: none"> <li>• 1 team of Home Care Services for Frail Elderly Persons</li> <li>• 30-place Residential Special Child Care Centre</li> </ul> </li> <li>- 24-hour public pedestrian passageway within podium to connect with the proposed footbridge along Ma Tau Pa Road and Wing Shun Street being studied by the Highways Department (HyD)</li> </ul>
<b>Noise Mitigation Measures</b>	<ul style="list-style-type: none"> <li>- About 7.5m high vertical noise barrier atop podium facing Tsuen Wan Road</li> <li>- Acoustic windows</li> <li>- Enhanced acoustic balconies</li> </ul>
<b>Target Completion Year</b>	2030/31

Remarks:

- (1) The proposed social welfare facilities, public vehicle park and 24-hour public pedestrian passageway are proposed to be exempted from PR calculation under the OZP. The location, type and actual provision of these facilities will be subject to detailed design and to be incorporated into the lease, subject to agreement with relevant Government departments as appropriate.
- (2) The total GFA of social welfare facilities is about 5.2% of the domestic GFA of the proposed development.

**Item B site (Plans H-1 and H-2)**

- 4.1.4 Item B site of about 0.76 ha is located to the northeast of Item A site across Texaco Road and at the western periphery of TWEIA. There are three factory buildings on the site. To the immediate south of Item B site is a cluster of IBs in TWEIA. To the immediate northeast are the comprehensive service apartment developments. And to the north across Ma Tau Pa Road is a high-rise comprehensive commercial/residential development.
- 4.1.5 The site is zoned “C(7)” to facilitate redevelopment of the existing IBs for commercial uses. The “C(7)” zone is subject to a maximum GFA of 52,513m<sup>2</sup> and a maximum BH of 150mPD.

#### 4.2 **Planning Intentions**

The planning intentions of the zones in relation to the above representation sites are as follows:

- (a) the “R(A)22” zone under Item A site is intended primarily for high-density residential developments. Commercial uses are always permitted on the lowest three floors of a building or in the purpose-designed non-residential portion of an existing building. The Notes of the OZP also specify that a public vehicle park and GIC facilities shall be provided; and
- (b) the “C(7)” zone under Item B site is intended primarily for commercial developments, which may include office, shop, services, place of entertainment and eating place, functioning mainly as local commercial and shopping centre. Under the Notes of the OZP for the “C(7)” zone, ‘Flat’, ‘Hospital’, ‘House’ and ‘Residential Institution’ uses are not permitted to alleviate the industrial/residential interface problem.

### 5. **The Representations**

#### 5.1 **Subject of Representations**

- 5.1.1 Among the 39 valid representations received during the two-month exhibition period, all were submitted by individuals.
- 5.1.2 One representation supports Item A (**R1**), 37 oppose/provide adverse views on Item A (**R2 to R35 and R37 to R39**) and one opposes Item A, Item B and the amendments to the Notes of “V” zone (**R36**).
- 5.1.3 The major grounds/views of the representations and PlanD’s responses, in consultation with relevant Government bureaux/departments (B/Ds), are summarised in paragraphs 5.2 to 5.4 below.

#### 5.2 **Supportive Representation**

##### ***Item A***

<b>Major View</b>	<b>Representation No.</b>
(1) The nature of Item A for the proposed private residential development is supported.	<b>R1</b>
<b>Response</b>	
(a) The supportive view is noted.	

