

# TOWN PLANNING BOARD

TPB Paper No. 11062

For Consideration by  
the Town Planning Board on 12.6.2026

DRAFT TSUEN WAN OUTLINE ZONING PLAN NO. S/TW/40

CONSIDERATION OF REPRESENTATIONS NO. TPB/R/S/TW/40-R1 TO R6

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<b>Subject of Representations</b>	<b>Representers (Rep.) (No. TPB/R/S/TW/40-)</b>
<p><b><u>Amendments to the Plan</u></b></p> <p><b><u>Item A</u></b>            Rezoning of a site at Fu Yung Shan from “Green Belt” (“GB”) and “Village Type Development” (“V”) to “Residential (Group B)9” (“R(B)9”) with stipulation of building height restriction (BHR) and designation of a non-building area (NBA).</p> <p><b><u>Item B1</u></b>            Rezoning of a site in Yau Kom Tau from “GB” and “Government, Institution or Community” (“G/IC”) to “R(B)10” with stipulation of BHR.</p> <p><b><u>Item B2</u></b>            Rezoning of a strip of land to the north of the “R(B)10” zone from “GB” to “G/IC”.</p> <p><b><u>Amendments to the Notes of the Plan</u></b></p> <p>(a) Revision to paragraph (7)(a) of the covering Notes to allow provision, maintenance or repair of small unmanned aircraft (SUA) take-off and landing facilities on land falling within the boundaries of the Plan except where the uses or developments are specified in Column 2 of the Notes of individual zones.</p> <p>(g) Incorporation of ‘Information Technology and Telecommunications Industries’ and ‘Training Centre’ under Column 1 of the Notes for “Other Specified Uses” (“OU”) annotated “Commercial and Residential Development” (“OU(C&amp;R)”) zone; and revision of ‘Shop and Services (not elsewhere specified)’ to ‘Shop and Services’ under Column 1 and corresponding deletion of ‘Shop and Services (Motor Vehicle Showroom only)’ under Column 2 of the Notes for “OU(C&amp;R)” zone.</p> <p>(i) Incorporation of ‘Driving School’, ‘Place of Entertainment’ and ‘Private Club’ under Column 2 of Schedule III of the Notes for “G/IC” zone for “G/IC(9)” sub-zone.</p>	<p><b>Total: 6</b></p> <p><b><u>Opposing/Adverse Views (6)</u></b></p> <p><b><u>Item A (4)</u></b>  <b>R1 to R4:</b> Individuals</p> <p><b><u>Item B1 (1)</u></b>  <b>R5:</b> Individual</p> <p><b><u>Items A, B1 and B2 and Amendments (a), (g) and (i) to the Notes of the Plan (1)</u></b>  <b>R6:</b> Individual</p>

Note: The names of the representers are attached at **Annex III**. Soft copies of the submissions are sent to Town Planning Board (the Board) Members via electronic means; and are also available for public inspection at the Board’s website at [www.tpb.gov.hk/en/plan\\_making/S\\_TW\\_40.html](http://www.tpb.gov.hk/en/plan_making/S_TW_40.html) and the Planning Enquiry Counters of the Planning Department (PlanD) 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 13.2.2026, the draft Tsuen Wan Outline Zoning Plan (OZP) No. S/TW/40 (the Plan) at **Annex I**, together with the Notes and Explanatory Statement (ES)<sup>1</sup>, was exhibited for public inspection under section 5 of the Town Planning Ordinance (the Ordinance). The Schedule of Amendments setting out the amendments incorporated into the Plan and its Notes is at **Annex II** and the locations of the amendment items are shown on **Plans H-1a and H-1b**.
- 1.2 During the two-month statutory exhibition period, six valid representations were received. On 15.5.2026, the Board agreed to consider 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 a Site at Fu Yung Shan (Item A Site) for a Private Residential-cum-Residential Care Home for the Elderly (RCHE) and Public Vehicle Park (PVP) Development (about 1.16 ha)**

- 2.1 On 24.1.2025, the Metro Planning Committee (the Committee/MPC) of the Board partially agreed to a section 12A (s.12A) application for rezoning of the Item A Site (**Plan H-1a**) from “GB” and “V” to “R(B)9” to facilitate a proposed private residential-cum-RCHE and PVP development (No. Y/TW/19)<sup>2</sup>. During the consideration of the application, the Committee generally agreed to the amendments proposed by the applicants<sup>3</sup>, but decided to partially agree to the application with the following additional restrictions stipulated for better control of the proposed development: (i) a minimum GFA requirement of not less than 5,400m<sup>2</sup> for provision of Government, institution or community (GIC) facilities, which will be included in the calculation of the total GFA; (ii) an NBA covering the northwestern portion of the site with higher landscape value; (iii) to include ‘Public Vehicle Park’ under Column 1 uses of the proposed “R(B)9” subzone;

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<sup>1</sup> The Notes and ES are available at the Board’s website at: [www.tpb.gov.hk/en/plan\\_making/S\\_TW\\_40.html](http://www.tpb.gov.hk/en/plan_making/S_TW_40.html).

<sup>2</sup> The MPC Paper No. Y/TW/19 and the attachments are available at the Board’s website at [www.tpb.gov.hk/en/meetings/MPC/Agenda/758\\_mpc\\_agenda.html](http://www.tpb.gov.hk/en/meetings/MPC/Agenda/758_mpc_agenda.html).

<sup>3</sup> Under the application, the applicants proposed to include ‘Flat’ and ‘Social Welfare Facility’ as Column 1 uses of the “R(B)9” subzone, with a total maximum gross floor area (GFA) of 34,722m<sup>2</sup> (including the GFA for both the residential and RCHE development) and BHR of 150mPD stipulated. The floor area of PVP was excluded from GFA calculation.

and (iv) to prescribe the provision of an underground carpark in the Remarks of the proposed “R(B)9” subzone to minimise the potential visual impact of the proposed development. An extract of the minutes of the Committee’s meeting is at **Annex IV**.

- 2.2 To take forward the decision of the Committee, Item A Site has been rezoned from “GB” and “V” to “R(B)9” subject to a maximum GFA of 34,722m<sup>2</sup> (of which not less than 5,400m<sup>2</sup> shall be provided for GIC facilities), a BHR of 150mPD, an NBA for the northwestern portion and a requirement to provide a PVP at the site. The ES of the OZP has outlined the key planning gains as proposed in the notional scheme of the s.12A application. Notwithstanding that the Committee had, at the s.12A stage, agreed that the provision of an underground carpark should be stipulated in the Remarks of the “R(B)9” subzone, taking into account the latest enhanced policy concerning GFA exemption arrangements for carparks in private development projects<sup>4</sup>, the MPC, at its meeting on 23.1.2026 in considering the proposed amendments to the OZP, further agreed to prescribe the intention for an underground carpark in the ES of the OZP instead. Besides, the ES of the OZP also stipulates that Sewerage Impact Assessment (SIA), Landscape Master Plan (LMP) and implementation of the traffic improvement measures as proposed in the Traffic Impact Assessment (TIA) are recommended to be incorporated through administrative means, subject to agreement with relevant Government departments as appropriate.

