

TOWN PLANNING BOARD

**TPB Paper No. 10882
For Consideration by the
Town Planning Board on 24.2.2023**

DRAFT TUEN MUN OUTLINE ZONING PLAN NO. S/TM/36

**CONSIDERATION OF REPRESENTATIONS NO. TPB/R/S/TM/36 – R1 TO R5
AND COMMENTS NO. TPB/R/S/TM/36 – C1 AND C2**

DRAFT TUEN MUN OUTLINE ZONING PLAN NO. S/TM/36
CONSIDERATION OF REPRESENTATIONS
NO. TPB/R/S/TM/36 - R1 TO R5 AND
COMMENTS NO. TPB/R/S/TM/36 - C1 AND C2

Subject of Representations (Amendment Items)	Representers	Commenters
<p><u>Item A1</u> Rezoning of a site at Hoi Wong Road in Tuen Mun Area 16 from “Government, Institution or Community” (“G/IC”) and “Open Space” (“O”) to “Other Specified Uses” (“OU”) annotated “Commercial/Residential Development with Public Transport Interchange” with stipulation of building height restriction (BHR)</p> <p><u>Item A2</u> Revision of the BHR for the “G/IC” zone to the north of Castle Peak Bay Fire Station</p> <p><u>Item B</u> Revision of the BHR for the “G/IC” zone at Tuen Mun Clinic</p> <p><u>Item C1</u> Rezoning of a site of residential development at Kwun Chui Road from “Comprehensive Development Area” (“CDA”) to “Residential (Group B)” (“R(B)”) with stipulation of BHR</p> <p><u>Item C2</u> Rezoning of a section of Kwun Chui Road from “CDA” and “R(B)17” to an area shown as ‘Road’</p>	<p><u>Total: 5</u></p> <p><u>Support and Provide Views on Item D (1)</u> R1: Company</p> <p><u>Support Item B but Oppose Items A1, D and E and Provide Views on Items A2, C1 and C2/ General Views (1)</u> R5: Individual</p> <p><u>Oppose Item A1 (2)</u> R3 and R4: Individuals</p> <p><u>Provide General Views (1)</u> R2: Individual</p>	<p><u>Total: 2</u></p> <p><u>Provide Views on Item A1 and R5 (1)</u> C1: Individual</p> <p><u>Support R3 and R4 and Oppose R1 (1)</u> C2 (also R5): Individual</p>

<p><u>Item D</u> 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”) with stipulation of BHR</p> <p><u>Item E</u> Rezoning of a site to the west of Hing Fu Street from “GB” to “G/IC(2)” with stipulation of BHR</p>		
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Note: The names of all representers and commenters are attached at **Annex III**. Soft copy of their submissions is sent to Town Planning Board (the Board) Members via electronic means; and is also available for public inspection at the Board’s website at https://www.info.gov.hk/tpb/en/plan_making/S_TM_36.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 22.7.2022, the draft Tuen Mun Outline Zoning Plan (OZP) No. S/TM/36 (the Plan) at **Annex I** was exhibited for public inspection under section 5 of the Town Planning Ordinance (the Ordinance). The Schedule of Amendments setting out the amendments incorporated into the Plan is at **Annex II** and the locations of the amendment items are shown on **Plans H-1a to H-1d**.
- 1.2 During the two-month statutory exhibition period, a total of five valid representations were received. On 7.10.2022, the representations were published for three weeks for public comments. Upon expiry of the publication period, a total of two valid comments on the representations were received.
- 1.3 On 16.12.2022, the Town Planning Board (the Board) agreed to consider all the representations and comments collectively in one group.
- 1.4 This Paper is to provide the Board with information for consideration of the representations and comments. The list of representers and commenters is at **Annex III**. The representations and comments are at **Annexes IVa and IVb** respectively. The representers and commenters have been invited to attend the meeting in accordance with section 6B(3) of the Ordinance.