### 5.3 **Opposing Representations / Representations Providing Adverse Views**

#### ***Item A***

##### 5.3.1 Site Suitability and Development Density

<b>Major Ground / View</b>	<b>Representation No.</b>
(1) Item A site is not suitable for residential use due to its proximity to highways, inferior view and inconvenient location etc. Developers may not be interested in the site due to over-supply of housing units, economic considerations and the aforesaid site constraints.	<b>R4, R9, R26, R27, R35, R36 and R38</b>
(2) Comprehensive planning for potential housing site should be conducted instead of piecemeal rezoning of Item A site. Under the current economic situation, if the site cannot be sold, there is possibility to allocate the site for public housing, transitional housing or light public housing, which is incompatible with the surrounding private residential developments. There is no pressing need for rezoning Item A site for residential use.	<b>R38 and R39</b>
(3) Development density of Item A site should be reduced.	<b>R3 and R37</b>
<b>Responses</b>	
<p>In response to (1) to (3):</p> <p>(a) The Government has adopted a multi-pronged approach to meet housing and other development needs. To meet and expedite housing land supply in the short and medium terms, the Government has been carrying out various land use reviews on an on-going basis, including reviews on GL currently vacant, under STTs or different short-term or Government uses, with a view to identifying more suitable sites for conversion to residential use. According to the 2024 Policy Address, the Government remains determined to sustain efforts in land production. The Government will assess the situation and take forward various projects in a steady and paced manner, taking into account the latest market changes when disposing land to ensure a stable and healthy development of the market. To maintain continuous and sustained land supply, Item A site has been included on the 2025-26 Land Sale List.</p> <p>(b) Item A site is situated in an area predominantly characterised by high-rise and high-density residential developments intermixed with GIC facilities and open spaces, with TWEIA across Texaco Road. It is also well served by public transport network, with MTR Tsuen Wan West Station located in about 350m to the northwest of Item A site (<b>Plan H-1</b>) and a number of bus/mini-bus routes along Texaco Road and Wing Shun Street in the area.</p>	

Moreover, relevant technical assessments including Preliminary Environmental Review (PER), Preliminary Traffic and Transport Impact Assessment (TTIA) and Preliminary Landscape and Visual Impact Assessment (LVIA) etc. under the Study conclude that no insurmountable technical problems are anticipated. As such, Item A site is considered suitable for private residential development and compatible with the surrounding areas.

- (c) The proposed development density of PR 6.0 is in line with that of other high-rise and high-density residential developments in the surroundings and is supported by relevant technical assessments.

### 5.3.2 Traffic Aspect

Major Ground(s) / View(s)	Representation No.
(1) Additional population from the proposed development will increase traffic demand and worsen traffic congestion in the area, in particular during peak hours. Overcrowding in public transportation will also be resulted.	<b>R3, R6, R8, R11 to R13, R15 to R20, R22 to R25, R28, R30 to R33, R38 and R39</b>
(2) The TTIA in the feasibility study did not take into account the impacts of increased passenger flows on MTR Tuen Ma Line (TML) from the Northern Metropolis.	<b>R20</b>
(3) The site is currently used as carpark. Rezoning the site for private residential development will reduce the parking supply in the district, while there are insufficient alternative parking facilities in the surroundings, thereby leading to illegal parking.	<b>R3, R4, R13, R22 to R26, R35 and R38</b>
<b>Responses</b>	
In response to (1) and (2):	
<p>(a) TTIA has been conducted under the Study to assess the traffic and transport impacts arising from the proposed development. It concludes that the proposed development will not result in any significant adverse impact on the surrounding road networks and all concerned junctions and road links will operate within capacity after the completion of the development.</p> <p>(b) Impacts on public transportation including railway, bus and public light bus (PLB) have also been conducted under the TTIA. Item A site is situated at a convenient location served by MTR Tsuen Wan Station and Tsuen Wan West Station of two railway lines as well as plenty of bus and PLB routes. The current capacity of TML is sufficient to meet passenger demand. It is anticipated that the additional demand from the proposed development on TML is insignificant in comparison to the carrying capacity of TML. The</p>	



Transport Department will closely monitor the railway service. Besides, utilisation surveys for bus and PLB reflect that the existing services can largely accommodate the additional demand, except for PLB during PM peak hour, which could be mitigated by providing 3 additional trips on 2 PLB routes during PM peak hour.

In response to (3):

- (c) According to the utilisation survey under the TTIA, there are 47 LGV and 175 private cars parked in the current temporary carpark at Item A site. While the proposed development will provide a PVP with 32 LGV and 175 private car parking spaces, the remaining 15 required LGV parking spaces will be consolidated in the neighbouring temporary carpark under STT 1517 TW (**Plan H-2**). During construction stage, all of the 47 LGVs at Item A site will be temporarily accommodated in STT 1517 TW, and the 175 private cars will be absorbed by nearby carparks. The Commissioner for Transport (C for T) has no adverse comments on the parking provision and arrangement.

