

**PROPOSED AMENDMENTS TO
THE APPROVED TUEN MUN OUTLINE ZONING PLAN NO. S/TM/35**

1. Introduction

This paper is to seek Members' agreement that:

- (a) the proposed amendments to the approved Tuen Mun Outline Zoning Plan (OZP) No. S/TM/35 (**Attachment I**) as shown on the draft Tuen Mun OZP No. S/TM/35A (**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**) should be adopted as an expression of the planning intentions and objectives of the Town Planning Board (the Board) for the various land use zonings of the OZP, and is suitable for exhibition together with the draft OZP and its Notes.

2. Status of the Current OZP

- 2.1 On 11.12.2018, the Chief Executive in Council (CE in C), under section 9(1)(a) of the Ordinance, approved the draft Tuen Mun OZP, which was subsequently renumbered as S/TM/35.
- 2.2 On 3.11.2020, the CE in C referred the approved Tuen Mun OZP No. S/TM/35 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. On 13.11.2020, the reference back of the OZP was notified in the Gazette under section 12(2) of the Ordinance.

3. Background

- 3.1 The Tuen Mun South Extension (TME) is one of the recommended railway schemes in the Railway Development Strategy 2014 (RDS-2014) announced in September 2014. It will extend the Tuen Ma Line (TML) from Tuen Mun Station southwards to a new station near Tuen Mun Ferry Pier to improve railway access to the community south of the Tuen Mun town centre. In February 2016, the Transport and Housing Bureau (THB) invited the Mass Transit Railway Corporation Limited (MTRCL) to submit a proposal for TME under the ownership approach. MTRCL proposed to provide an additional station in Tuen Mun Area 16 (A16 station) with topside development to unlock the development potential of the area and increase housing supply. In May 2020, the Government invited the MTRCL to proceed with the detailed

planning and design of the TME, and the MTRCL commissioned a rezoning study with technical assessments for a commercial/residential development with a public transport interchange (PTI), social welfare facilities and open space above the future A16 station and at its adjoining land. The study concluded that the development with a total domestic gross floor area (GFA) of 366,678m² (producing some 8,100 flats), a non-domestic GFA of 31,100m² and a maximum building height (BH) of 174mPD is technically feasible. To facilitate the proposed development, it is proposed to rezone the site from “Government, Institution or Community” (“G/IC”) and “Open Space” (“O”) to “Other Specified Uses” (“OU”) annotated “Commercial/Residential Development with Public Transport Interchange” (**Plan 1a**).

- 3.2 To better meet the growing community demand for Government, institution or community (GIC) facilities, the Government has pursued the “single site, multiple use” (SSMU) model in multi-storey development on government land in order to expedite the delivery of GIC projects with cross-department facilities and make optimal use of limited land resources. The redevelopment of Tuen Mun Clinic in Tuen Mun San Hui is one of the projects under the SSMU initiative. The Government Property Agency (GPA) has taken up the role of dedicated agent to champion Tuen Mun Clinic Redevelopment at the project planning and implementation stage. Taking into consideration the community needs and planning context, it is proposed to redevelop the site into a joint-user complex (JUC) of 24 storeys (excluding 3 basement levels) with clinic/healthcare services, social welfare facilities and government offices. Revision to the existing BH restriction is required to facilitate the proposed redevelopment (**Plan 1b**).
- 3.3 Other proposed amendments include rezoning a “Comprehensive Development Area” (“CDA”) site to a suitable zoning with appropriate development restrictions to reflect the existing development agreed by the Rural and New Town Planning Committee (the Committee) of the Board in the previous reviews of “CDA” sites (**Plan 1c**), and taking forward the decisions of the Committee on two s.12A applications (No. Y/TM/20 and Y/TM/23) (**Plans 1b and 1d**).
- 3.4 Opportunity has also been taken to amend the OZP to reflect other current as-built conditions as well as to update the Notes to incorporate the latest revisions of the Master Schedule of Notes to Statutory Plans (MSN) and the ES of the OZP to reflect the latest planning circumstances.

4. Proposed Amendments

Item A1 - Rezoning of a site at Hoi Wong Road in Tuen Mun Area 16 from “G/IC” and “O” to “OU” annotated “Commercial/Residential Development with Public Transport Interchange” (Plans 1a, 2a, 3a, 4a to 4d and 5a)

The Site and its Surroundings (Plans 1a, 2a and 3a)

- 4.1 The site (about 6.86ha) is located in Tuen Mun Area 16 in the southern part of Tuen Mun New Town bounded by Hoi Wong Road to the east, Tuen Yee Street to the south, Tuen Mun River Channel to the west and Wong Chu Road to the

north. It falls within an area partly zoned “G/IC” (about 75%) subject to maximum BH of 3 and 5 storeys excluding basement(s) and partly zoned “O” (about 25%). The site is currently occupied by Tuen Mun Swimming Pool, Hoi Wong Road Garden, Tuen Mun Community Green Station¹, portion of Tuen Mun River promenade (east bank), the landing of an existing footbridge across Tuen Mun River Channel, a temporary public vehicle park, a portion of the Construction Industry Council (CIC) Training Ground and a portion of public road (**Plan 2a**). It is accessible to Wong Chu Road – the primary distributor of Tuen Mun New Town via Tuen Yee Street and Hoi Wong Road.