**Items B1 and B2 – Rezoning of a Site in Yau Kom Tau (Item B1 Site) for a Private Residential Development with Social Welfare Facilities (SWF) (about 0.64 ha), and a Strip of Residual Land to the North of Item B1 Site (Item B2 Site) for Rationalising the Zoning Boundaries (about 0.05 ha)**

***Item B1***

- 2.3 On 19.9.2025, the Committee partially agreed to a s.12A application for rezoning of the Item B1 Site in Yau Kom Tau (**Plan H-1b**) from “GB” and “G/IC” to “R(B)10” to facilitate a proposed private residential development with SWF (No. Y/TW/18)<sup>5</sup>. During the consideration of the application, the Committee generally agreed to the amendments proposed by the applicant<sup>6</sup>, but decided to partially agree to the application with the following restrictions stipulated in the Notes of the OZP for better control of the proposed development: (i) a total GFA restriction instead of a domestic GFA restriction; (ii) a minimum GFA requirement for provision of GIC facilities; and (iii) GIC facilities as Government Accommodation (GA) may be disregarded from GFA

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<sup>4</sup> On 4.11.2025, the Development Bureau (DEVB) announced an enhanced GFA exemption arrangement for carparks in private development projects, *inter alia*, allowing full GFA exemption for no more than two levels of aboveground carparks, while doing away with the prerequisite of constructing some of the carparks underground. The measure has been in effect since November 2025.

<sup>5</sup> The MPC Paper No. Y/TW/18 and the attachments are available at the Board’s website at [www.tpb.gov.hk/en/meetings/MPC/Agenda/773\\_mpc\\_agenda.html](http://www.tpb.gov.hk/en/meetings/MPC/Agenda/773_mpc_agenda.html).

<sup>6</sup> Under the application, the applicant proposed to include ‘Social Welfare Facility’ as Column 1 use of the “R(B)10” subzone, with a total maximum GFA of 25,676m<sup>2</sup> for domestic purpose, maximum building height (BH) of 180mPD and the requirement of provision of GIC facilities without specific GFA requirement. Floor space constructed or intended for use solely as GIC facilities was proposed to be disregarded from GFA calculation.

calculation while those which are privately-operated would be GFA accountable. An extract of the minutes of the Committee's meeting is at **Annex V**.

- 2.4 To take forward the decision of the Committee, Item B1 Site has been rezoned from “GB” and “G/IC” to “R(B)10” subject to a maximum GFA of 28,395m<sup>2</sup> (of which not less than 2,719m<sup>2</sup> shall be provided for GIC facilities) and a BHR of 180mPD. SWF, as required by the Government, may be disregarded from GFA calculation. The ES of the OZP has outlined the key planning and design considerations as proposed in the notional scheme of the s.12A application, including building separation of not less than 40m wide and the provision of sensitive lighting design and servicing lay-by, etc. It also stipulates that SIA, Ecological Impact Assessment (EcoIA), LMP and implementation of the traffic improvement measures as proposed in the TIA are recommended to be incorporated through administrative means, subject to agreement with relevant Government departments as appropriate.

### ***Item B2***

- 2.5 To rationalise the zoning boundaries upon rezoning of the Item B1 Site, Item B2 Site (**Plan H-1b**) has been rezoned to “G/IC” to align with the Government land allocation (GLA) boundary of the adjoining Yau Kom Tau Fresh Water Service Reservoir and Treatment Works (YKTFWSR&TW).

### ***Amendments to the Notes and ES of the OZP***

- 2.6 The following amendments to the Notes of the OZP have been made:

#### Covering Notes

- (i) Paragraph (7)(a) of the covering Notes has been revised to allow provision, maintenance or repair of SUA take-off and landing facilities on land falling within the boundaries of the Plan, except where the uses or developments are specified in Column 2 of the Notes of individual zones.

#### “R(B)” zone

- (ii) In relation to **Items A and B1**, the Notes and Remarks for the “R(B)” zone have been revised to incorporate the development provisions and restrictions for the “R(B)9” and “R(B)10” subzones.

#### “Commercial” (“C”) zone

- (iii) Opportunity has been taken to update the planning intention of the “C” zone from that of a local commercial area to a major commercial area in view of the growing functions of the “C” zones in Tsuen Wan.

#### “OU” annotated “Business” (“OU(B)”) zone

- (iv) Opportunity has been taken to align the provisions and control of ‘Government Use (not elsewhere specified)’ across the two Schedules<sup>7</sup>. In

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<sup>7</sup> The Notes of the OZP for the “OU(B)” zone is separated into two schedules, namely Schedule I applicable for

this regard, ‘Government Use (not elsewhere specified)’ has been moved from Column 2 to Column 1 and ‘Government Use (Police Reporting Centre, Post Office only)’ has been deleted from Column 1 under Schedule I of the Notes for the “OU(B)” zone.

“OU” annotated “Pier” (“OU(Pier)”) zone

- (v) Opportunity has been taken to broaden the user term of ‘Eating Place (Restaurant only)’ and ‘Shop and Services (Bank, Fast Food Shop, Retail Shop, Service Trades, Showroom only)’ under Column 2 of the “OU(Pier)” zone to their broad use terms of ‘Eating Place’ and ‘Shop and Services’ respectively.

“OU(C&R)” zone

- (vi) With reference to the updated Master Schedule of Notes to Statutory Plans (MSN) for the “C” zone, the Notes of the “OU(C&R)” zone has been revised by incorporating ‘Information Technology and Telecommunications Industries’ and ‘Training Centre’ as Column 1 uses; ‘Shop and Services’ use under Column 1 has been broadened to include motor vehicle showroom; and ‘Shop and Services (Motor Vehicle Showroom only)’ use has been correspondingly deleted from Column 2.

“G/IC(9)” subzone

- (vii) With reference to the updated MSN for the “G/IC” zone, the Notes of the “G/IC” zone has been revised by incorporating ‘Driving School’, ‘Place of Entertainment’ and ‘Private Club’ as Column 2 uses under Schedule III of the “G/IC” zone (i.e. for the “G/IC(9)” subzone).

Technical Amendments

- (viii) To align with the updated MSN, technical amendments have been incorporated into the Notes for the “Comprehensive Development Area (3)” (“CDA(3)”) to “CDA(6)”, “C”, “Residential (Group E)”, “Industrial”, “G/IC” and “OU(B)” zones.