2. **Background**

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”)

2.1 The Tuen Mun South Extension (TME) is one of the recommended railway schemes in the Railway Development Strategy 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 then 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 rezoning 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 at Item A1 site was technically feasible. To facilitate the proposed development, Item A1 site has been rezoned to “OU” annotated “Commercial/Residential Development with Public Transport Interchange” on the OZP (**Plan H-1a**).

Item B (Revision of the building height restriction of the “G/IC” zone at Tuen Mun Clinic)

2.2 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 the proposed Tuen Mun Clinic Redevelopment at the project planning and implementation stage. Taking into consideration the community needs and planning context, Item B site will be redeveloped into a joint-user complex (JUC) of 24 storeys (excluding 3 basement levels) with clinic/healthcare services, social welfare facilities and government offices. To take forward the redevelopment, the maximum BH of Item B site has been revised from 4 storeys to 115mPD (**Plan H-1b**).

Item D (Section 12A (s.12A) application for proposed residential development)

- 2.3 On 22.4.2022, the Rural and New Town Planning Committee (the Committee) of the Board agreed a s.12A application (No. Y/TM/20) for rezoning an area of about 2,364m² at 436 Castle Peak Road - Castle Peak Bay (Item D site) 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 a maximum BH of 100mPD to facilitate a high-density residential development with social welfare facility¹ (**Plan H-1b**). Item D is to reflect the decision of the Committee on the s.12A application.

Item E (s.12A application for columbarium use)

- 2.4 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 (Item E site) from “GB” to “G/IC” to facilitate columbarium use ² (**Plan H-1d**). ‘Columbarium’ is a Column 2 use requiring planning permission from the Board under the existing “G/IC” zone.
- 2.5 In view that the applicant of this approved s.12A application had submitted detailed development proposal with supporting technical assessments, concerned departments had 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, and there would be control mechanism on details and technical requirements of the concerned columbarium under the licence regime of Private Columbaria Ordinance (Cap. 630), Item E site is zoned “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 columbarium so as to streamline the development control process. The Committee agreed on 24.6.2022 that the proposed amendments to the approved Tuen Mun OZP No. S/TM/35 incorporating the “G/IC(2)” zone were suitable for exhibition under section 5 of the Ordinance for public inspection.

Items A2, C1 and C2 (Reflecting as-built developments)

- 2.6 Opportunity has been taken to revise the BHR of the portion of “G/IC” zone currently occupied by the Castle Peak Bay Fire Station at Item A2 site (**Plan H-1a**) to reflect the as-built condition of the fire station. In the 2019 and 2021 reviews of “CDA” sites, the Committee agreed to rezone the “CDA” site at Kwun Chui Road to reflect the existing development (named ‘Avignon’) (Item C1 site) (**Plan H-1c**). Opportunity has also been taken to amend the OZP to reflect the alignment of the existing Kwun Chui Road (Item C2 site) (**Plan H-2c**).

¹ The relevant RNTPC Paper and minutes of the RNTPC meeting are available at the Board’s website at:
https://www.info.gov.hk/tpb/en/meetings/RNTPC/Agenda/693_rnt_agenda.html
https://www.info.gov.hk/tpb/en/meetings/RNTPC/Minutes/m693rnt_e.pdf

² The relevant RNTPC Paper and minutes of the RNTPC meeting are available at the Board’s website at:
https://www.info.gov.hk/tpb/en/meetings/RNTPC/Agenda/674_rnt_agenda.html
https://www.info.gov.hk/tpb/en/meetings/RNTPC/Minutes/m674rnt_e.pdf

Amendments to the Notes of the OZP

- 2.7 In relation to the above amendment items, the Notes of the OZP have been revised accordingly. Opportunity has also been taken to incorporate other technical amendments into the Notes of the OZP for reflecting the latest revision of the Master Schedule of Notes to Statutory Plans.