- 4.2 The surrounding area of the site is predominantly residential in nature with various GIC facilities and open space and has the following characteristics (**Plans 1a, 2a, 3a and 5a**):
- (i) to its immediate east across Hoi Wong Road are high-rise high-density residential developments including Oceania Heights, a planned public housing development at Hang Fu Street, Regency Bay, Nerine Cove, the Sea Crest and Goodview Garden with existing BHs ranging from 99mPD to 129mPD mixed with a number of GIC facilities such as a sports centre, a primary school, a secondary school, a telephone exchange building and a vocational training centre for people with disabilities (namely Shine Skills Centre (Tuen Mun)). The Light Rail Tuen Mun Swimming Pool Station is located just opposite to the site;
 - (ii) to the west across Tuen Mun River Channel are high-rise high-density residential developments including Glorious Garden, Lung Mun Oasis, Lung Yat Estate, the Esplanade and Sun Tuen Mun Centre with existing BHs ranging from 85mPD to 151mPD, GIC facilities including a substation and a primary school, and the MTR Tuen Mun Depot;
 - (iii) to its immediate northeast and northwest across Wong Chu Road are high-rise residential developments namely Yau Oi Estate (existing BH of about 80mPD) and a planned public housing development at Tin Hau Road with a maximum BH of 140mPD; and
 - (iv) to its immediate south are Castle Peak Bay Ambulance Depot and Fire Station. To the south across Tuen Yee Street, a site currently occupying a temporary carpark, temporary bus depots and the CIC training ground would be developed into a sports ground by the Leisure and Cultural Services Department (LCSD) in the future.

Rezoning Proposal

- 4.3 Capitalising on the enhanced accessibility brought by the future TME and the proposed A16 station, the site is proposed for an integrated development of commercial and residential uses cum railway facilities and PTI with open space and GIC facilities. As the existing riverside promenade will be partially covered

¹ According to MTRCL’s proposal, Tuen Mun Swimming Pool will be re-provisioned at the practice greens in Tuen Mun Golf Centre. Hoi Wong Road Garden and Tuen Mun Community Green Station will be re-provisioned at the government land adjacent to the Tuen Mun River (Eastern Bank) Garden and the landscape site at Lung Chak Road underneath the Lung Fu Road flyover respectively. Re-provisioning of these facilities will continue to be followed up under the TME Railway Project by MTRCL.

by the proposed A16 station and the viaduct, opportunity will also be taken to reprovide and revitalise the section of promenade within the site for creating a vibrant and unique promenade environment infused with arts and cultural elements for enjoyment of the public under the proposed development. To take forward the development, it is proposed to rezone the site from “G/IC” and “O” to “OU” annotated “Commercial/Residential Development with Public Transport Interchange” with maximum domestic GFA of 366,678m², non-domestic GFA of 31,100m² and maximum BH of 174mPD to signify the prominent location of the site as the southern gateway of Tuen Mun New Town and a new commercial, recreational and community hub and transport node serving the new residential development and the surrounding areas.

- 4.4 To demonstrate the technical feasibility of the proposed development, an indicative conceptual development scheme has been prepared by the MTRCL. The proposed development comprises 13 high-rise and 5 low-rise residential towers, a shopping mall, a kindergarten, various social welfare facilities, a PTI, a riverside promenade and open space. To strengthen the east-west pedestrian linkage across the Tuen Mun River Channel, comprehensive pedestrian links including covered walkways and footbridges will be provided to link up the new A16 station, PTI, shopping mall and various community facilities with the new residential development within the site and nearby areas. The conceptual layout plan, indicative floor plans and sections and photomontages are at **Plans 6a-1 to 6a-15 and Plans 6b-1 to 6b-6**. The major development parameters of the indicative scheme are summarised as follows:

Rezoning Area	About 6.86ha (all Government land)
Development Area	About 6.11ha
Domestic GFA	366,678m ² [Plot Ratio (PR) of about 6]
Non-domestic GFA	31,100m ² [PR of about 0.5]
No. of Blocks	18
No. of Domestic Storeys	10 to 45 storeys (excluding podium, lobby and refuge floor)
BH	74.5mPD to 174mPD
No. of Flats	8,148
Population	About 22,000
Open Space Provision	About 22,000m ²
Other Facilities	<ul style="list-style-type: none"> - PTI of 5,500m² (GFA) - Railway facilities - Retail facilities - Riverside promenade and riverfront plaza - Social welfare facilities including Residential Care Home for the Elderly (RCHE) cum Day Care Unit for the Elderly (DCU), Home Care Services (HCS) for Frail Elderly Persons, Hostel for Moderately Mentally Handicapped Persons (HMMH), Integrated Vocational Rehabilitation

	Services Centre (IVRSC) and Small Group Home for Mildly Mentally Handicapped Children (SGH(MMHC))
Target Completion Year	2039 (in phases)

Note:

- (i) The development area of 6.11ha is based on MTRCL's proposal.
- (ii) The development proposal is indicative in nature and subject to change at detailed design stage.
- (iii) The proposed PTI, social welfare facilities and railway facilities are proposed to be exempted from GFA calculation under the OZP. The location, type and actual provision of PTI and social welfare facilities will be subject to detailed design by the project proponent(s) in consultation with relevant government departments.

