

**PROPOSED AMENDMENTS TO THE
APPROVED TSUEN WAN OUTLINE ZONING PLAN NO. S/TW/37**

1. Introduction

This paper is to seek Members' agreement that:

- (a) the proposed amendments to the approved Tsuen Wan Outline Zoning Plan (OZP) No. S/TW/37 (**Attachment I**) as shown on the draft OZP No. S/TW/37A (**Attachment II**) and its Notes (**Attachment III**) are suitable for exhibition for public inspection under section 5 of the Town Planning Ordinance (the Ordinance); and
- (b) the revised Explanatory Statement (ES) of the OZP (**Attachment IV**) is an expression of the planning intentions and objectives of the Town Planning Board (the Board) for various land use zonings of the OZP, and is suitable for exhibition together with the OZP and its Notes.

2. Status of the Current OZP

- 2.1 On 6.2.2024, the Chief Executive in Council (CE in C), under section 9(1)(a) of the Ordinance, approved the draft Tsuen Wan OZP, which was subsequently renumbered as S/TW/37. On 23.2.2024, the approved OZP No. S/TW/37 (**Attachment I**) was exhibited for public inspection under section 9D(2) of the Ordinance.
- 2.2 On 1.11.2024, the Secretary for Development (SDEV) referred the approved Tsuen Wan OZP No. S/TW/37 to the Board for amendment under section 12(1A)(a)(ii) of the Ordinance. On 15.11.2024, the reference back of the OZP was notified in the Gazette under section 12(2) of the Ordinance.

3 Background

- 3.1 The 2013 Policy Address stated that the Government would adopt a multi-pronged approach to build up land reserve with a view to meeting housing and other development needs. It was reaffirmed in the 2014 Policy Address that the Government would continue to review various land uses and rezone sites as appropriate for residential use. 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 the Government land 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, the site at the junction of Wing Shun Street and Texaco Road, which falls within an area currently zoned “Government, Institution or Community (9)” (“G/IC(9)”) ¹, has been identified having potential for private residential development.

- 3.2 The Civil Engineering and Development Department (CEDD) has conducted a feasibility study (the Study)² for the proposed private residential development with public vehicle park (PVP) and Government, institution and community (GIC) facilities at the site. Under the indicative scheme adopted for technical assessment purpose, the proposed development will provide about 790 housing units for about 2,130 residents. Findings of the Study demonstrate that there is no insurmountable technical issue associated with the proposal as detailed in paragraphs 4.7 to 4.18 below. It is proposed to rezone the site to facilitate the proposal under the proposed amendment Item A.
- 3.3 In addition, opportunity has been taken to take forward the decision of the Metro Planning Committee (the Committee) of the Board on rezoning a site at the junction of Ma Tau Pa Road and Texaco Road pursuant to the Review of Sites Designated “Comprehensive Development Area” (“CDA”) on Statutory Plans in the Metro Area for the Years 2021/2023 (CDA Review 2021/2023) from “CDA(1)” to other appropriate zoning under the proposed amendment Item B.

4. Proposed Amendments

Item A – Rezoning of the site at the junction of Wing Shun Street and Texaco Road (Item A site) from “G/IC(9)” to “Residential (Group A)22” for Private Residential Development (Plans 1 to 4 and 6)

The Site and its Surroundings

- 4.1 Item A site of about 0.66 ha falls within an area zoned “G/IC(9)” and comprises solely Government land. 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. The remaining portion of the zone is occupied by other temporary carparks under STT underneath Tsuen Wan Road flyover and the Tsuen Wan Driving Test Centre (**Plan 2**).
- 4.2 Item A site is:
- (a) bounded by Texaco Road to the east, Wing Shun Street to the northwest, and Tsuen Wan Road flyover and the temporary carpark under STT 1517 TW to the southwest (**Plans 2 and 3**);
 - (b) to the northwest across Wing Shun Street is Tsuen Wan Park. To the north, west, southwest and south are mainly high-rise private residential areas comprising major developments, e.g. The Dynasty, The Pavilia Bay, City Point

¹ The “G/IC(9)” zone is subject to a building height restriction of two storeys as, apart from Item A site, it is mostly beneath the Tsuen Wan Road flyover. It has not been designated for any long-term use.