### 5.3.3 Air Ventilation and Visual Aspects

Major Ground(s) / View(s)	Representation No.
(1) There will be adverse visual impacts on the surroundings including private views of residents living in City Point due to the close distance from the proposed development.	<b>R5 to R7, R9, R15 and R19</b>
(2) The proposed building height of 150mPD will cast shadows and limit penetration of natural light into the surrounding developments.	<b>R3, R14, R17, R18 and R21</b>
(3) The proposed development will obstruct air ventilation, causing heat island effect as well as wall effect and increasing concentration of air pollutants.	<b>R2 to R10, R12 to R14, R18 to R26, R30 to R36, R38 and R39</b>
<b>Responses</b>	
In response to (1) and (2):	
(a) The surroundings of Item A site are predominated by high-rise private residential developments with BH up to 202mPD (i.e. The Dynasty) ( <b>Plans H-1</b> ). The maximum BH of 150mPD for Item A site is considered not incompatible with the surrounding residential developments and will form a local stepped height profile descending from Chelsea Court of BH up to 205mPD to the waterfront area of Tsuen Wan with BH of about 120mPD. According to the LVIA, the overall visual impact of the proposed development ranges from “negligible” to “moderately adverse” for all identified public viewing points. Various design/mitigation measures, such as building separation/setbacks, landscaping and sensitive architectural	

design, will be incorporated into the proposed development. The proposed development has a distance of about 60m from the nearest residential developments including City Point and The Aurora to the southwest across Tsuen Wan Road and northeast across Ma Tau Pa Road respectively. In the highly developed context of Hong Kong, it is not practical to protect private views without stifling development opportunity and balancing other relevant considerations. In the interest of the public, it is far more important to protect public views, particularly those easily accessible and popular to the public or tourists. The Chief Town Planner/Urban Design and Landscape (CTP/UD&L) of PlanD has no adverse comment on the proposed development from visual perspective.

- (b) Although there is no requirement for conducting daylight assessment under the Hong Kong Planning Standards and Guidelines (HKPSG) and other relevant regulations/guidelines, premises used for habitation have to comply with the lighting requirements under the Building (Planning) Regulations and various mitigation measures regarding building separation and building tower setback as mentioned in responses (a) above are incorporated into the indicative scheme of the proposed development, and relevant design measures under Sustainable Building Design Guidelines will be considered in detailed design stage. Adverse impacts on natural light penetration are not anticipated.

In response to (3):

- (c) According to the Preliminary Air Ventilation Assessment in the form of Expert Evaluation (AVA-EE) conducted under the Study, Item A site is not located at the pathway of any major breezeways. In order to minimise impacts of the proposed development on wind penetration at its immediate surroundings, various mitigation measures are proposed in the indicative scheme to enhance air ventilation, including building separation and building tower setback. The AVA-EE concludes that with the incorporation of mitigation measures, the proposed development will not induce significant adverse air ventilation impact on the surrounding environment. CTP/UD&L of PlanD has no adverse comments on the submitted AVA-EE.

#### 5.3.4 Environmental Aspect

Major Ground(s) / View(s)	Representation No.
(1) The proposed development will generate air and noise pollution during the construction period.	<b>R4, R8, R14, R15, R18, R19, R21 to R26 and R35</b>
(2) Traffic pollutants from major roads in the vicinity including Tsuen Wan Road will pose negative health impacts on the residents of the proposed development and the surroundings.	<b>R2, R4, R8, R13 to R15, R18 to R26, R31 to R36</b>
(3) Industrial and residential zones should be separated by green belts.	<b>R22 and R25</b>

(4) Quantitative air quality impact assessment was not conducted to support the feasibility of the development. Setback requirements from Texaco Road are needed to be fulfilled for air sensitive uses with reference to the HKPSG.	<b>R9</b>
(5) The proposed semi-enclosure noise barrier for the proposed widening of Tsuen Wan Road project will have opening on the side fronting Item A site. At-source noise mitigation measures e.g. noise barriers should be in place before the population intake of the proposed development.	<b>R4, R9, R11, R26 and R35</b>
(6) With increasing traffic along Tsuen Wan Road, the proposed development and the surroundings will be subject to adverse traffic noise impacts. It is estimated that the proposed development will have less openable windows.	<b>R2, R4 to R7, R9, R11 to R18, R20, R21, R26, R30, R35 and R36</b>

#### **Responses**

In response to (1) to (6):