Land Use Compatibility and Development Intensity

- 4.5 Situated in an area of high-rise high-density residential developments intermixed with GIC facilities and open space (**Plans 1a and 5a**), the proposed development intensity (equivalent to domestic and non-domestic PRs of about 6 and 0.5 respectively) are considered not incompatible with the surrounding existing and planned residential developments, of which the PR ranges from 5 to 6.5. While the BHs of the existing or planned residential developments in the southern part of Tuen Mun New Town range from 80mPD to 151mPD, the maximum BH of 174mPD for the site is considered not incompatible with the surrounding high-rise developments and suitable for its position as the southern gateway of Tuen Mun New Town.

Technical Assessments

- 4.6 Technical Assessments (**Attachment V**) have been conducted by MTRCL for the proposed development on traffic, visual, air ventilation, landscape, environmental, ecological, infrastructural and other aspects. The assessments have been circulated to relevant government bureaux/departments and no insurmountable technical problem has been identified.

Traffic and Transport

- 4.7 The site is/will be well served by public transport network. According to the Traffic and Transport Impact Assessment (TTIA) conducted by MTRCL (**Appendix D of Attachment V**), the proposed development would not induce significant traffic impact onto the junctions nearby with the implementation of junction improvement works at Hoi Wong Road and ~~Wong~~**Hoi** Chu Road (J1), Hoi Wong Road and Tuen Yee Street (J2) and Tuen Mun Heung Sze Wui Road and Hoi Chu Road (J5) (**Plans 6a-16 and 6a-17**). Besides, two ingress/egress points leading to Tuen Yee Street and Hoi Wong Road respectively are proposed to distribute potential traffic generated by the proposed development (**Plan 6a-18**).
- 4.8 A comprehensive pedestrian network connecting the proposed development with the adjoining areas is also proposed (**Plan 6a-19**). At ground level, pedestrians can gain access to the site via Tuen Mun River promenade in the west, the future A16 Sports Ground in the south and pedestrian crossings at Hoi Wong Road in the east. Ground floor entrances of the proposed A16 station will

be connected to the promenade and the internal pedestrian access of the proposed development. To further enhance the pedestrian connectivity among the proposed A16 station, the PTI, retail and community facilities within the proposed development and the nearby neighbourhoods, 6 new footbridges at podium level are also proposed (**Plan 6a-1**).

- 4.9 A PTI with 6 bus bays of about 5,500m² would be provided in the shopping mall podium while 2 minibus bays and 2 taxi stands would be provided at the layby outside the proposed A16 station (**Plan 6a-16**). The TTIA concluded that the proposed bus capacity is sufficient to support the additional passenger demand from the development.
- 4.10 The Commissioner for Transport (C for T) and the Chief Highway Engineer/New Territories West, Highways Department (CHE/NTW, HyD) have no in-principle objection to the rezoning proposal from traffic engineering and highway maintenance perspectives.

Urban Design and Visual

- 4.11 The surrounding existing and planned developments with their existing/planned BHs are stated in paragraphs 4.2 and 4.5 above. According to MTRCL's rezoning proposal, the proposed development has adopted an east-west dynamic building height profile with BH generally descending from the east to the riverfront which is a sensitive response to the riverfront and the surrounding context, preventing monotony of uniform tower height (**Plan 6a-12**). The two landmark residential buildings are planned at the northern and southern ends to further enhance the interesting BH profile and signify the proposed development as the future southern gateway of Tuen Mun New Town (**Plan 6a-11**). Footbridges and covered walkways are proposed for pleasant and convenient access between the proposed A16 station, PTI, shopping mall and promenade within the proposed development.
- 4.12 According to the Visual Impact Assessment (VIA) (**Appendix C of Attachment V**) conducted by MTRCL, with careful consideration of the building form, building height, building disposition and provision of building gaps, the overall visual impact of the proposed development is, in general, considered to be slightly to moderately adverse. With responsive design measures such as greening along the podium building edges and stepped building height being incorporated to mitigate the visual impact, the proposed development is considered compatible with the surrounding context and would not generate unacceptable visual impact on various selected viewpoints (**Plans 6b-1 to 6b-6**). Chief Town Planner/Urban Design and Landscape, Planning Department (CTP/UD&L, PlanD) and Chief Architect/Central Management Division 2, Architectural Services Department (CA/CMD2, ArchSD) have no adverse comment on the proposed amendments to the OZP from urban design and visual perspectives.
- 4.13 To ensure that the proposed development would be developed and designed in an integrated manner with the adoption of appropriate urban design concepts, a master layout plan should be submitted, as an administrative measure under the lease, by the project proponent to the satisfaction of the Director of Planning

before development proceeds. Such requirement is also recommended to be specified in the revised ES of the OZP under amendment.