² The Study covers eight different proposed housing sites including Item A site.

and Waterside Plaza etc., zoned “R(A)” or its sub-zones and The Aurora zoned “Other Specified Uses” annotated “Commercial and Residential Development” (“OU(C&R”). These residential developments have maximum domestic plot ratios (PR) ranging from about 4 to 6 and building heights (BH) ranging from 100mPD to 202mPD (**Plan 6**);

- (c) to the northeast across Texaco Road is the Tsuen Wan East Industrial Area (TWEIA). According to the 2020 Area Assessment of Industrial Land in the Territory, the industrial buildings (IBs) in TWEIA were predominated by warehouse/storage (64.2% of the floor space) and office (12.6% of the floor space). The buildings facing Item A site include 19-31 Ma Tau Pa Road (buildings occupied by Gunzetal Limited) (detailed in section 5 under amendment Item B below), Texaco Road Industrial Centre Block A and W Mega Tower 1;
- (d) to the north across Wing Shun Street is a site zoned “G/IC”, on which a 3-storey joint-user complex comprising a community hall, a child care centre and a neighbourhood elderly centre sub-base, is under construction and scheduled for completion in 2026; and
- (e) GIC facilities including Tsuen Wan Sports Centre, primary schools, secondary schools and markets are located in the vicinity of Item A site.

Rezoning Proposal

- 4.3 Item A site is proposed for rezoning from “G/IC(9)” to “R(A)22” (i.e. a new sub-zone under the “R(A)” zone), subject to a maximum domestic PR of 6, a maximum non-domestic PR of 0.2 and a maximum BH of 150mPD to facilitate the proposed private residential development. The indicative layout and section plans of the notional scheme for illustration purpose, are shown on **Drawings 1, 2a and 2b**. The development parameters are summarised as follows:

Site Area	About 0.66 ha
Maximum PR	
- Domestic PR	6
- Non-domestic PR	0.2
Maximum BH	150mPD
No. of Blocks	2
No. of Storeys	35 domestic storeys atop 3-storey podium and basement carpark
Estimated No. of Flats	About 790
Estimated Population	About 2,130
Supporting Facilities ⁽¹⁾	<ul style="list-style-type: none"> - Retail facilities - Public Vehicle Park (G/F for LGVs, 1/F and 2/F for private cars in the notional scheme) - Social welfare facilities⁽²⁾ comprising: <ul style="list-style-type: none"> • 1 team of Home Care Services (HCS) for Frail Elderly Persons • 30-place Residential Special Child Care Centre

	- 24-hour public pedestrian passageway within podium ⁽³⁾ to connect with the proposed footbridge along Ma Tau Pa Road and Wing Shun Street being studied by the Highways Department (HyD)
Noise Mitigation Measures	- About 7.5m high vertical noise barrier atop podium - Acoustic windows - Enhanced acoustic balconies
Target Completion Year	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.
- (3) The 24-hour public pedestrian passageway is detailed in paragraph 4.9 below.

Land Use Compatibility and Development Intensity

- 4.4 Situated in an area predominantly characterised by high-rise and high-density residential developments and intermixed with GIC facilities and open spaces (**Plans 1, 2, 3 and 6**), Item A site is considered suitable for private residential development under the “R(A)” zoning intended for high-density residential developments.
- 4.5 While the maximum domestic PR of the “R(A)” on the Tsuen Wan OZP is 5 in general, the proposed maximum domestic PR of 6 for Item A site, i.e. to increase the maximum domestic PR by 20% as supported by technical assessments detailed in paragraphs 4.7 to 4.18 below, is in line with the 2014 Policy Address in this regard³.
- 4.6 The surroundings of Item A site are predominated by high-rise private residential developments with BH ranging from 100mPD to 202mPD as mentioned in paragraph 4.2(b) above (**Plan 6**). The maximum BH of 150mPD for Item A site is considered not incompatible with the surrounding residential developments.