- 2.7 The ES of the OZP has been suitably revised to take into account the above amendments as well as to update the general information for various land use zones to reflect the latest status and planning circumstances of the Tsuen Wan Planning Scheme Area and to incorporate certain technical revisions.

***The Plan***

- 2.8 On 23.1.2026, the Committee agreed that the above amendments to the approved Tsuen Wan OZP No. S/TW/39 were suitable for exhibition under section 5 of the Ordinance for public inspection. The relevant MPC Paper No. 1/26 is available

at the Board's website<sup>8</sup> and the extract of the minutes of the MPC meeting is at **Annex VI**. The draft Tsuen Wan OZP No. S/TW/40 was then gazetted on 13.2.2026.

### **3. Local Consultation**

#### **Prior to Submission of the Proposed Amendments to the Committee**

3.1 During the processing of the two s.12A applications relating to Items A and B1, the two s.12A applications were published for public comments in accordance with the provisions under the pre-amended Ordinance. In considering the two s.12A applications, the Committee had taken into account the public comments received during the respective publication periods.

#### **Upon Gazettal of the Draft OZP**

3.2 Upon gazettal of the draft OZP on 13.2.2026, members of the Tsuen Wan District Council (TWDC) and Tsuen Wan Rural Committee (TWRC) were notified that members of the public can submit representations on the amendments in writing to the Secretary of the Board during the statutory exhibition period. No representation from members of TWDC and TWRC was received.

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

#### ***Representation Site under Item A (Plans H-1a, H-2a, H-3a, H-4a and H-4b)***

4.1 Item A Site (about 1.16ha) is located at the northern fringe of Tsuen Wan Town Centre, about 300m north of MTR Tsuen Wan Station and 300m south of Tai Mo Shan Country Park (**Plan H-1a**). To the immediate southeast and east are the re-site village of Muk Min Ha Tsuen<sup>9</sup> and some religious institutions (**Plans H-2a and H-3a**). Except for the northwestern portion of the site, which is vegetated, much of the Item A Site is subject to human disturbance and are mainly covered by temporary structures for residential and/or religious uses, a local access road, man-made slopes and plantation (**Plans H-4a and H-4b**). The site is zoned "R(B)9" and subject to a maximum GFA of 34,722m<sup>2</sup> of which not less than 5,400m<sup>2</sup> shall be provided for GIC facilities<sup>10</sup>, a BHR of 150mPD, an NBA for the northwestern portion and a requirement to provide a PVP at the site.

4.2 According to the notional scheme under application No. Y/TW/19 (**Drawings H-1a to H-1c**), the proposed development comprises two residential towers of 135.7mPD and 146mPD in height with GFA of not more than 29,322m<sup>2</sup> above a

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<sup>8</sup> MPC Paper No. 1/26 is available at the Board's website at: [www.tpb.gov.hk/en/meetings/MPC/Agenda/781\\_mpc\\_agenda.html](http://www.tpb.gov.hk/en/meetings/MPC/Agenda/781_mpc_agenda.html).

<sup>9</sup> Muk Min Ha Tsuen is a re-site village zoned "V" on the OZP and not covered by village environs.

<sup>10</sup> The equivalent plot ratios (PRs) for residential and GIC uses are about 2.53 and 0.47 respectively, amounting to a total equivalent PR of about 3.

two-level basement carpark, as well as a separate private RCHE block (with 328 places) with BH and GFA of 80mPD and 5,400m<sup>2</sup> respectively. A PVP with 20 private car parking spaces is proposed as part of the notional scheme.

***Representation Sites under Items B1 and B2 (Plans H-1b, H-2b, H-3b, H-5a and H-5b)***

***Item B1***

- 4.3 Item B1 Site (about 0.64ha) is located at Yau Kom Tau, a low to medium-density residential neighbourhood on the western outskirts of Tsuen Wan Town Centre (**Plan H-1b**). The elongated site is bounded by YKTFWSR&TW to its north and east, and Tuen Mun Road to its south. To the further east of the Site are Yau Kom Tau Village and the site zoned “R(B)6” for a proposed housing project by the Hong Kong Housing Society, with Tai Lam Country Park located about 75m to the north of the site and vegetated slopes to the immediate west (**Plan H-2b**). The site is vegetated and is not directly accessible by vehicular access, but there is an existing service road for the Water Supplies Department’s (WSD’s) facilities (the WSD Service Road) located about 40m to the east of the site, providing connection with Po Fung Road to the further east. The site is zoned “R(B)10” subject to a maximum GFA of 28,395m<sup>2</sup> of which not less than 2,719m<sup>2</sup> shall be provided for GIC facilities<sup>11</sup> and a BHR of 180mPD.
- 4.4 According to the notional scheme under application No. Y/TW/18 (**Drawings H-2a to H-2c**), the proposed development comprises three residential towers ranging from 175.4mPD to 180mPD in height with maximum domestic GFA of 25,676m<sup>2</sup> above a one-level basement carpark. A 100-place RCHE cum 30-place Day Care Unit (DCU) (GFA of about 2,719m<sup>2</sup>) and a Centre of Home Care Services for Frail Elderly Persons (HCS) (GFA of about 303m<sup>2</sup>) are proposed at the podium of one of the residential towers (**Drawing H-2c**). The private RCHE-cum-DCU will be operated on a self-financing mode, while the HCS was proposed to be assigned to the Financial Secretary Incorporated upon demand as GA<sup>12</sup>.
- 4.5 As part of the proposal, the existing WSD Service Road branching off from Po Fung Road will be widened and extended along the southern side of the site as a non-exclusive right-of-way (**Plan H-2b** and **Drawing H-2b**). A shuttle service to MTR Tsuen Wan Station and Tsuen Wan West Station is also proposed, subject to approval of the Transport Department (TD) at the implementation stage. In order to maintain satisfactory road link and junction performance, traffic improvement measures, including expansion of lay-bys at Castle Peak Road – Tsuen Wan (**Drawings H-2e and H-2f**) and extension of junction signal time at the junction of Castle Peak Road – Tsuen Wan/Lai Shun Road, are also proposed.

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<sup>11</sup> The equivalent PRs for residential and GIC uses are about 4 and 0.47 respectively, amounting to a total equivalent PR of about 4.47.

<sup>12</sup> As advised by the Director of Social Welfare (DSW), the implementation of the proposed HCS would be reviewed at a later stage having regard to the prevailing service demand, policy directives and financial resources available.

**Item B2**

- 4.6 Item B2 Site (about 0.05ha) is a strip of residual land sandwiched between the northern boundary of the Item B1 Site and the adjacent “G/IC” zone (**Plan H-2b**). To reflect its land status as forming part of the adjoining YKTFWSR&TW, the site has been rezoned to “G/IC” to align with the GLA boundary of the aforesaid WSD facility.