Air Ventilation

- 4.14 A quantitative Air Ventilation Assessment (AVA) – Initial Study (IS) has been conducted by MTRCL to assess the wind performance of the proposed development. Two scenarios, i.e. the Baseline Scheme (existing condition of the site) and the Conceptual Scheme, have been studied.
- 4.15 According to the AVA-IS report, the Conceptual Scheme has incorporated wind enhancement features, including (i) array of building blocks to create large open area; (ii) podium with stepping height profile; (iii) about 6m to 12m building setbacks at T9 to T13 from eastern site boundary; and (iv) various building separations with minimum width of 15m, with the aim to address the potential adverse air ventilation impact induced by the proposed development on the surroundings.
- 4.16 The simulation results demonstrated that the proposed development would have slightly better overall air ventilation performance at immediate surroundings under annual wind condition and comparable air ventilation performance under summer wind condition when compared with the Baseline Scheme. The overall performance of the Conceptual Scheme on pedestrian wind environment in the local area under annual and summer wind conditions is also comparable to that of the Baseline Scheme. The Conceptual Scheme would bring localised improvement on the pedestrian wind environment for certain areas (such as open spaces near Yau Oi Sports Centre, Ho Sik Nam Primary School, Hoi Wong Road, Castle Peak Bay Fire Station and Castle Peak Bay Ambulance Depot, etc.) but potential impacts in some areas (such as promenade abutting the site, Tuen Yee Street, open spaces within the planned housing site at Yip Wong Road, Tin Hau Road and its adjacent open spaces, etc.) under summer wind condition. Overall, with the mitigation measures, the performances of the Conceptual Scheme on pedestrian wind environment are in general comparable with the Baseline Scheme under both annual and summer conditions. CTP/UD&L, PlanD has no adverse comment on the AVA-IS report.
- 4.17 The project proponent will be required to submit AVA and recommend appropriate mitigation measures if necessary to the satisfaction of the Director of Planning at detailed design stage, which would be stipulated under land lease. Such requirement is also recommended to be specified in the revised ES of the OZP under amendment.

Landscape and Tree Preservation

- 4.18 According to the Indicative Landscape Proposal and Tree Preservation Proposal (**Appendix J of Attachment V**), a total number of 560 trees with medium amenity value are identified within the site, without any registered or potential Old and Valuable Tree, rare or protected tree species, or Champion Tree. As the site will be occupied as works area for the TME Railway Project prior to the commencement of the proposed development, tree survey and preservation scheme has been conducted/formulated in the Landscape and Visual Impact Assessment of the Environmental Impact Assessment (EIA) report for TME

under the EIA Ordinance². Among the 560 trees, 24 trees are proposed to be transplanted and the remaining 536 trees are proposed to be fell. According to the landscape proposal for the proposed commercial/residential development, a minimum of 536 new heavy-standard trees will be planted and form part of the amenity tree planting (**Plan 6a-13**). The indicative landscape proposal illustrates the overall landscape design in the riverside promenade and local open space within the proposed development, resulting in a total greenery coverage of not less than 30% of the site area. As the site is situated in an area of mixed comprehensive urban development and industrial urban landscape, the proposed development is considered not entirely incompatible with the surrounding landscape setting and CTP/UD&L, PlanD has no adverse comment on the rezoning proposal from landscape planning perspective.

Environment

- 4.19 An Environmental Assessment (EA) has been conducted to assess the environmental impacts arising from the proposed development on air quality, noise and land contamination (**Appendix B of Attachment V**).
- 4.20 According to the EA, with noise mitigation measures such as acoustic window/balcony (baffle type), fixed glazing and maintenance balcony, the proposed development would not be subject to adverse noise impact. For the noise impact arisen from TME, it will be assessed in the EIA report of the TME Railway Project under EIA Ordinance.
- 4.21 For air quality, no chimney stacks were identified within the 200m assessment area. It is anticipated that the proposed development would not be under industrial emission impact. Adequate buffer separation distance is maintained between air sensitive uses of the proposed development and existing/future carriageways with respect to the Hong Kong Planning Standards and Guidelines (HKPSG) so that no adverse air quality impact due to traffic is anticipated. Odour impact is verified to be insignificant based on on-site survey. Facilities within the site such as the proposed PTI will be designed in such a way that adverse air quality impact is not anticipated.
- 4.22 Any potential implication of land contamination would be assessed in the EIA report of the TME Railway Project. It is anticipated that there will not be any land contamination issue at the site when it is handed over for the proposed development.
- 4.23 The EA concluded that the proposed development is environmentally acceptable and feasible. The Director of Environmental Protection (DEP) has no in-principle objection to the rezoning proposal. Nevertheless, the project proponent will be required to submit noise impact assessment and quantitative air quality impact assessment and provide appropriate mitigation measures to meet HKPSG requirements to the satisfaction of the DEP at detailed design stage, which would be stipulated under land lease.

² An application for approval of EIA report for TME has been submitted by MTRCL to the Director of Environmental Protection, and the EIA report was exhibited for the public to comment under the EIAO from 17 May 2022 to 15 June 2022.

Ecology

- 4.24 A Terrestrial Ecological Impact Assessment has been conducted by MTRCL (**Appendix K of Attachment V**). Terrestrial habitats identified within the assessment area are mostly man-made in nature and considered to be of low ecological value, except for the mixed woodland and modified watercourse which were considered to be of low to moderate ecological value. Ecological resources mainly include a community of commuting ardeids across the site which utilises the night-roosting site in Tuen Mun Park, located at 800m from the site (**Plan 6a-20**). Key ecological impact arising from the proposed development is mainly on the potential flight line obstruction to the ardeids.
- 4.25 Mitigation measures including avoidance and minimisation (maintaining flight line and minimising obstruction) and incorporation of greening features are proposed. With the implementation of mitigation measures, only minor residual ecological impact is anticipated.