Technical Assessments

- 4.7 The Study with technical assessments has been conducted by CEDD to assess the potential impacts on traffic, environmental, visual, landscape, air ventilation and other technical aspects. No insurmountable technical problem has been

³ Paragraph 1.1.3 of Chapter 2 of the Hong Kong Planning Standard and Guidelines (HKPSG) also states that in the 2014 Policy Address, the Government announced that, except for the north of Hong Kong Island and Kowloon Peninsula which are more densely populated, the maximum domestic plot ratios that can be allowed for housing sites located in the other Density Zones of the Main Urban Areas and New Towns would be raised generally by about 20% as appropriate. In accordance with the established practice, the Government will duly consider factors such as traffic and infrastructural capacity, local characteristics, existing development intensity and various possible impacts of the proposed development in the area concerned.

identified. Relevant Government bureaux/departments (B/Ds) have no adverse comments on the proposed development. The major findings of the Study are set out in the Planning Report at **Attachment V** and summarised in the paragraphs below.

Traffic and Transport

- 4.8 A preliminary Traffic and Transport Impact Assessment (TTIA) has been conducted to assess the traffic and transport impacts arising from the proposed development. According to the TTIA, the proposed development would not result in any significant adverse impact on the surrounding road network and all concerned junctions and road links will still operate within capacity with the development. Moreover, Item A site is well served by public transport network. MTR Tsuen Wan West Station is located in about 350m to the northwest of Item A site via Tsuen Wan Park, and there are a number of bus/mini-bus routes along Texaco Road and Wing Shun Street in the area.
- 4.9 As part of the proposed extension of the existing footbridge network in Tsuen Wan, the investigation study on the proposed Footbridges C and E is being conducted by HyD (**Plan 2**). The proposed Footbridge E along Ma Tau Pa Road and Wing Shun Street will connect to the site with a 24-hour public pedestrian passageway within 1/F of the podium of the proposed development and other ancillary facilities, such as lift(s) and stairway(s).
- 4.10 There are 47 LGVs and 175 private cars parked in the current temporary carpark at Item A site according to utilisation survey. 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 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.
- 4.11 The Commissioner for Transport (C for T) and the Chief Highway Engineer/New Territories West (CHE/NTW) of HyD have no comments on the proposed development from the traffic engineering and highway maintenance perspectives respectively.

Environment

- 4.12 A Preliminary Environmental Review (PER) has been conducted under the Study to assess the environmental impacts arising from the proposed development. The PER concludes that no insurmountable environmental issues are anticipated. For the air quality aspect, although two chimneys have been identified within the 200m buffer distance as required under HKPSG from Item A site, the proposed development will not be significantly affected by the associated chimney emission because they are for emissions from Towngas boilers, resulting in lesser air pollution. In respect of vehicular emission, adequate buffer distances (20m for trunk roads and primary distributors, 10m for district distributor and 5m for local distributor) have been allowed for future site layout to meet the HKPSG requirements (**Drawing 1**).

- 4.13 For the noise aspect, a semi-enclosure noise barrier with openings on the side by Item A site is proposed under the proposed widening of Tsuen Wan Road flyover between Tai Ho Road and Wing Shun Street, from three-lane to four-lane on the Kowloon bound as part of the improvement works of Tsuen Wan Road by HyD. 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 (**Drawing 2b**), acoustic windows and enhanced acoustic balconies, are required to be provided by future developer subject to further assessment and design. Fixed plant noise impact arising from the surrounding IBs would also be kept at an acceptable level with the mitigation measures taken.
- 4.14 In view of the above, the requirements of relevant environmental assessments (including air quality impact assessment (AQIA) and noise impact assessment (NIA)) and sewerage impact assessment (SIA) are recommended to be incorporated into the lease of the site, subject to agreement with relevant Government departments as appropriate, so as to ensure the proper implementation of recommended mitigation measures. The Director of Environmental Protection (DEP) has no objection to the proposed development.