Amendments to the OZP

- 2.8 On 24.6.2022, the Committee agreed that the proposed amendments to the approved Tuen Mun OZP No. S/TM/35 were suitable for exhibition under section 5 of the Ordinance for public inspection. The relevant RNTPC Paper No. 4/22 is available at the Board's website (<https://www.info.gov.hk/tpb/en/papers/papers.html#2022>) and the extract of minutes of the said RNTPC meeting is at **Annex V**. The draft Tuen Mun OZP renumbered as S/TM/36 was published on 22.7.2022.

3. Local Consultation

Prior to Submission of the Proposed Amendments to the Committee

- 3.1 Prior to the submission of the proposed OZP amendments for consideration by the Committee, the Planning Department (PlanD), Railway Development Office (RDO) of the Highways Department (HyD) and GPA consulted the Tuen Mun District Council (TMDC) regarding the proposed amendments to the OZP in respect of Items A1 and B on 16.5.2022, while letters to the Tuen Mun Rural Committee (TMRC) were issued on 3.5.2022 inviting the TMRC chairman, vice-chairmen and members to provide comments on Items A1 and B.
- 3.2 No comment has been received from the TMRC. TMDC members generally support or have no objection to/no adverse comment on the proposed amendment items but expressed concerns on potential interface with the planned sports ground to the south of the site and requested a public market be provided 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 the Tuen Mun District, and requested different types of community/welfare/medical services or facilities and public car parking facilities be provided in the Tuen Mun Clinic Redevelopment under Item B. Detailed views and comments of TMDC together with PlanD's and GPA's responses are set out in the minutes of the TMDC meeting at **Annex VI**.

Upon Gazettal of the Draft OZP

- 3.3 On 22.7.2022, the draft OZP was published for public inspection under section 5 of the Ordinance. TMDC and TMRC members were also notified that members of the public can submit representations on the amendments in writing to the Secretary of the Board during the exhibition period of the draft OZP. No representation from members of TMDC or TMRC was received.

4. The Representation Sites and the Surrounding Areas

4.1 The Representation Site under Item A1 (Plans H-1a, 2a, 3a, 4a to 4d and 5a)

- 4.1.1 Item A1 site, with a total area of 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. The site is currently occupied by the Tuen Mun Swimming Pool (TMSP), Hoi Wong Road Garden, Tuen Mun Community Green Station, 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 H-2a**). It is accessible to Wong Chu Road – the primary distributor of Tuen Mun New Town via Tuen Yee Street and Hoi Wong Road.
- 4.1.2 The surrounding area of the Item A1 site is predominantly residential in nature with various GIC facilities and open space (**Plans H-1a, 2a, 3a and 5a**). To the 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 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. 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 BHs ranging from 85mPD to 151mPD, GIC facilities including a substation and a primary school, and the MTR Tuen Mun Depot. To the 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. To the 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).

Proposed Development at Item A1 Site

- 4.1.3 Item A1 site proposed for an integrated development of commercial and residential uses cum railway facilities and PTI with open space and GIC facilities is zoned “OU” annotated “Commercial/Residential Development with Public Transport Interchange” subject to a maximum domestic GFA of 366,678m², a non-domestic GFA of 31,100m² and a

maximum BH of 174mPD. As the existing riverside promenade along Tuen Mun River Channel will be partially covered by the proposed A16 station and the viaduct of the TME, opportunity will be taken to re-provide and revitalise the section of promenade within Item A1 site.

- 4.1.4 An indicative conceptual development scheme has been prepared by the MTRCL under the rezoning study to demonstrate the technical feasibility of the proposed development. The conceptual layout plan, indicative floor plans and sections, and photomontages are at **Plans H-6a-1 to 6a-15 and Plans H-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)

Notes:

- (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 as required by the Government may 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.