- (a) The PER conducted under the Study has assessed the environmental impacts, including air quality and noise impacts, arising from the proposed development during construction phase and operational phase. It concludes that no insurmountable environmental issues are anticipated in both phases. The Director of Environmental Protection (DEP) has no adverse comments on the PER from environmental planning perspective.
- (b) For the air quality aspect, in respect of vehicular emission, adequate buffer distances (20m for trunk roads and primary distributors, 10m for district distributors and 5m for local distributors) have been allowed for future site layout to meet the HKPSG requirements (**Drawing H-1**). Adverse air quality impact due to the surrounding vehicular emissions is not expected.
- (c) Regarding the interface between industrial and residential zones, TWEIA is located to the northeast of Item A site across Texaco Road. According to the 2020 Area Assessment of Industrial Land in the Territory, the industrial buildings in TWEIA were predominated by warehouse/storage (64.2% of the floor space) and office (12.6% of the floor space), which are considered less polluting industrial uses. Although two chimneys have been identified within the 200m buffer distance as specified under the HKPSG from Item A site, the proposed development will not be adversely affected by the associated chimney emission because they are for emissions from Towngas boilers with less air pollution.
- (d) Quantitative Air quality impact assessment (AQIA) has been conducted under PER to assess the cumulative air quality impacts from the air pollution sources on air sensitive receivers within the 500m buffer area from the Item

<p>A site during both construction and operation phases of the proposed development. With proper layout design and the implementation of mitigation measures, no adverse air quality impacts including odour are anticipated.</p>
<p>(e) A semi-enclosure noise barrier with openings on the side by Item A site is proposed at the concerned section. The provision of full-enclosure noise barrier at that section is not only subject to potential technical constraints/uncertainty, but is also not cost effective nor offering a total solution to the noise mitigations required by Item A site. As the proposed development will be completed at least three years in advance of the completion of widening of Tsuen Wan Road, noise mitigation measures including a vertical noise barrier of about 7.5m high atop podium of the proposed development fronting Tsuen Wan Road (<b>Drawing H-3</b>), acoustic windows and enhanced acoustic balconies, are required to be provided by future developer subject to further assessment and design. According to the Noise Impact Assessment (NIA), with the mitigation measures in place, all residential units will comply with the road traffic noise criterion of 70dB or below. No adverse road traffic noise impact is anticipated.</p>
<p>(f) The requirements of relevant environmental assessments (including AQIA and NIA) are recommended to be incorporated into the lease of the site at the land disposal stage, subject to agreement with relevant Government departments as appropriate. The future developer of the proposed development will be required to conduct necessary assessments and implement the mitigation measures identified therein to ensure compliance with the relevant standards and requirements.</p>

### 5.3.5 Infrastructure Capacity

Major Ground(s) / View(s)	Representation No.
<p>(1) Additional population from the proposed development will overstrain local infrastructure capacity, such as water supplies, electricity supply, drainage and sewerage systems. There should be infrastructure upgrades before any rezoning.</p>	<p><b>R3, R8 and R15</b></p>
<p><b>Responses</b></p>	
<p>In response to (1):</p> <p>(a) The Study has covered various technical aspects including water supplies, sewerage, drainage and other utilities to demonstrate that there are no insurmountable problems on these aspects. Relevant Government departments including Environmental Protection Department (EPD), Water Supplies Department (WSD), Drainage Services Department (DSD) and Electrical and Mechanical Services Department (EMSD) etc. have no adverse comments on the respective technical assessments under the Study.</p>	