Visual and Landscape

- 4.15 According to the Preliminary Landscape and Visual Impact Assessment (LVIA) conducted under the Study, with the proposed BH of 150mPD forming a local stepped height profile with neighbouring developments (**Plan 6**) and the incorporation of design/mitigation measures in the indicative scheme such as building separation/setbacks, landscaping and sensitive architectural design, the overall visual impact of the proposed development would range from “negligible” to “moderately adverse” for all identified viewing points (VPs) (**Drawings 3a to 3g**). The proposed development with the proposed BH would blend in well with the existing developments with minor to partial obstruction to the city/sky view. It would be visually compatible with the existing and planned urban context of Tsuen Wan.
- 4.16 31 trees are identified at Item A site and none of them are Old Valuable Trees or Trees of Particular Interest. They are proposed to be felled with a compensation ratio of 1:1 in accordance with Development Bureau (DEVB) Technical Circular (Works) No. 1/2013. The exact locations and species of the compensated trees would be further studied at the detailed design stage. Local open space at a minimum standard of 1m² per person will be provided in the proposed development in accordance with HKPSG. An overall greening provision of minimum 20% would be achieved. The Chief Town Planner/Urban Design and Landscape, Planning Department (CTP/UD&L, PlanD) has no adverse comments on the proposed development from the visual and landscape planning perspectives.

Air Ventilation

- 4.17 According to the Preliminary Air Ventilation Assessment in the form of Expert Evaluation (AVA-EE) conducted under the Study, while Item A site is not located within any major breezeways, it may potentially affect wind penetration at its immediate surroundings. Various mitigation measures are proposed in the indicative scheme to enhance air ventilation, including 19m building separation and 13m building tower setback from the northwestern site boundary fronting Wing Shun Street (**Drawing 1**). The AVA-EE concludes that with the incorporation of mitigation measures, the proposed development would not induce significant adverse air ventilation impact on the surrounding environment. CTP/UD&L of PlanD has no adverse comments on the proposed development from the air ventilation perspective.

Infrastructural and Other Aspects

- 4.18 The Study has also covered other technical aspects including sewerage, drainage, water supply, water quality and geotechnical to demonstrate that there is no insurmountable problem on these aspects. Relevant Government departments including the Environmental Protection Department, Drainage Services Department (DSD), Water Supplies Department (WSD) and Civil Engineering and Development Department (CEDD) have no adverse comments on the proposed development.

Item B - Rezoning of a site at the junction of Ma Tau Pa Road and Texaco Road (Item B site) from “CDA(1)” to “Commercial (7)” (“C(7)”) (Plans 1 to 3, 5 and 6)

Background

- 4.19 Item B site⁴ is currently zoned “CDA(1)” subject to a maximum GFA of 52,513m² and a maximum BH of 100mPD. The “CDA(1)” zone is intended for comprehensive development/redevelopment of the area for commercial uses with the provision of supporting facilities, and to facilitate appropriate planning control over the development mix, scale, design and layout of development, taking account of industrial/residential (I/R) interface problem with the adjoining IBs.
- 4.20 The site is mainly occupied by three factory buildings under single ownership and has been zoned as “CDA(1)” since 1997. It was previously zoned “Industrial” (“I”) as part of TWEIA. In 1996, a rezoning request covering Item B site together with the adjacent site (now developed into Chelsea Court) was submitted by the concerned lot owners. The proposal involved rezoning Item B site and the adjacent site from “I” to “CDA” to facilitate a comprehensive office, commercial, hotel and service apartment redevelopment. The rezoning request (MPC Paper No. 9/97) was agreed by the Committee on 14.2.1997. Another two rezoning requests from “I” to “CDA” zone (MPC Paper Nos. 8/97 and 24/97) covering the adjacent three sites including the current “C(4)” zone (now

⁴ 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.

developed into Chelsea Court) and the current “C(2)” and “C(3)” (now developed into Indi Home and H Cube) for comprehensive office, commercial, hotel and service apartment development were also agreed by the Committee on 14.2.1997 and 6.6.1997 respectively.

- 4.21 On 19.9.1997, the Committee agreed to the proposed amendments to the draft Tsuen Wan OZP No. S/TW/7 to rezone Item B site and the adjoining three sites to “CDA(1)” zones taking into consideration the abovementioned three agreed rezoning requests. Upon redevelopment of the adjoining sites into comprehensive commercial and service apartments⁵, they were rezoned to “C(2)” to “C(4)” zones in 2007 subsequently, while Item B site is still pending for redevelopment and is kept zoned as “CDA(1)”.