Infrastructural and Other Aspects

- 4.26 MTRCL has also submitted Sewerage Impact Assessment, Drainage Impact Assessment, Utilities Impact Assessment, Water Supply Impact Assessment and Geotechnical Planning Review Report (**Appendices E to I of Attachment V**) to demonstrate the technical feasibility of the proposed development. Relevant departments have no adverse comment on these technical aspects.

Item A2 – Revision of the building height restriction of the “G/IC” zone to the north of Castle Peak Bay Fire Station (Plans 1a, 2a, 3a, 4b to 4d)

- 4.27 With the rezoning of a large portion of the “G/IC” zone to “OU” annotated “Commercial/Residential Development with Public Transport Interchange” (**Item A1**), opportunity has been taken to revise the building height of the portion of “G/IC” zone currently occupied by the Castle Peak Bay Fire Station to a maximum BH of 5 storeys to reflect the as-built condition of the Castle Peak Bay Fire Station.

Item B - Revision of the building height restriction of the “G/IC” zone at Tuen Mun Clinic (Plans 1b, 2b, 3b, 4e, 4f and 5b)

The Site and its Surroundings (Plans 1b, 2b, 3b and 5b)

- 4.28 The site under Item B of about 0.53ha is a piece of government land falling within an area zoned “G/IC”³. The site is currently occupied by the existing Tuen Mun Clinic and a section of public road, namely Yuk Hong Street.
- 4.29 The site is bounded by Yuk Hong Street, Tuen Mun Heung Sze Wui Road, and Tsing Yin Street in Tuen Mun Area 10. The surrounding area of the site is

³ Two very small portions of the site falling within an area zoned “Residential (Group A)1” and an area shown as ‘Road’, which are considered as minor boundary adjustment, would not form part of the amendment under Item B.

predominantly residential in nature with GIC facilities and open space. To its north and further north across Yuk Hong Street, and west and southwest across Tuen Mun Heung Sze Wui Road are a number of open spaces including San Hui Playground, San Wo Lane Playground, Choi Yee Bridge Garden and Tsing Yin Garden. To its further west is Tuen Mun River Channel. To its immediate east is a high-rise residential development namely Parkview Court (existing BH of 103mPD) mixed with low-rise facilities including Tuen Mun Rural Committee Administration Office and Tuen Mun Lutheran Church of about 4 storeys and 3 storeys respectively. To its south and southeast across Tsing Yin Street is a high-rise high-density residential development namely Eldo Court (existing BH of 85mPD) and some existing medium-rise residential developments with permitted domestic/non-domestic PR of 5/9.5 and maximum BH of 85mPD (or 100mPD if site area is of 400m² or more).

Rezoning Proposal

- 4.30 The site is proposed to be redeveloped into a JUC of about 24 storeys (excluding 3 basement levels) providing district-based clinical/healthcare services, social welfare facilities and government offices. The JUC will allow in-situ reprovisioning of existing facilities in Tuen Mun Clinic and consolidation of the clinical/healthcare and community facilities and government offices in Tai Hing Government Offices and other locations in Tuen Mun district to optimise site utilisation.
- 4.31 To take forward the redevelopment, it is proposed to revise the maximum BH of the “G/IC” zone to 115mPD. The indicative layout and sections are at **Plans 7a to 7e** and the major development parameters are summarised as follows:

Rezoning Area	About 0.53ha (all Government land)
Development Area	About 0.45ha
PR	About 9.5
GFA	About 43,000m ²
No. of Block	1
No. of Storeys	24 storeys (excluding 3 basement levels)
BH	113mPD
Facilities	- Clinical/healthcare facilities: about 35,500m ² - RCHE: about 4,800m ² - Social welfare facilities/government offices: about 2,700m ²

Note:

- (i) The development proposal is indicative in nature and subject to change at detailed design stage.

Land Use Compatibility and Development Intensity

- 4.32 The site is situated in an area predominated by high-rise high-density residential developments intermixed with GIC facilities and open space (**Plans 2b, 3b and**

5b). The proposed maximum BH of 115mPD is considered not incompatible with other high-density developments in the vicinity with existing BH ranging from 85mPD to 108mPD. The proposed development intensity with PR of 9.5 is also in line with the maximum non-domestic PR allowed in the adjacent “R(A)” zone under the OZP.

Technical Assessments

- 4.33 Preliminary assessments on the potential impacts brought by the proposed redevelopment on drainage, noise, sewerage, air quality, water supply, landscape and visual aspects conclude that there will be no insurmountable technical problem on these aspects. GPA also commissioned a consultancy to conduct a traffic review to assess the potential traffic impact by the proposed redevelopment and it concludes that with the implementation of junction improvement measures at Tuen Mun Heung Sze Wui Road and Tsing Yin Street, the proposed redevelopment would not cause significant traffic impact to the nearby road network (**Plan 7h**). A summary of technical reviews on various aspects, including traffic review, visual appraisal and landscape assessment, is at **Attachment VI**. The photomontages are at **Plans 7f and 7g**. Relevant government bureaux/departments were consulted and they have no adverse comment/no in-principle objection to the proposed amendment to the OZP.