### 5.3.6 Provision of GIC Facilities and Open Space

Major Ground(s) / View(s)	Representation No.
(1) The site should be maintained for providing community facilities to serve the local residents in accordance with the planning intention of the previous “G/IC(9)” zone.	<b>R8, R9, R14, R18, R21, R32, R35, R36 and R38</b>
(2) The noise produced by existing local residents’ activities including dancing and music activities in Tsuen Wan Park could be addressed by designating Item A site as cultural plaza with noise insulation facilities.	<b>R11</b>
(3) There are currently insufficient GIC facilities and open space in Tsuen Wan district. The increased population from the proposed development will worsen the situation.	<b>R2, R4, R9, R11 to R13, R22 to R26, R28, R35, R36, R38 and R39</b>
(4) Location of the proposed social welfare facilities is not indicated on plans in the OZP amendment paper.	<b>R36</b>
(5) It is inconsistent that the planned population of Tsuen Wan is about 285,900, while that stated in GIC table is 272,000.	<b>R36</b>
<b>Responses</b>	
<p>In response to (1) to (3):</p> <p>(a) Based on the planned population of about 285,900 in the Tsuen Wan Planning Scheme Area and the requirements of the HKPSG, the provision of GIC facilities within the area is generally adequate except with shortfalls in secondary school (-24 classrooms), hospital (-33 beds), divisional police station and some social welfare facilities, including community care service facilities, child care centres and residential care services. The provisions of both secondary school spaces and hospital beds are assessed on a wider district basis and hospital cluster respectively, and can be addressed by the provisions in the adjoining areas. Furthermore, for the provision of hospital beds, the Health Bureau and the Hospital Authority are implementing/planning the projects under the first and second 10-year hospital development plan, including redevelopment of Kwai Chung Hospital, expansion of Lai King Building of Princess Margaret Hospital (PMH), redevelopment of PMH, and expansion of Yan Chai Hospital. With these planned projects, the provision of hospital services would be adequate to meet the future demand for the healthcare services of the population in the long run.</p> <p>(b) As for the deficits in some elderly and child care services/facilities, the Social Welfare Department adopts a wider spatial context/cluster in the</p>	

assessment of provision for such facilities. Besides, the aforesaid standards were reinstated in the HKPSG in 2018, 2020 and 2022 respectively, and thus, they reflect the long-term target towards which the provision of elderly and child care facilities would be adjusted progressively. These facilities should be carefully planned/reviewed by relevant B/Ds, and premises-based GIC facilities could be incorporated in future development/redevelopment in the wider district when opportunities arise.

- (c) While Item A site was not previously designated for any long-term GIC use, opportunity has been taken to provide appropriate social welfare facilities for the elderly and children under the proposed developments in Item A site as stated in paragraph 4.1.3 above.
- (d) For open space provision, there are surpluses of planned district and local open space of about 12.97 ha and 7.36 ha respectively in the Tsuen Wan Planning Area. The overall provision of open space is sufficient to meet the demand of the planned population as stipulated in the HKPSG.
- (e) Tsuen Wan Sports Centre and the 3-storey joint-user complex at Texaco Road under construction in the vicinity provide venues, such as dance rooms, multi-purpose activity room and community hall to carry out various cultural and recreation activities.

In response to (4):

- (f) Tentative location of the proposed social welfare facilities in the indicative scheme was indicated in Drawings 2a and 2b of the MPC Paper No. 4/24 mentioned in paragraph 2.6 above. The location, type and actual provision the proposed GIC facilities will be subject to detailed design and to be incorporated into the lease, subject to agreement with relevant Government departments as appropriate.

In response to (5):

- (g) According to the ES of the OZP, the overall planned population is about 285,900. For the assessment on the GIC provisions, except some facilities such as police stations, hospitals, clinic/health centres and libraries etc., the planned population of 272,000 excluding transients<sup>4</sup> is adopted in the GIC table (Annex VI of MPC No. 4/24 refers).

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<sup>4</sup> Transients refer to those persons who are present in Hong Kong at the reference moment (i.e. mid of the year) but do not belong to the Hong Kong Resident Population. They include Hong Kong Permanent Residents who have stayed in Hong Kong for less than one month during the six months before or for less than one month during the six months after the reference time-point; and overnight visitors staying temporarily in Hong Kong in domestic premises, hotels, hostels, boarding houses or guest houses. Transients staying on board vessels (marine transients) are not covered.

### 5.3.7 Public Consultation

Major Ground(s) / View(s)	Representation No.
(1) More extensive public consultation should be conducted to facilitate an inclusive decision-making process.	<b>R2, R3 and R7</b>
<b>Responses</b>	
In response to (1):	
<p>(a) PlanD and CEDD jointly consulted both TWDC and TWRC regarding the subject amendments to the Tsuen Wan OZP on 24.9.2024 and 14.10.2024 respectively. TWDC and TWRC members' views were reflected in the MPC Paper No. 4/24 for the amendments to the OZP and extract of the TWDC meeting minutes is attached at <b>Annex V</b>.</p> <p>(b) The draft OZP was exhibited for public inspection on 6.12.2024 under the Ordinance. The exhibition of the OZP for public inspection and the provision for submitting representations are integral parts of the statutory consultation process. The representers were also invited to attend the hearing and make oral submissions in accordance with the Ordinance.</p>	