Monitoring of the Progress of “CDA” Development

- 4.22 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 has no approved MLP for 27 years, it is under single ownership and there are changes in planning circumstances, including the completion of the surrounding redevelopments as mentioned in paragraph 4.21 above and the developments on the “OU(C&R)” zone across Ma Tau Pau Road, the Committee has agreed, under the CDA Review 2021/2023, to rezone Item B site from “CDA(1)” to other appropriate zoning to facilitate its redevelopment. Extracts of the relevant Committee meeting minutes are attached at **Attachment VII**.

The Site and Surroundings

- 4.23 Item B site is located to the northeast of Item A site across Texaco Road and at the western periphery of TWEIA. The three factory buildings on the site have BHs ranging from 1 to 14 storeys or 16 to 51mPD (**Plans 2 and 5a to 5b**). To the immediate south of Item B site is a cluster of IBs in TWEIA with a maximum BH restriction of 100mPD. To the immediate northeast is the comprehensive service apartment development, namely Chelsea Court, zoned “C(4)” with maximum BH restriction of 170mPD and 205mPD (**Plan 2**). To the north across Ma Tau Pa Road is a high-rise comprehensive commercial/residential development, namely Plaza 88/The Aurora, zoned “OU(C&R)” with maximum BH restriction of 150mPD and 100mPD.
- 4.24 Item B site is well served by public transport with a number of bus/mini-bus routes to various districts along Ma Tau Pa Road. The proposed pedestrian footbridges under study as mentioned in paragraph 4.9 would also help to further improve the walkability of the area (**Plan 2**).

⁵ The redevelopment of the previous IBs within the “CDA(1)” zones covering the three concerned sites were approved by the Committee between 1998 and 2005 under section 16 applications for service apartment and/or commercial uses.

Rezoning Proposal

- 4.25 To take forward the decision of the Committee in the CDA Review 2021/2023 as mentioned in paragraph 4.22 above, it is proposed to rezone Item B site from “CDA(1)” to “C(7)” (i.e. a new sub-zone under the “C” zone) to facilitate redevelopment of the existing IBs for commercial uses. The “C(7)” zone is intended primarily for commercial development, which aligns with the planning intention of the present “CDA(1)” zone. Item B site upon rezoning would be subject to a maximum GFA of 52,513m² (which is the same as that of the “CDA(1)” zone) and a maximum BH of 150mPD. Under the Notes of the OZP for “C(7)” zone, ‘Flat’, ‘Hospital’, ‘House’ and ‘Residential Institution’ uses are not permitted to alleviate the industrial/residential interface problem and to align with the Schedule of Uses of adjoining “C(2)” to “C(4)” zones with similar site context.

Land Use Compatibility

- 4.26 To the north and east are completed comprehensive commercial/residential development zoned “OU(C&R)” and comprehensive commercial and service apartment developments zoned “C(2)” to “C(4)” respectively (**Plan 2**). The proposed “C(7)” zone is generally considered not incompatible with its surrounding developments and will continue to serve as a land use buffer in-between TWEIA to the southeast and the residential cluster across Ma Tau Pa Road to the northwest.

Technical Assessments

- 4.27 Concerned Government departments have confirmed that the rezoning of Item B site to “C(7)” for commercial development with the same GFA restriction would not result in any adverse impacts on traffic and infrastructural capacity in the area. Regarding the proposed increase in BH restriction from 100mPD to 150mPD, assessments on visual quality and air ventilation conducted under the Study for Item A site have taken into account the possible commercial development with the currently proposed development parameters on Item B site and conclude that the proposal is not visually incompatible with the surroundings and the air ventilation impact on pedestrian wind environment is insignificant. Relevant Government departments have no adverse comments on the proposed development.
- 4.28 As Item B site is located at the western periphery of TWEIA, the requirements of relevant environmental assessments (including AQIA, NIA, land contamination assessment) and SIA are recommended to be stipulated in the future modification of the lease currently permitting Item B site for industrial uses only, subject to agreement with relevant Government departments as appropriate, so as to ensure the proper implementation of recommended mitigation measures. DEP has no objection to the proposed rezoning from the environmental planning perspective.

5. Provision of Open Space and GIC Facilities

- 5.1 Taking into account the proposed amendments as mentioned above, the planned population of the Tsuen Wan Planning Area would be about 285,900. As shown

in the summary of existing and planned provision of GIC facilities and open space (**Attachment VI**), the existing and planned provision of GIC facilities and open space are generally adequate to meet the demand of the overall planned population in accordance with the requirements of HKPSG.