**5. Planning Intentions**

- 5.1 The planning intention of the “R(B)” zone is primarily for medium-density residential developments where commercial uses serving the residential neighbourhood may be permitted on application to the Board.
- 5.2 The planning intention of the “G/IC” zone is primarily for the provision of GIC facilities serving the needs of the local residents and/or a wider district, region or the territory. It is also intended to provide land for uses directly related to or in support of the work of the Government, organisations providing social services to meet community needs, and other institutional establishments.

**6. The Representations**

**6.1 Subject of Representations**

6.1.1 During the two-month exhibition period, 6 valid representations were received, which include:

- (a) four submitted by individuals (**R1 to R4**) opposing **Item A**;
- (b) one submitted by individual (**R5**) opposing **Item B1**; and
- (c) one submitted by individual (**R6**) opposing **Items A, B1 and B2** and amendments (a), (g) and (i) to the Notes of the Plan.

6.1.2 The major grounds/views of the representations and PlanD’s responses, in consultation with relevant Government bureaux/departments (B/Ds), are summarised in paragraph 6.2 below.

**6.2 Opposing Representations / Adverse Views**

**Item A**

**6.2.1 Housing Supply**

<b>Major Ground(s) / View(s)</b>	<b>Rep. No.</b>
(1) The proposed residential development is unwarranted given the current oversupply of residential units in Hong Kong. It will be more appropriate to channel development to the New Territories or the Greater Bay Area (as proposed by <b>R1</b> and <b>R2</b> ) or the urban area (as proposed by <b>R6</b> ).	<b>R1, R2 and R6</b>

<b>Responses to (1)</b>
<p>(a) Item A is to take forward a s.12A application (No. Y/TW/19) partially agreed by the MPC for private residential development-cum-RCHE and PVP. The application was partially agreed by the MPC based on the individual merits of the proposal and on the consideration that the proposal was, <i>inter alia</i>, acceptable in land use planning terms and the proposed development intensity/scale was not incompatible with the surrounding area.</p> <p>(b) While demand and supply of housing may fluctuate, the current term Government adopts a long-term view in increasing land supply through a multi-pronged approach to support housing and other development needs. Besides initiatives from the private sector, the Government will continue to sustain its efforts in rolling out land in a prudent and pragmatic manner, including the formation of new development land in the Northern Metropolis/New Territories and facilitating urban renewal in the existing urban area.</p>

#### 6.2.2 Land Use Compatibility and Development Intensity

<b>Major Ground(s) / View(s)</b>	<b>Rep. No.</b>
(1) The proposed high-rise, high-density development is out of context and visually incompatible with the site's tranquil and natural environment. The proposed development will set an undesirable precedent and lead to further encroachment into the "GB" zone along Route Twisk.	<b>R1, R2 and R6</b>
(2) Suggest to designate Item A Site for low-density, low-rise residential development so as to preserve the unique natural landscape and living environment in Fu Yung Shan.	<b>R1</b>
<b>Responses to (1) and (2)</b>	
<p>(a) Item A is to take forward a s.12A application (No. Y/TW/19) partially agreed by the MPC, for which the technical feasibility has been demonstrated. The application was partially agreed by the MPC based on the individual merits of the proposal. Likewise, the Board will consider each rezoning application on a case-by-case basis. As such, the proposal will not set a precedent for other future development proposals, if any, in the "GB" zone along Route Twisk.</p> <p>(b) In terms of development intensity, the "R(B)9" subzone has a maximum GFA restriction of 34,722m<sup>2</sup>, which is equivalent to a PR of 3. Notwithstanding there are high-rise, high-density residential developments at Tsuen Wan Town Centre, such as Luk Yeung Sun Chuen, Tsuen Kam Centre and Discovery Park with maximum domestic PRs ranging from about 2.6 to 6.4 (<b>Plan H-7a</b>), within the local context, there are two existing medium-density residential developments further along Route Twisk in the "R(B)2" and "R(B)3" subzones, namely The Cairnhill and The Cliveden respectively, which have an existing PR of about 3. Overall, the scale of the proposed medium-density development is considered not unacceptable at</p>	

this urban fringe location of Tsuen Wan Town Centre.

- (c) According to the Visual Impact Assessment (VIA) submitted in support of application No. Y/TW/19, the proposed development with a BHR of 150mPD will introduce a different built form to the area north of Cheung Pei Shan Road. Nevertheless, various design measures, such as building separations between towers and landscape treatments at various levels (including rooftop greening, terraced planting and vertical greening along the access road) are proposed to mitigate the potential visual impact (**Drawings H-1a, H-1d and H-1e**). The Chief Town Planner/Urban Design and Landscape (CTP/UD&L) of PlanD has no objection to the proposed development and considers that the design measures proposed by the applicants may help add visual interest and soften the development edges. To ensure proper implementation of the proposed landscape treatments, the ES of the OZP recommends that LMP be incorporated through administrative means, subject to agreement with relevant Government departments as appropriate.

### 6.2.3 Environmental, Landscape and Ecological Aspects

Major Ground(s) / View(s)	Rep. No.
(1) Fu Yung Shan is a scenic area valued by the public. The proposed development will destroy the natural environment and ecological landscape, and would lead to extensive clearance of natural vegetation.	<b>R2 and R6</b>
<b>Responses to (1)</b>	
<p>(a) According to the EcoIA submitted in support of application No. Y/TW/19, about half of the site has been developed with various man-made disturbance (such as plantation on man-made slopes), while the remainder of the site is characterised by orchard and mixed woodland. The EcoIA concludes that the overall ecological value of Item A Site is low and no species of conservation importance are identified.</p> <p>(b) According to the submitted LMP (<b>Drawing H-1a</b>), 191 trees in poor to fair form, health and structural condition, with a low survival rate after transplanting and comprising primarily common species or fruit trees in Hong Kong, are proposed to be felled, with no Registered Old and Valuable Tree (OVT) or specimens of conservation importance recorded. In return, 191 new trees will be planted at a compensation ratio of 1:1. An NBA has also been designated at the northwestern portion of the Site to retain trees with higher landscape value. To ensure proper implementation of the proposed landscape treatments (e.g. compensatory tree planting), the ES of the OZP recommends that LMP be incorporated through administrative means, subject to agreement with relevant Government departments as appropriate. In this connection, both the CTP/UD&amp;L of PlanD and the Director of Agriculture, Fisheries and Conservation (DAFC) have no adverse comment on the proposed development from landscape planning and ecological perspectives.</p>	