### *Item B*

Major Ground(s) / View(s)	Representation No.
(1) Instead of rezoning to “C(7)”, the increase in BH could be considered through s.16 application with the submission of master layout plan under the original “CDA(1)” zone to better accommodate future conditions and circumstances.	<b>R36</b>
<b>Responses</b>	
<p>(a) The Board is required to review “CDA” zones and closely monitor their progress of development in accordance with the Town Planning Board Guidelines No. 17A for Designation of “CDA” Zones and Monitoring the Progress of “CDA” Development. Priority would be given to review these CDA sites without approved MLP or for which no implementation agency can be identified. In view that Item B site had no approved MLP for 26 years, it was under single ownership and there were changes in planning circumstances, including the completion of the surrounding redevelopments above and the developments on the “OU(C&amp;R)” zone across Ma Tau Pau Road, pursuant to the Review of Sites Designated “CDA” on Statutory Plans in the Metro Area for the Years 2021/2023 (CDA Review 2021/2023), the Committee agreed to rezone Item B site from “CDA(1)” to other appropriate zoning to facilitate its redevelopment. Item B site has been rezoned from “CDA(1)” to “C(7)” under the subject draft OZP. The “C(7)” zone is intended primarily for commercial developments, which aligns with the planning intention of the previous “CDA(1)” zone.</p>	

- (b) The current BH restriction for the Item B site of 150mPD, as compared to the BH restriction of 100mPD for the previous “CDA(1)” zone, is imposed taken into consideration compatibility with surrounding developments and design flexibility. As concluded with assessments on visual quality and air ventilation aspects, the proposal is not visually incompatible with the surroundings and the air ventilation impact on pedestrian wind environment is insignificant.

#### 5.3.8 Amendments to the Notes for “V” zone

Major Ground(s) / View(s)	Representation No.
(1) Incorporating ‘Government Refuse Collection Point’ and ‘Public Convenience’ under Column 1 for “V” zone will deprive public’s right to comment on the location and design of these facilities.	<b>R36</b>
(2) The planning intention of “V” zone is to provide housing and the incorporation of ‘Field Study/Education/Visitor Centre’ under Column 2 for “V” zone will be exploited for commercial operations.	<b>R36</b>
<b>Responses</b>	
<p>In response to (1):</p> <p>(a) The incorporation of ‘Government Refuse Collection Point’ and ‘Public Convenience’ under Column 1 of the Notes for “V” zone, being in line with the latest MSN promulgated by the Board, is to streamline the provision of these common and essential facilities in village areas. Under the current practice, relevant Government departments such as FEHD would consult the concerned local residents/DC/RC on the provision of such facilities, as appropriate.</p> <p>In response to (2):</p> <p>(b) Given the popularity of tours/visits to the villages in recent years, it is considered appropriate to add ‘Field Study/Education/Visitor Centre’ under Column 2 of the Notes for “V” zone to cater for the demand for such uses where appropriate, which is in line with the latest MSN promulgated by the Board. To ensure no insurmountable impacts on the surrounding areas and minimise the possible nuisance to the village environment, planning permission from the Board for such use is required.</p>	

## 6. Departmental Consultation

- 6.1 The following B/Ds have been consulted and their comments have been incorporated in the above paragraphs, where appropriate:



- (a) C for T;
- (b) Chief Engineer/Construction of Water Supplies Department;
- (c) Chief Highway Engineer/New Territories West, Highways Department;
- (d) CTP/UD&L of PlanD;
- (e) DEP;
- (f) Director of Electrical and Mechanical Services;
- (g) Director of Leisure and Cultural Services; and
- (h) Director of Social Welfare.

6.2 The following B/Ds have no comment on the representations:

- (a) Secretary for Development;
- (b) Director of Fire Services;
- (c) Director of Housing;
- (d) Director-General of Trade and Industry;
- (e) Commissioner of Police;
- (f) Commissioner of Harbourfront;
- (g) Head of Antiquities and Monuments Office of DEVB;
- (h) District Lands Officer/Tsuen Wan and Kwai Tsing of Lands Department (LandsD);
- (i) Chief Estate Surveyor/Land Supply, LandsD;
- (j) District Officer (Tsuen Wan) of Home Affairs Department;
- (k) CA/ASC, ArchSD ;
- (l) Chief Building Surveyor/New Territories West of Buildings Department;
- (m) Chief Engineer/Mainland South of Drainage Services Department;
- (n) Head of Geotechnical Engineering Office of CEDD; and
- (o) Project Manager/West of CEDD.