GIC Facilities

- 5.2 According to the population-based standards for community facilities under HKPSG, there would be shortfall in the provision of secondary school (-24 classrooms) and hospital (-33 beds), community care service facilities, child care centres and residential care services in the Tsuen Wan Planning Area. 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.
- 5.3 As for the deficits in some elderly and child care services/facilities, the Social Welfare Department adopts a wider spatial context/cluster in the assessment of provision for such facilities. Besides, the aforesaid standards were reinstated in 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. Opportunity has also been taken to provide appropriate social welfare facilities for the elderly and children within the proposed developments in Item A site as stated in paragraph 4.3 above.

Open Space

- 5.4 There is a surplus of planned district and local open space of about 12.97 ha and 7.36 ha respectively in the area. The overall provision of open space is sufficient to meet the demand of the planned population as stipulated in HKPSG.

6. Proposed Amendments to Matters Shown on the Plan

The proposed amendments as shown on the draft Tsuen Wan OZP No. S/TW/37A (**Attachment II**) are as follows:

- (a) Item A (about 0.66 ha)

Rezoning of a site at the junction of Wing Shun Street and Texaco Road from

“G/IC(9)” to “R(A)22” with a maximum domestic PR of 6, a maximum non-domestic PR of 0.2 and a maximum BH of 150mPD as stipulated on the OZP.

(b) Item B (about 0.76 ha)

Rezoning of a site at the junction of Ma Tau Pa Road and Texaco Road from “CDA(1)” to “C(7)” with a maximum GFA of 52,513m² and a maximum BH of 150mPD as stipulated on the OZP.

7. Proposed Amendments to the Notes of the OZP

- 7.1 The proposed amendments to the Notes of the OZP (with additions in ***bold and italics*** and deletions in ‘~~crossed-out~~’) are at **Attachment III** for Members’ consideration.

“R(A)” zone

- 7.2 In relation to **Item A** in paragraph 6(a) above, the Notes and the Remarks for “R(A)” zone will be revised to incorporate the development restrictions including the maximum domestic and non-domestic PRs and BH for the “R(A)22” sub-zone. Floor space constructed or intended solely as public vehicle park, GIC facilities and public pedestrian passageway, as required by the Government, may be disregarded in determining the PR for the ‘R(A)22’ sub-zone.

“C” zone and “CDA(1)” zone

- 7.3 In relation to **Item B** in paragraph 6(b) above, the “CDA(1)” zone will be deleted and the Notes and the Remarks for “C” zone will be revised to incorporate the development restrictions including the maximum GFA and BH for the “C(7)” sub-zone.

“Other Specified Uses” annotated “Pier” (“OU(Pier)”) zone

- 7.4 Under the current Remark (2) of the “OU(Pier)” zone, kiosks not greater than 5m² each in area and not more than 10 in number for uses as retail shop and service trades are considered as ancillary to ‘Pier’ use. To provide flexibility for provision of ancillary uses within the piers, it is proposed to revise the Remark so that kiosks or premises not in excess of a maximum total non-domestic GFA of 50m² for uses as ‘Shop and Services’ and ‘Eating Place’ are also considered as ancillary to ‘Pier’ use.

“Village Type Development” (“V”) zone

- 7.5 Opportunity is taken to revise the Notes of “V” zone based on the latest Master Schedule of Notes, which include moving ‘Government Refuse Collection Point’ and ‘Public Convenience’ uses from Column 2 to Column 1 in the Notes, and adding ‘Field Study/Education/Visitor Centre’ under Column 2.

8. Revision to the Explanatory Statement of the OZP

The ES of the OZP has been revised to take into account the proposed amendments as mentioned in the above paragraphs. Opportunity has also been taken to update the general information for various land use zones to reflect the latest status and planning circumstances of the OZP. The proposed amendments to the ES of the OZP (with additions in ***bold and italics*** and deletions in ‘~~crossed-out~~’) are at **Attachment IV** for Members’ consideration.

9. Plan Number

Upon exhibition for public inspection, the OZP will be renumbered as S/TW/38.