Items C1 to C2 – Rezoning of a “CDA” site at Kwun Chui Road to “Residential (Group B)” (“R(B)”) zone and area shown as ‘Road’ (Plans 1c, 2c, 3c, 4g)

- 4.34 The site with an area of about 4.67ha at Kwun Chui Road in Tuen Mun Area 56 is zoned “CDA” on the approved OZP. The development named ‘Avignon’ was completed in 2011. In the 2019 and 2021 reviews of “CDA” sites, the Committee agreed to rezone the “CDA” site to reflect the existing development. It is therefore proposed to rezone the site to “R(B)” to reflect the as-built development under **Item C1**. The “R(B)” zone is subject to a maximum BH of 57mPD and a maximum PR of 1.3. A strip of land of about 1.03 ha to the south and west of the development is proposed to be rezoned to an area shown as ‘Road’ under **Item C2** to reflect the existing Kwun Chui Road.

Item D - Rezoning of a site to the south of Hoh Fuk Tong Centre from “Green Belt” (“GB”), “G/IC” and area shown as ‘Road’ to “Residential (Group A)27” (“R(A)27”) (Plans 1b, 2d, 3d and 4h)

- 4.35 On 22.4.2022, the Committee agreed a s.12A application (No. Y/TM/20) for rezoning of an area of about 2,364m² at 436 Castle Peak Road - Castle Peak Bay from “GB”, “G/IC” and area shown as ‘Road’ to “R(A)27” subject to a maximum domestic PR of 6 or non-domestic PR of 9.5 and maximum BH of 100mPD to facilitate a high-density residential development with social welfare facility.
- 4.36 The site is currently covered by vegetation with site formation works for house redevelopment and directly accessible from Castle Peak Road – Castle Peak Bay near the road junction with Pui To Road. To its immediate north is a “G/IC” cluster which is currently occupied by Hoh Fuk Tong Centre and two

schools. To its west across Castle Peak Road – Castle Peak Bay are high-rise commercial/residential developments such as Tuen Mun Town Plaza, Tuen Mun Trend Plaza and Waldorf Garden. To its immediate south is an area zoned “GB” with a house lot occupied by an existing single-storey house named “蓮圍” and two vacant house lots. To the further south is the “Residential (Group B)” zone for a residential development named ‘Villa Tiara’ and two proposed public housing sites zoned “Residential (Group A)26” at Tseng Tau Sheung Tsuen South and former Pui Oi School (**Plan 1b**). To its east is mostly vegetated hill-slope zoned “GB” on the OZP. The Tuen Mun East Fresh Water Service Reservoir lies to the southeast.

Item E - Rezoning of a site to the west of Hing Fu Street from “GB” to “G/IC(2)” for Columbarium Use (Plans 1d, 2e, 3e and 4i)

- 4.37 On 25.6.2021, the Committee agreed a s.12A application (No. Y/TM/23) for rezoning an area of about 3,137m² to the west of Hing Fu Street from “GB” to “G/IC” to facilitate columbarium use. ‘Columbarium’ is a Column 2 use requiring planning permission from the Board under the existing “G/IC” zone.
- 4.38 In view that the applicant has submitted detailed development proposal with supporting technical assessments, concerned departments have no in-principle objection to or adverse comment on the proposed scheme, which is to regularise the existing religious institution and columbarium uses on the site, under the s.12A application and there will be control mechanism on details and technical requirements of the proposed columbarium under the licence regime of Private Columbaria Ordinance, it is therefore proposed to rezone the site from “GB” to “G/IC(2)” with ‘Columbarium’ under Column 1 use which is always permitted, and subject to a maximum BH of 2 storeys and a maximum number of niches for the existing columbarium so as to streamline the development control process.
- 4.39 The site is hard paved and occupied by three 2-storey buildings for religious institution and columbarium use and temporary structures for office and ancillary uses and accessible via a sub-standard local track leading from the cul-de-sac of Hing Fu Street. To the immediate southeast is overhead transmission lines. To its east and southeast down the hillslope are a vehicle park, rural settlements at Kwong Shan Tsuen and a high-rise public housing development of Po Tin Estate. To its immediate south and further southwest is a cluster of rural settlements intermixed with vehicle park and columbaria. To its west and north are vegetated slopes and Tsing Shan Firing Range.

Minor Boundary Adjustments

- 4.40 Opportunity has also been taken to rectify minor discrepancies on the OZP by slightly adjusting the zoning boundaries near the above amendment sites to reflect existing developments. These adjustments would not have any material implications on the land use zonings.

5. **Provision of GIC Facilities and Open Space**

- 5.1 With the proposed increase of population resulted from the proposed amendments, the provision of GIC facilities and open space within the planning scheme area of the Tuen Mun OZP has been assessed (**Attachment VII**). Based on a planned population of about 595,100 persons including the estimated population of the proposed developments under Item A1 and Item D, the planned provision of major GIC facilities, except some of the elderly and child care services/facilities, is generally adequate to meet the demand in accordance with the requirements of HKPSG and the assessments of concerned bureaux/departments.