6.2.4 Traffic Aspect

<b>Major Ground(s) / View(s)</b>	<b>Rep. No.</b>
(1) The proposed development will worsen the traffic condition of Route Twisk and the local road network, especially during peak hours and public holidays. The cumulative impact of approving residential developments along Route Twisk will further aggravate the traffic conditions.	<b>R3, R4 and R6</b>
(2) The proposed development will increase road safety risks as the site will only be served by a steep-sloping access road. The topography and the proposed transport arrangement are not suitable for elderly residents. Any unforeseen events along the proposed access road will lead to delays in emergency rescues, which would adversely affect the public/future residents.	<b>R1, R3 and R4</b>
(3) A large portion of the site will be occupied by roads upon development.	<b>R6</b>
(4) The proposed PVP will, in practice, merely provide additional parking for residents, as non-residents will unlikely use the PVP.	
<b>Responses</b>	
<p>In response to (1) to (3):</p> <p>(a) Relevant traffic impact has been duly assessed in the TIA submitted in support of application No. Y/TW/19. According to the TIA, the proposed development would not induce significant traffic impact on the surrounding network with the implementation of traffic improvement measures. In this connection, the applicants have proposed to upgrade the local access road (<b>Plan H-2a</b>) between the Item A Site and Fu Yung Shan Road and a short section of Route Twisk near Ma Sim Pai Road, and to carry out other traffic improvement works in the vicinity<sup>13</sup> (<b>Drawings H-1f and H-1g</b>). To ensure proper implementation of the aforesaid measures, the ES of the OZP recommends that the implementation of the traffic improvement measures as proposed in the TIA be stipulated through administrative means, subject to agreement with relevant Government departments as appropriate.</p> <p>(b) As for the design of internal transport facilities and emergency vehicular access (EVA), these will be subject to the scrutiny of concerned Government departments at the subsequent stages, such as building plan submission and/or land exchange application stage. Moreover, as part of the proposed development, the applicants will upgrade the existing substandard local access road (which also serves the nearby residences to the north of the site, <b>Plan H-2a</b>) into a standard carriageway with pedestrian footpath (<b>Drawing H-1f</b>), which would enhance pedestrian comfort and road safety. As with all developments, the provision of EVA must comply with the requirements</p>	

<sup>13</sup> Including the provision of a new lay-by with associated pedestrian crossing on Fu Yung Shan Road near the junction with the upgraded local access road, relocation of existing bus stop and refuse collection point, and modification of road marking at Tsuen Kam Interchange, etc.

of the prevailing Code of Practice for Fire Safety in Buildings, while all new private buildings should comply with the requirements on Practice Note for Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineers APP-41 “Buildings to be Planned for Use by Persons with a Disability Regulation 72 of Building (Planning) Regulations Design Manual: Barrier Free Access 2008”. In this regard, the Commissioner for Transport (C for T), the Chief Building Surveyor/New Territories West of Buildings Department (CBS/NTW, BD) and the Director of Fire Services (D of FS) have no adverse comment on the proposed development.

In response to (4):

- (c) In consultation with TD, a PVP with 20 private car parking spaces was proposed by the applicants under application No. Y/TW/19 to alleviate existing illegal parking in the vicinity of Fu Yung Shan Road. The PVP requirement has been incorporated into the Remarks of the “R(B)9” subzone and will be subject to scrutiny/compliance checking by concerned Government departments at the subsequent development stages.

#### 6.2.5 Social Welfare Facility

<b>Major Ground(s) / View(s)</b>	<b>Rep. No.</b>
(1) There is a possibility that the proposed RCHE will be dropped at the implementation stage.	<b>R6</b>
<b>Responses to (1)</b>	
(a) The private RCHE was proposed by the applicants under application No. Y/TW/19 and forms part and parcel of the proposed development. In this regard, Remarks (2) of the “R(B)” zone stipulates that not less than 5,400m <sup>2</sup> of GFA shall be provided for GIC facilities within the “R(B)9” subzone. The provision and implementation of the GIC facility (i.e. private RCHE) will be subject to scrutiny/compliance checking by concerned Government departments at the subsequent development stages.	

#### 6.2.6 Other Technical Concerns

<b>Major Ground(s) / View(s)</b>	<b>Rep. No.</b>
(1) The proposed development will increase the risk of flooding and landslides, thereby affecting public safety.	<b>R4 and R6</b>
(2) With the latest policy to exempt aboveground carpark from GFA calculation, the proposed basement carpark will likely be forgone, which will undermine the effectiveness of the originally proposed visual mitigation measure.	<b>R6</b>
(3) The location of the proposed sewage treatment plant (STP) underneath the proposed RCHE is undesirable.	

(4) The proposed development will be subject to adverse noise impact.	<b>R6</b>
<b>Responses</b>	
<p>In response to (1):</p> <p>(a) According to the Drainage Impact Assessment (DIA) and Geotechnical Planning Review Report (GPRR) submitted in support of application No. Y/TW/19, no insurmountable drainage and geotechnical impacts are anticipated. The DIA concludes that the existing stormwater drainage system would have sufficient capacity to cater for the additional runoff from the proposed development. As proposed in the GPRR, a natural terrain hazard study will be required at the detailed design stage and any mitigation measures proposed under the study shall be implemented to the satisfaction of the Head of Geotechnical Engineering Office, Civil Engineering and Development Department (H(GEO), CEDD). Appropriate geotechnical controls will be imposed by H(GEO), CEDD on the future development to ensure the design of the geotechnical works will meet prevailing safety standards. Overall, both the Chief Engineer/Mainland South of Drainage Services Department (CE/MS, DSD) and H(GEO), CEDD have no adverse comment on the proposed development.</p> <p>In response to (2):</p> <p>(b) While underground car parking was originally proposed in the notional scheme of application No. Y/TW/19 as a visual mitigation measure, in view of the latest enhanced policy concerning GFA exemption arrangements for carparks in private development projects (paragraph 2.2 above refers), the requirement was incorporated into the ES of the OZP instead, whereby the applicants are encouraged to provide car parking underground as far as possible. The ES of the OZP also stipulates that design measures, such as podium-free design and building separation, should be taken into account by the applicants. CTP/UD&amp;L of PlanD has no objection to the proposal and the implementation of the originally-proposed design measures will be subject to scrutiny by concerned Government departments at the subsequent development stages.</p> <p>In response to (3):</p> <p>(c) The exact location of the proposed onsite STP will be subject to detailed design by the applicants. Such facility shall comply with the statutory discharge standards and a discharge license will be required under the Water Pollution Control Ordinance (WPCO). According to the applicants, the STP will also be fully enclosed and will be designed to meet relevant noise criteria as stipulated under the Hong Kong Planning Standards and Guidelines (HKPSG). The mechanical ventilation system of the STP will be also be connected to an odour removal system. The applicants have also undertaken to explore the feasibility for sewer connection during the design stage. To ensure proper implementation of the mitigation measures, the ES of the OZP recommends that SIA be incorporated through administrative means, subject to agreement with relevant Government departments as</p>	

appropriate. The Director of Environmental Protection (DEP) has no adverse comment from environmental planning point of view.