4.2 **The Representation Site under Item A2 (Plans H-1a, 2a, 3a, 4b to 4d and 5a)**

4.2.1 Item A2 site, with an area of about 0.07ha and currently used as part of the Castle Peak Bay Fire Station, is zoned “G/IC” subject to a maximum BH of 5 storeys to reflect the as-built condition of the fire station. To the immediate north and west is the “OU” annotated “Commercial/Residential Development with Public Transport Interchange” zone (Item A1). To the immediate south and east are the Castle Peak Bay Fire Station, Tuen Yee Street and Hoi Wong Road respectively.

4.3 **The Representation Site under Item B (Plans H-1b, 2b, 3b, 4e, 4f and 5b)**

4.3.1 Item B site, with an area of about 0.53ha, is a piece of government land falling within an area zoned “G/IC”. The site is currently occupied by the existing Tuen Mun Clinic and a section of public road, namely Yuk Hong Street (**Plan H-2b**). Item B 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 predominantly residential in nature with GIC facilities and open space. To the north and further north across Yuk Hong Street and to the 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 the further west is Tuen Mun River Channel. To the 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 the 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) (**Plans H-1b and 5b**).

Proposed Development at Item B Site

4.3.2 Item B site, zoned “G/IC” with a maximum BH of 115mPD, is proposed to be redeveloped into a JUC providing district-based clinical/health care services, social welfare facilities and government offices. The indicative layout and sections are at **Plans H-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	<ul style="list-style-type: none"> - Clinical/healthcare facilities: about 35,500m² - RCHE: about 4,800m² - Social welfare facilities/government offices: about 2,700m²

Note:

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

4.4 **The Representation Site under Items C1 and C2 (Plans H-1c, 2c, 3c and 4g)**

4.4.1 The residential development at Item C1 site known as ‘Avignon’ has an existing BH of 10 storeys above car park (about 57mPD) and a PR of 1.3. As mentioned in paragraph 2.6 above, the Committee agreed to rezone the site to reflect its as-built condition. In this regard, Item C1 site, with an area of about 4.67ha, has been rezoned to “R(B)” subject to a maximum BH of 57mPD and a maximum PR of 1.3.

4.4.2 Item C2 site (about 1.03ha) is a strip of land forming part of the existing Kwun Chui Road. The site has been rezoned to an area shown as ‘Road’ to reflect its as-built condition.

4.5 **The Representation Site under Item D (Plans H-1b, 2d, 3d and 4h)**

4.5.1 Item D site, with an area of about 0.23ha, 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 the immediate north is a “G/IC” cluster which is currently occupied by Hoh Fuk Tong Centre and two schools. To the 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 the immediate south is an area zoned “GB” with a house lot occupied by an existing single-storey house named “蓮圃” and two vacant house lots (**Plan H-2d**). To the further south is a residential development named ‘Villa Tiara’ zoned “R(B)10” and two proposed public housing sites zoned “R(A)26” at Tseng Tau Sheung Tsuen South and former Pui Oi School (**Plan H-1b**). To its east is mostly vegetated hillslope zoned “GB” on the OZP. The Tuen Mun East Fresh Water Service Reservoir lies to the southeast.

4.6 **The Representation Site under Item E (Plans H-1d, 2e, 3e and 4i)**

- 4.6.1 Item E site, with an area of 0.31ha, is hard paved and currently 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 the east and southeast down the hillslope are a vehicle park, rural settlements at Kwong Shan Tsuen and the high-rise public housing development of Po Tin Estate. To the immediate south and further southwest is a cluster of rural settlements intermixed with vehicle park and columbaria. To the west and north are vegetated slopes and Tsing Shan Firing Range.