GIC Facilities

- 5.2 According to the population-based planning standards for elderly and child care services/facilities under HKPSG, there will be shortfalls in the area in the provision of residential care homes for the elderly, community care services facilities and child care centres. In applying the standards, the distribution of welfare facilities, supply in different districts, service demand as a result of the population growth and demographic changes as well as the provision of different welfare facilities have to be considered. As the HKPSG requirements for these facilities are a long-term goal, the actual provision will be subject to consideration of the Social Welfare Department (SWD) in the planning and development process as appropriate. Opportunity has been taken to provide appropriate social welfare facilities within the proposed developments under Items A1, B and D.

Open Space

- 5.3 For the provision of public open space in Tuen Mun, there is sufficient planned local and district open space provision in the New Town to meet the requirements as stipulated in the HKPSG.

6. **Proposed Amendments to Matters shown on the Plan**

- 6.1 The proposed amendments as shown on the draft Tuen Mun OZP No. S/TM/35A are at **Attachment II**.

Item A1 (about 6.86ha)

Rezoning of a site at Hoi Wong Road in Tuen Mun Area 16 from “G/IC” and “O” to “OU” annotated “Commercial/Residential Development with Public Transport Interchange” with a maximum BH of 174mPD as stipulated on the Plan.

Item A2 (about 0.07ha)

Revision of the BH restriction for the “G/IC” zone to the north of Castle Peak Bay Fire Station with a maximum BH of 5 storeys as stipulated on the Plan.

Item B (about 0.53ha)

Revision of the BH restriction for the “G/IC” zone at Tuen Mun Clinic with a maximum BH of 115mPD as stipulated on the Plan.

Item C1 (about 4.67ha)

Rezoning of a site of residential development ‘Avignon’ at Kwun Chui Road from “CDA” to “R(B)” with a maximum BH of 57mPD as stipulated on the Plan.

Item C2 (about 1.03ha)

Rezoning of a section of Kwun Chui Road from “CDA” and “R(B)17” to an area shown as ‘Road’.

Item D (about 0.24ha)

Rezoning of a site to the south of Hoh Fuk Tong Centre from “GB”, “G/IC” and area shown as ‘Road’ to “R(A)27” with a maximum BH of 100mPD as stipulated on the Plan.

Item E (about 0.31ha)

Rezoning of a site to the west of Hing Fu Street from “GB” to “G/IC(2)” with a maximum BH of 2 storeys as stipulated on the Plan.

- 6.2 Apart from the above proposed amendments, the following annotations for the completed road scheme would be deleted from the OZP to reflect the latest circumstances:

annotations indicating the authorized projects of Tuen Mun Chek Lap Kok Link and Yan Po Road as the projects have been completed and are now in operation.

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. The proposed amendments are summarised as follows:

“OU” Zone

- 7.2 In relation to Item A1 mentioned in paragraphs 4.3 and 4.4 above, a new “OU” zone is proposed and a set of new Notes for “OU” annotated “Commercial/Residential Development with Public Transport Interchange” zone is incorporated.

“CDA” Zone

- 7.3 In relation to Item C1 mentioned in paragraph 4.34 above, the Remarks for “CDA” zone in Tuen Mun Area 56 will be deleted.

“R(A)” Zone

- 7.4 In relation to Item D mentioned in paragraph 4.35 above, the Remarks for “R(A)” zone will be revised to incorporate the development restrictions for the new “R(A)27” sub-area.

“G/IC” Zone

- 7.5 In relation to Item E mentioned in paragraphs 4.37 and 4.38 above, a new “G/IC(2)” sub-area is proposed and a set of new Notes for “G/IC(2)” zone is incorporated with stipulation of maximum number of niches.

Technical amendments

- 7.6 In accordance with the latest MSN, the following technical amendments to the Notes of the OZP are proposed:
- (a) deletion of ‘Market’ from Column 2 of the “CDA”, “R(B)”, Schedule I of “Residential (Group E)” and “Village Type Development” zones and “CDA(1)” and “CDA(2)” sub-areas;
 - (b) revision to ‘Shop and Services’ to ‘Shop and Services (not elsewhere specified)’ under Column 2 of the “R(A)”, “G/IC” and “OU” annotated “LRT Comprehensive Development Area” zones; and
 - (c) revision to the Remarks of “Site of Special Scientific Interest” zone such that any diversion of stream, filling or excavation of land necessary to effect public works co-ordinated or implemented by Government, and maintenance, repair or rebuilding works are exempted from the requirement of planning permission.

8. Revision to the Explanatory Statement of the OZP

- 8.1 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 the various land use zones to reflect the latest status and planning circumstances of the OZP.
- 8.2 The revised ES (with additions in ***bold and italics*** and deletions in ~~crossed-out~~) is at **Attachment IV** for Members’ consideration.

9. Plan Number

Upon exhibition for public inspection, the OZP will be renumbered as S/TM/36.