In response to (4):

- (d) According to the Environmental Assessment (EA) submitted in support of application No. Y/TW/19, the proposed development will not be subject to adverse road and railway traffic noise impacts with the implementation of noise mitigation measures, including acoustic windows and enhanced acoustic balconies. DEP has no adverse comment on the EA from environmental planning point of view. The provision and implementation of the noise mitigation measures will be subject to scrutiny/compliance checking by concerned Government departments at the subsequent development stages.

**Item B1**

6.2.7 Housing Supply

<b>Major Ground(s) / View(s)</b>	<b>Rep. No.</b>
(1) The proposed residential development is unwarranted given the current oversupply of residential units in Hong Kong. It will be more appropriate to channel residential development to the urban area.	<b>R6</b>
<b>Responses to (1)</b>	
(a) Item B1 is to take forward a s.12A application (No. Y/TW/18) partially agreed by the MPC for private residential development with SWF. The application was partially agreed by the MPC based on the individual merits of the proposal and on the consideration that the proposal was, <i>inter alia</i> , acceptable in land use planning terms and the proposed development intensity/scale was not incompatible with the surrounding area. The responses in paragraph 6.2.1(b) on the Government's multi-pronged approach to increase land supply are also relevant.	

6.2.8 Planning Aspect

<b>Major Ground(s) / View(s)</b>	<b>Rep. No.</b>
(1) The proposed development is incompatible with the surrounding area and will set an undesirable precedent for further encroachment onto the "GB" zone to the north of Tuen Mun Road.	<b>R6</b>
(2) Rezoning of "GB" sites for large-scale development runs contrary to the latest policy directive under the 2023 Policy Address. The subject "GB" site also serves as a buffer for the adjacent YKTFWSR&TW.	

## Responses

In response to (1):

- (a) Item B is to take forward a s.12A application (No. Y/TW/18) partially agreed by the MPC, for which the technical feasibility has been demonstrated. The application was partially agreed by the MPC based on the individual merits of the proposal. Likewise, the Board will consider each rezoning application on a case-by-case basis. As such, the proposal will not set a precedent for other future development proposals, if any, in the “GB” zone to the north of Tuen Mun Road.
- (b) In terms of development intensity, the “R(B)10” subzone has a maximum GFA restriction of 28,395m<sup>2</sup>, of which not less than 2,719m<sup>2</sup> shall be provided for GIC facilities. This is equivalent to total and domestic PRs of about 4.47 and 4 respectively. In terms of the wider context, the scale of the proposed development is generally in line with the permissible domestic PRs of other “R(B)” sites in the Yau Kom Tau area, ranging from 2.1 to 4, including the “R(B)6” site (with domestic PR restriction of 4) also on the northern side of Tuen Mun Road (**Plan H-7b**). The BHR of 180mPD is also in line with the BHR of the aforesaid “R(B)6” site (**Plan H-1b**).
- (c) According to the VIA submitted in support of application No. Y/TW/18, the proposed development would generate “negligible” to “slightly adverse” visual impacts on the surrounding area. While the proposed development will bring about a slight change in the visual character of the surrounding area, CTP/UD&L of PlanD considers that it may be perceived as an extension of the existing residential clusters in the Yau Kom Tau area when viewed at a distance (**Drawing H-2d**) and concludes that the proposed development is unlikely to induce significant adverse visual impact on the surroundings.

In response to (2):

- (d) Item B1 Site is located at the western outskirts of Tsuen Wan Town Centre and bounded mostly by a large “G/IC” site (the adjoining YKTFWSR&TW) to the immediate north and east and man-made slopes and Tuen Mun Road to the south (**Plans H-2b and H-5a**). Only a small elongated strip of the “GB” zone has been rezoned and its impact on the integrity of the wider “GB” zone is considered insignificant.
- (e) While the 2023 Policy Address stated that the Government had no plan for the time being to further use “GB” areas for large-scale development in view that sufficient land has been identified for housing, industry and other developments for the planning horizon, nevertheless, each rezoning application would still be assessed by the Board based on its individual merits on a case-by-case basis.

6.2.9 Environmental, Landscape and Ecological Aspects

Major Ground(s) / View(s)	Rep. No.
(1) No independent assessment was carried out on the affected flora (including the claimed poor health condition of trees) and fauna species, and there is no information on tree felling for the proposed access road. The proposed development will destroy natural habitats and mature ecosystems.	R6
(2) The site is located within the water gathering ground.	
(3) The proposed development will be subject to adverse noise impact.	
Responses	
<p>In response to (1):</p> <p>(a) According to the EcoIA submitted in support of application No. Y/TW/18, most of the site is mixed woodland and of low to moderate ecological value. Most of the flora and fauna species are common species except for one South China Rosewood (<i>Dalbergia balansae</i>), which is proposed to be felled due to its poor form/health with low suitability for transplanting. The EcoIA concludes that no significant ecological impact is anticipated with the implementation of mitigation measures, including compensatory planting for the loss of flora species that are not feasible for transplanting, translocation of fauna species to the adjacent similar habitats before construction and adoption of sensitive lighting design and non-reflective or low-reflective glass at the proposed development. In this regard, DAFC has no adverse comment on the EcoIA from ecological perspective. To ensure proper implementation of the proposed mitigation measures, the ES of the OZP recommends that EcoIA be incorporated through administrative means, subject to agreement with relevant Government departments as appropriate.</p> <p>(b) According to the Tree Preservation and Removal Proposal (TPRP) submitted in support of application No. Y/TW/18, out of the 702 existing trees found at the site and along the proposed access road, 7 will be retained and the remaining 695 trees will be felled due to conflict with the proposed development. Among the 695 trees to be felled (<b>Drawings H-2g and H-2h</b>), 588 of them are primarily common or undesirable species in Hong Kong or are in poor form/health condition with low suitability for transplanting. No OVTs are identified. A total of 744 new trees, including 527 trees of native tree species, will be planted at a compensation ratio of 1:1.07. CTP/UD&amp;L of PlanD has no adverse comment on the proposed development from landscape planning perspective.</p> <p>In response to (2):</p> <p>(c) As advised by the Chief Engineer/Construction (CE/C) of WSD, the site is not situated within any water gathering ground (<b>Plan H-7b</b>).</p>	

In response to (3):

- (d) According to the EA submitted in support of application No. Y/TW/18, the proposed development will not be subject to adverse road traffic noise impact with the implementation of noise mitigation measures, including acoustic windows (baffle type), enhanced acoustic balconies (baffle type) and sound absorptive materials. DEP has no adverse comment on the EA from environmental planning perspective. The provision and implementation of noise mitigation measures will be subject to scrutiny/compliance checking by concerned Government departments at the subsequent development stages.