## 7. **Planning Department's Views**

7.1 The supportive view of **R1** on Item A is noted.

7.2 Based on the assessments in paragraphs 5.3.1 to 5.3.6 above, PlanD does not support the representations of **R2 to R39** and considers that the draft OZP should not be amended to meet the representations for the following reasons:

### Item A

- (a) the Government has been adopting a multi-pronged approach to make available sufficient supply of housing land progressively to meet the acute demand for housing, including carrying out various land use reviews on an on-going basis. Item A site is located at the southern part of Tsuen Wan with residential, Government, institution and community (GIC) and open space uses in the area and separated from TWEIA by Texaco Road. Technical assessments covering various aspects such as traffic, environmental, air ventilation, landscape and visual also confirms that there is no insurmountable technical problem in developing Item A site for private residential use. It is considered appropriate to rezone Item A site for private residential use subject to the current PR and BH restrictions (**R2 to**

**R28, R30 to R39, R38 and R39);**

- (b) the provision of GIC facilities is generally adequate to meet the demand of the planned population in the Tsuen Wan area in accordance with the HKPSG, except for secondary school, hospital beds, community care services facilities, child care centres and residential care services. The private residential development would also provide social welfare facilities to meet the needs of residents in the area as appropriate. The provision of GIC facilities will be closely monitored by relevant Government bureaux/departments. Besides, there are adequate planned provisions of district open space and local open space in the planning area to cater for the planned population (**R2, R4, R9, R11 to R13, R22 to R26, R28, R30, R35, R36, R38 and R39**);

Item B

- (c) the rezoning under Item B is to take forward the decision of the Committee in the CDA Review 2021/2023. Item B site is rezoned from “CDA(1)” to “C(7)” to facilitate redevelopment of the existing industrial buildings for commercial uses. The “C(7)” zone is intended primarily for commercial developments, which aligns with the planning intention of the previous “CDA(1)” zone. The current GFA restriction is the same as that of the previous “CDA(1)” zone and the BH restriction is compatible with the surrounding developments (**R36**); and

Amendments to the Notes for “V”

- (d) The incorporation of ‘Government Refuse Collection Point’ and ‘Public Convenience’ under Column 1 and ‘Field Study/Education/Visitor Centre’ under Column 2 of the Notes for “V” zone is in line with the latest MSN promulgated by the Board. The provision of these facilities will follow the relevant established Government procedures and/or require planning permission from the Board.

**8. Decision Sought**

- 8.1 The Board is invited to give consideration to the representations taking into consideration the points raised in the hearing session, and decide whether to propose/not to propose any amendments to the Plan to meet/partially meet the representations.
- 8.2 Should the Board decide that no amendment should be made to the Plan to meet the representations, Members are also invited to agree that the Plan, together with its Notes and ES, are suitable for submission under section 8 of the Ordinance to the Chief Executive in Council for approval.

**9. Attachments**

<b>Annex I</b>	Draft Tsuen Wan OZP No. S/TW/38 (reduced size)
<b>Annex II</b>	Schedule of Amendments to the Approved Tsuen Wan OZP No. S/TW/37
<b>Annex III</b>	List of Representatives
<b>Annex IV</b>	Extract of Minutes of the MPC Meeting held on 22.11.2024
<b>Annex V</b>	Extract of Minutes of the TWDC Meeting held on 24.9.2024
<b>Drawing H-1</b>	Indicative Layout Plan (Item A)
<b>Drawings H2 to H-3</b>	Indicative Section Plans (Item A)
<b>Drawing H4</b>	Indicative Landscape Proposal (Item A)
<b>Plan H-1</b>	Location Plan
<b>Plan H-2</b>	Site Plan
<b>Plan H-3</b>	Aerial Photo
<b>Plans H-4a to H-4c</b>	Site Photos (Item A)
<b>Plans H-5a to H-5b</b>	Site Photos (Item B)

**PLANNING DEPARTMENT  
APRIL 2025**