10. Consultations

Consultation with District Council and Rural Committee

- 10.1 On 3.5.2022, PlanD issued letters to the Tuen Mun Rural Committee (TMRC) inviting TMRC chairman, vice-chairmen and members to provide comments on Items A1 and B. No comment has been received from TMRC.
- 10.2 On 16.5.2022, PlanD, Railway Development Office (RDO) of HyD and GPA consulted the Tuen Mun District Council (TMDC) regarding the proposed amendments to the OZP for Items A1 and B. TMDC Members generally support/have no objection/no adverse comment on the proposed amendment items but expressed concerns on potential interface with the planned A16 Sports Ground to the south of the site and requested a public market in the proposed development under Item A1; and raised concern on potential traffic impact arising from the Tuen Mun Clinic Redevelopment and the traffic problems in Tuen Mun District, and requested different types of community/welfare/medical services/facilities and public car parking facilities to be provided in Tuen Mun Clinic Redevelopment under Item B.
- 10.3 Regarding TMDC's concerns on the potential interface of the proposed commercial/residential development under Amendment Item A1 with the planned A16 Sports Ground, the design and layout of the proposed development has already taken into account the preliminary layout of the planned sports ground, and coordination between the two projects will be continued in the detailed design and implementation stages. For the request of a public market in the proposed development, the proposed use is always permitted under the "OU (Commercial/Residential Development with Public Transport Interchange)" zone and the need of this facility would be further discussed with the relevant departments. Regarding the concerns on Tuen Mun Clinic Redevelopment, the discussion in paragraph 4.33 above is relevant. Provision of the requested facilities would be further explored by relevant government departments in the detailed design stage.

Departmental Consultation

- 10.4 The proposed amendments have been circulated to relevant Government bureaux and departments for comments. Their comments have been incorporated where appropriate. Concerned bureaux/departments have no objection to or no adverse comments on the proposed amendments and no insurmountable problems have been raised by the Government departments consulted:

- Secretary for Home Affairs;
- Secretary for Development;
- Secretary for Transport and Housing;
- Secretary for Education;
- Secretary for Food and Health;
- District Lands Officer/Tuen Mun, Lands Department (LandsD);
- Chief Estate Surveyor/Railway Development, LandsD;
- C for T;
- CHE/NTW, HyD;

- Chief Engineer/Railway Development 1-3, RDO, HyD;
- DEP;
- Director of Fire Services;
- Chief Engineer/Mainland North, Drainage Services Department;
- Chief Engineer/Construction, Water Supplies Department;
- CTP/UD&L, PlanD;
- Project Manager (West), Civil Engineering and Development Department (CEDD);
- Head of the Geotechnical Engineering Office, CEDD;
- CA/CMD2, ArchSD;
- Chief Project Manager 303, ArchSD;
- Chief Building Surveyor/New Territories West, Buildings Department (BD);
- Chief Building Surveyor / New Territories East(2)& Rail, BD;
- Director of Electrical and Mechanical Services;
- Director-General of Civil Aviation;
- Director of Housing;
- Director of Agriculture, Fisheries and Conservation;
- Director of Food and Environmental Hygiene;
- Director of Leisure and Cultural Services;
- Director of Social Welfare;
- Director of Health;
- Commissioner of Police;
- District Officer (Tuen Mun), Home Affairs Department; and
- GPA.

Public Consultation

- 10.5 If the proposed amendments are agreed by the Committee, the draft Tuen Mun OZP No. S/TM/35A at **Attachment II** (to be renumbered as S/TM/36 upon exhibition) and its Notes will be exhibited under section 5 of the Ordinance for public inspection. Members of the public can submit representations on the OZP to the Board during the statutory exhibition period. The TMDC and TMRC will be informed on 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 Tuen Mun OZP No. S/TM/35 as shown on the draft Tuen Mun OZP No. S/TM/35A at **Attachment II** (to be renumbered as S/TM/36 upon exhibition) and its Notes at **Attachment III** are suitable for exhibition for public inspection under section 5 of the Ordinance; and
- (b) adopt the revised ES at **Attachment IV** for the draft Tuen Mun OZP No. S/TM/35A (to be renumbered as S/TM/36) as an expression of the planning intentions and objectives of the Board for the various land use zones on the OZP and agree that the revised ES is suitable for exhibition together with the OZP.

12. **Attachments**

Attachment I	Approved Tuen Mun OZP No. S/TM/35 (reduced scale)
Attachment II	Draft Tuen Mun OZP No. S/TM/35A
Attachment III	Notes of the Draft Tuen Mun OZP No. S/TM/35A
Attachment IV	Explanatory Statement of the Draft Tuen Mun OZP No. S/TM/35A
Attachment V	Rezoning Report submitted by MTRCL for Amendment Item A1
Attachment VI	Summary of Technical Assessments for Amendment Item B
Attachment VII	Provision of GIC facilities and open space in Tuen Mun OZP
Plan 1a to 1d	Location Plans
Plans 2a to 2e	Site Plans
Plans 3a to 3e	Aerial Photos
Plans 4a to 4i	Site Photos
Plans 5a and 5b	Building Height Plans for Amendment Items A1 and B
Plans 6a-1 to 6a-20	Conceptual layout plan, indicative floor plans, indicative sections, indicative landscape and open space plans, proposed traffic improvement schemes, indicative vehicular and pedestrian circulation plans and flight line of night roosting ardeids plan for Amendment Item A1
Plans 6b-1 to 6b-6	Photomontages for Amendment Item A1
Plans 7a to 7h	Indicative layout, sections, photomontages and traffic improvement scheme for Amendment Item B