#### 6.2.10 Traffic Aspect

Major Ground(s) / View(s)	Rep. No.
(1) The proposed development will increase burden on Castle Peak Road – Tsuen Wan and cause traffic congestion, especially during peak hours. The “GB” zoning of the site should be retained unless the over-capacity issue of Castle Peak Road – Tsuen Wan is solved.	<b>R5</b>
<b>Responses to (1)</b>	
(a) According to the TIA submitted in support of application No. Y/TW/18, the proposed development will not generate any adverse traffic impact on the surrounding road links and junctions with the implementation of mitigation measures, including expansion of lay-bys at Castle Peak Road – Tsuen Wan ( <b>Drawings H-2e and H-2f</b> ) and extension of junction signal time at the junction of Castle Peak Road – Tsuen Wan/Lai Shun Road. C for T has no adverse comment on the TIA. To ensure proper implementation of the aforesaid measures, the ES of the OZP recommends that the implementation of the traffic improvement measures as proposed in the TIA be stipulated through administrative means, subject to agreement with relevant Government departments as appropriate.	

#### 6.2.11 Social Welfare Facility

Major Ground(s) / View(s)	Rep. No.
(1) The site is not suitable for GIC facilities due to its isolated location and lack of public transport. The provision of GIC facilities is simply a ploy to obtain the Board’s approval.	<b>R6</b>
<b>Responses to (1)</b>	
(a) The private RCHE-cum-DCU was proposed by the applicant under application No. Y/TW/18 and forms part and parcel of the proposed development. A HCS is also proposed, the implementation of which would be reviewed by concerned Government department at a later stage having regard to the prevailing service demand, policy directives and financial resources available. In this connection, Remarks (2) of the “R(B)” zone stipulates that not less than 2,719m <sup>2</sup> of GFA shall be provided for GIC	

facilities within the “R(B)10” subzone. The provision and implementation of the GIC facilities will be subject to scrutiny/compliance checking by concerned Government departments at the subsequent development stages.

- (b) According to application No. Y/TW/18, a shuttle service to MTR Tsuen Wan Station and Tsuen Wan West Station is proposed to serve the future development, which will be subject to approval of TD at the implementation stage. Regarding the provision of public transport facility, relevant Government departments will review it from time to time to ensure adequate public transport facilities are provided to serve the local need.

6.2.12 Others Technical Concerns/Other Concerns

Major Ground(s) / View(s)	Rep. No.
(1) The proposed slope excavation works will adversely affect slope stability during heavy rainfall.	R6
(2) It is undesirable to construct the access road solely to serve the proposed private development.	
(3) With the latest policy to exempt aboveground carpark from GFA calculation, the proposed basement carpark will likely be forgone. As a result, the building bulk will likely increase and the onsite STP may be relocated at grade.	
<b>Responses</b>	
<p>In response to (1):</p> <p>(a) According to the GPRR submitted in support of application No. Y/TW/18, the proposed development is geotechnically feasible and will not affect/be affected by the adjacent slope and features. Furthermore, the proposed development will be subject to further ground investigation and implementation of appropriate mitigation measures at the detailed design stage. In this connection, H(GEO), CEDD has no adverse comment on the proposed development from a geotechnical point of view.</p> <p>In response to (2):</p> <p>(b) As agreed by the applicant and relevant Government departments, the proposed access road will be a non-exclusive right-of-way and will also serve the adjacent WSD facilities (<b>Plan H-2b</b>). The actual arrangement of the proposed access road will be subject to further liaison among concerned Government departments during the land exchange processing stage.</p> <p>In response to (3):</p> <p>(c) Application No. Y/TW/18 was considered by the Board before the promulgation of the latest enhanced policy concerning GFA exemption arrangements for aboveground parking spaces in private development</p>	

projects (paragraph 2.2 above refers). Whether the proposed car parking and onsite STP will eventually be positioned underground will be subject to the applicant’s detailed design at the implementation stage. In any case, the “R(B)10” subzone is subject to a BHR of 180mPD and any exceedance of the BHR will be subject to further scrutiny by the Board by way of a section 16 (s.16) planning application. Furthermore, the proposed STP is required to comply with the statutory discharge standards and a discharge license will be required under the WPCO.

**Item B2**

<b>Major Ground(s) / View(s)</b>	<b>Rep. No.</b>
(1) Rezoning the site to “G/IC” will remove the safeguard against tree felling.	<b>R6</b>
<b>Responses to (1)</b>	
(a) Following rezoning of the Item B1 Site, a residual strip of Government land (i.e. Item B2 Site) was rezoned from “GB” to “G/IC” to tally with the GLA boundary for the adjoining YKTFWSR&TW. Regardless of land use zoning, all works departments are required to observe the requirements in DEVB Technical Circular (Works) No. 4/2020 “Tree Preservation” with regard to tree preservation and associated tree works.	

6.2.13 Amendments to Notes (a), (g) and (i)

<b>Major Ground(s) / View(s)</b>	<b>Rep. No.</b>
(1) The proposed amendment to the covering Notes will allow commercial activities by SUAs to take place in parks and common areas, which will generate noise pollution, safety hazard and cause privacy concerns.	<b>R6</b>
(2) Incorporating data centre as a Column 1 use within the “OU(C&R)” zone will lead to noise and air pollution, increase in fire safety risks and affect the stability of power supply. It would also deprive concerned departments from exercising control over such uses.	
(3) Incorporating more uses in the “G/IC(9)” subzone will set an undesirable precedent for allowing more commercial activities to take place on land intended for community purpose. Other districts will gradually follow suit.	
<b>Responses</b>	
In response to (1):	
(a) The amendment to the covering Notes of the OZP is to facilitate the provision, maintenance or repair of SUA take-off and landing facilities to take place with the boundaries of the OZP (except otherwise specified), which complements the Government’s policy to foster the development of	

low altitude economy. The actual operation of SUAs weighing not more than 150kg will continue to be governed by the Small Unmanned Aircraft Order (Cap. 448G). Moreover, users of SUAs must also comply with all other requirements governed by relevant legislation(s) in Hong Kong.