10. Consultation

Consultation with the Tsuen Wan District Council (TWDC) and Tsuen Wan Rural Committee (TWRC)

- 10.1 PlanD and CEDD jointly consulted the TWDC and TWRC on 24.9.2024 and 14.10.2024 respectively on the proposed amendment Items A and B to the Tsuen Wan OZP. While members of TWDC and TWRC generally supported/had no objection to the proposed amendments, they raised concerns about Item A site in respect of the adequacy of public vehicle parking spaces upon development and potential noise impacts from Tsuen Wan Road. Members of TWDC also raised concerns on provision of more community facilities under Item A, as well as the connectivity of Items A and B sites with the pedestrian footbridge network in Tsuen Wan.
- 10.2 Regarding the relevant issues on adequacy of public vehicle parking spaces upon development, the potential noise impacts from Tsuen Wan Road on Item A site, the pedestrian connectivity and the provision of community facilities (**Plan 2**), the assessments in paragraphs 4.9 to 4.11, 4.13, 4.14, 5.2 and 5.3 are relevant.

Departmental Consultation

- 10.3 The proposed amendments have been circulated to the relevant B/Ds. All of them have no objection to/no adverse comments on the proposed amendments and their comments have been incorporated in above paragraphs, where appropriate.
- (a) SDEV;
 - (b) Director of Electrical and Mechanical Services;
 - (c) DEP;
 - (d) Director of Fire Services;
 - (e) Director of Housing;
 - (f) Director of Leisure and Cultural Services;
 - (g) Director of Social Welfare;
 - (h) Director-General of Trade and Industry;
 - (i) C for T;

- (j) Commissioner of Police;
- (k) Commissioner of Harbourfront;
- (l) Head of Antiquities and Monuments Office of DEVB;
- (m) District Lands Officer/Tsuen Wan and Kwai Tsing of Lands Department (LandsD);
- (n) Chief Estate Surveyor/Land Supply, LandsD;
- (o) District Officer (Tsuen Wan) of Home Affairs Department;
- (p) Chief Architect/Advisory & Statutory Compliance of Architectural Services Department;
- (q) Chief Building Surveyor/New Territories West of Buildings Department;
- (r) Project Manager/Major Works of HyD;
- (s) CHE/NTW, HyD;
- (t) Chief Engineer/Construction of WSD;
- (u) Chief Engineer/Mainland South of DSD;
- (v) CTP/UD&L of PlanD;
- (w) Head of Geotechnical Engineering Office of CEDD; and
- (x) Project Manager/West of CEDD.

Public Consultation

- 10.4 If the proposed amendments are agreed by the Committee, the draft OZP (to be renumbered to S/TW/38 upon exhibition) and its Notes will be exhibited for public inspection under section 5 of the Ordinance. Members of the public can submit representations on the OZP to the Board during the two-month statutory exhibition period. TWDC and TWRC will be informed of the proposed amendments during the statutory exhibition period of the draft OZP.

11. Decision Sought

Members are invited to:

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

12. Attachments

Attachment I	Approved Tsuen Wan OZP No. S/TW/37
Attachment II	Draft Tsuen Wan OZP No. S/TW/37A
Attachment III	Revised Notes of the draft Tsuen Wan OZP No. S/TW/37A
Attachment IV	Revised Explanatory Statement of the draft Tsuen Wan OZP No. S/TW/37A

Attachment V	Planning Report of the Study for Item A
Attachment VI	Provision of Open space and Major GIC Facilities in the Tsuen Wan OZP
Attachment VII	Extract of the minutes of the Committee meeting on CDA Review 2021/2023 on 5.5.2023
Drawing 1	Indicative Layout Plan (Item A)
Drawings 2a to 2b	Section Plans (Item A)
Drawings 3a to 3g	Photomontages (Items A and B)
Drawing 4	Indicative Landscape Proposal (Item A)
Plan 1	Location Plan
Plan 2	Site Plan
Plan 3	Aerial Photo
Plans 4a to 4c	Site Photos (Item A)
Plans 5a to 5b	Site Photos (Item B)
Plan 6	Maximum Domestic Plot Ratio of Residential Developments and Building Height Plan

PLANNING DEPARTMENT
NOVEMBER 2024