In response to (2):

- (b) The “OU(C&R)” zone concerns one site in Tsuen Wan Town Centre, which is further divided into two sub-areas. Sub-area (A) comprises a commercial development known as Plaza 88, while sub-area (B) comprises a pure residential development known as The Aurora (**Plans H-1c and H-6a**). Both developments were completed in 2020 and developed up to their allowable GFA prescribed in the Remarks of the “OU(C&R)” zone. The Notes of the “OU(C&R)” zone were formulated in 2021 with reference to similar zonings including “Residential (Group A)” (“R(A)”), “C”, and “OU” zones with similar context. As the prevailing MSN for the “C” has been updated over time, opportunity was taken to align the Notes for the subject “OU(C&R)” zone with the prevailing MSN for “C” zone by incorporating a broader range of permissible uses, including ‘Information Technology and Telecommunications Industries’ use.
- (c) Notwithstanding the inclusion of ‘Information Technology and Telecommunications Industries’ (including data centre) as a Column 1 use at the “OU(C&R)” zone, all noise emissions will be regulated under the Noise Control Ordinance. Furthermore, as advised by DEP, data centre is not classified as an air-polluting use under the HKPSG. On power supply, electricity supply company will ensure the stability of power supply will not be affected if and when a data centre is developed at the site. The operation of data centre would also need to comply with all other statutory requirements including those related to fire safety, and be subject to the scrutiny of concerned Government departments. In this regard, DEP, D of FS and the Director of Electrical and Mechanical Services (DEMS) have no objection to the amendment.

In response to (3):

- (d) ‘Driving School’, ‘Place of Entertainment’ and ‘Private Club’ are Column 2 uses under the prevailing MSN for the “G/IC” zone. Incorporation of these Column 2 uses under Schedule III of the “G/IC” zone (i.e. for the two “G/IC(9)” subzones) was made having regard to the Board’s earlier suggestions<sup>14</sup> to allow flexibility for the future provision of a broader range of long-term compatible uses underneath the elevated Tsuen Wan Road (**Plans H-1c and H-6b**). Any proposals concerning the said uses would require planning permission from the Board by way of s.16 planning application and will be considered on its individual merits.

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<sup>14</sup> At its meeting on 3.4.2025 to consider the representations made in respect of the draft Tsuen Wan OZP No. S/TW/38, the Board opined that the “G/IC(9)” subzone underneath the elevated Tsuen Wan Road and adjacent to the “R(A)22” subzone (the subject of an amendment item at the time) (**Plan H-1c**) should be put to a wider range of long-term uses where appropriate.

## 7. Departmental Consultation

7.1 The following Government B/Ds have been consulted and their comments, if any, have been incorporated in the above paragraphs where appropriate:

- (a) Executive Secretary (Antiquities & Monuments), Antiquities and Monuments Office, DEVB;
- (b) Director of Housing;
- (c) District Lands Officer/Tsuen Wan and Kwai Tsing of Lands Department (LandsD);
- (d) Chief Estate Surveyor/Land Supply, LandsD;
- (e) C for T;
- (f) CBS/NTW, BD;
- (g) Chief Highway Engineer/New Territories West, Highways Department (HyD);
- (h) Project Manager/Major Works, HyD;
- (i) CE/MS, DSD;
- (j) CE/C, WSD;
- (k) DEP;
- (l) DAFC;
- (m) D of FS;
- (n) DSW;
- (o) District Officer (Tsuen Wan), Home Affairs Department;
- (p) Commissioner of Police;
- (q) DEMS;
- (r) H(GEO), CEDD;
- (s) Project Manager/West, CEDD;
- (t) Director of Leisure and Cultural Services;
- (u) Director of Food and Environmental Hygiene;
- (v) CTP/UD&L, PlanD; and
- (w) Director-General of Civil Aviation.

## 8. Planning Department's Views

Based on the assessments in paragraph 6.2 above, PlanD does not support the representations of **R1 to R6** and considers that the draft OZP should not be amended to meet the representations for the following reasons:

### Items A and B1

- (a) **Items A and B1** are to take forward the decisions of the Committee on two partially agreed s.12A applications for proposed private residential developments with other uses subject to appropriate development restrictions. The proposed developments are considered not incompatible with their surroundings and relevant technical assessments have been conducted which demonstrate that the sites are suitable for residential developments and no insurmountable impacts on the surrounding areas are anticipated, while concerned Government B/Ds have no objection to or no adverse comment on the proposed developments at the respective sites. The zoning and relevant development restrictions for the respective sites on the OZP are considered appropriate (**R1 to R6**);

## Item B2

- (b) arising from the rezoning of the Item B1 Site, **Item B2** is merely to rationalise the zoning boundaries by aligning with the GLA boundary of the adjoining YKTFWSR&TW. Concerned Government B/Ds have no objection to the zoning adjustment to reflect the land status (**R6**);

### Amendments to Notes (a) and (g) for the Covering Notes and “OU(C&R)” zone

- (c) the amendment to the covering Notes is to facilitate the provision, maintenance or repair of SUA take-off and landing facilities, while the amendment to the Notes for the “OU(C&R)” zone is to broaden its Column 1 uses with reference to the prevailing MSN for the “C” zone. Any proposals for the aforesaid uses must also conform to any other relevant legislation, the conditions of the Government lease concerned and any other Government requirements (**R6**); and

### Amendment to Notes (i) for the “G/IC(9)” subzone

- (d) the incorporation of ‘Driving School’, ‘Place of Entertainment’ and ‘Private Club’ as Column 2 uses under Schedule III of the “G/IC” zone (i.e. for the two “G/IC(9)” subzones beneath an elevated highway) is to take forward the Board’s earlier suggestion to allow a broader spectrum of land uses at these underutilised sites. Any proposals for the aforesaid Column 2 uses will be subject to further scrutiny by the Board by way of s.16 planning application and must also conform to any other relevant legislation, the conditions of the Government lease concerned and any other Government requirements (**R6**).

## **9. Decision Sought**

- 9.1 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.
- 9.2 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.

## **10. Attachments**

<b>Annex I</b>	Draft Tsuen Wan OZP No. S/TW/40 (reduced size)
<b>Annex II</b>	Schedule of Amendments to the Approved Tsuen Wan OZP No. S/TW/39
<b>Annex III</b>	List of Representers
<b>Annex IV</b>	Extract of Minutes of the MPC Meeting held on 24.1.2025 for Application No. Y/TW/19
<b>Annex V</b>	Extract of Minutes of the MPC Meeting held on 19.9.2025 for Application No. Y/TW/18

**Annex VI** Extract of Minutes of the MPC Meeting held on 23.1.2026

**Drawings H-1a to H-1g** Notional Scheme under s.12A application for the Proposed Development of Item A Site

**Drawings H-2a to H-2h** Notional Scheme under s.12A application for the Proposed Development of Item B1 Site

**Plans H-1a to H-1c** Location Plans

**Plans H-2a and H-2b** Site Plans

**Plans H-3a and H-3b** Aerial Photos

**Plans H-4a and H-4b** Site Photos (Item A)

**Plans H-5a and H-5b** Site Photos (Items B1 and B2)

**Plans H-6a and H-6b** Site Photos for Other Amendments

**Plans H-7a and H-7b** Development Intensity of Surrounding Developments

**PLANNING DEPARTMENT  
JUNE 2026**