4.7 **Planning Intentions**

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

- (a) The “OU” annotated “Commercial/Residential Development with Public Transport Interchange” zone under Item A1 is primarily intended for integrated development of the area for commercial and residential uses cum railway facilities and PTI with the provision of riverside promenade, open space and GIC facilities.
- (b) The “G/IC” zones under Items A2 and B are intended 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, organizations providing social services to meet community needs, and other institutional establishments. The “G/IC(2)” zone under Item E is intended primarily for columbarium and religious institution uses.
- (c) The “R(B)” zone under Item C1 is intended primarily for medium-density residential developments where commercial uses serving the residential neighbourhood may be permitted on application to the Board.
- (d) The “R(A)27” zone under Item D is intended primarily for high-density residential developments. Commercial uses are always permitted on the lowest three floors of a building or in the purpose-designed non-residential portion of an existing building.
- (e) Area shown as ‘Road’ under Item C2 mainly depicts the road network or area reserved for road purpose.

5. The Representations

5.1 Subject of Representations

- 5.1.1 Amongst the five representations, one supporting and providing views on Item D (**R1**), two opposing Item A1 (**R3** and **R4**), one supporting Item B but opposing Items A1, D and E and providing views (**R5**), and one providing general views not related to any amendment items (**R2**).
- 5.1.2 The major grounds of representations as well as their major suggestions, and PlanD's responses, in consultation with the relevant government bureaux/departments (B/Ds), are summarised in paragraphs 5.2 to 5.4 below.

5.2 Supportive Representations

Major Grounds/Comment(s)/Suggestion(s)		Rep. No.
(1)	<u>Item B</u> Stand-alone GIC facility is supported.	R5
(2)	<u>Item D</u> The proposed development at the site would contribute to providing housing units to meet acute housing needs in Hong Kong and unleash the development potential of a prime location in Tuen Mun Town Centre without inducing adverse technical impacts. Rezoning of the site would provide a clear planning intention and certainty for providing residential development compatible with the nearby context.	R1
Responses		
(a)	In response to (1) & (2) The above supportive views are noted.	

5.3 Adverse Representations

Item A1

5.3.1 Housing Supply and Mix

Major Grounds/Comment(s)/Suggestion(s)		Rep. No.
(1)	With the possible residential developments in River Trade Terminal and Lam Tei Quarry and other planned residential developments in Tuen Mun, the population of Tuen Mun will increase by 200,000 to 700,000. The site should be rezoned for commercial/office uses	R3 and R4

	instead to provide job opportunities for the residents of Tuen Mun and nearby districts in order to alleviate long commuting time suffered by the Tuen Mun residents. The loss of the site as residential development is considered small and could be compensated by increasing residential developments in other parts of Hong Kong.	
(2)	It is not acceptable to hand over the site which is a piece of government land to MTRCL for private development. The site should provide a mixture of public and private housing units akin to the arrangement at Siu Ho Wan Depot. The proposed development is mostly for monetary gains.	R5
Responses		
(a)	<p>In response to (1)</p> <p>Item A1 site is located in a well-established residential neighbourhood with various GIC and supporting facilities in Area 16. Positioning as the southern gateway of Tuen Mun New Town with the new planned railway station and PTI, the accessibility of Item A1 site will be largely enhanced, and the site is suitable for mainly residential development under the transit-oriented development (TOD) concept. The proposed development producing some 8,100 flats for about 22,000 people will help to address the acute housing shortage.</p> <p>As an integrated development of residential and commercial uses cum railways facilities and PTI with open space and GIC facilities, Item A1 site is zoned "OU" annotated "Commercial/Residential Development with Public Transport Interchange" on the OZP to facilitate the proposed development.</p> <p>Regarding job opportunities in Tuen Mun, the major employment hub is located in Tuen Mun Town Centre where a large amount of commercial and industrial floorspace could be found in the commercial complexes located along Tuen Mun Heung Sze Wui Road and Tuen Mun Road and the Tuen Mun Industrial Area in Areas 9 and 12 respectively (Plan H-1b). In the long term, the Hung Shui Kiu/Ha Tsuen New Development Area (HSK/HT NDA) will also produce abundant floorspace for various types of economic activities offering about 150,000 jobs in various commercial, industrial, special industry and community services sectors, which would help redress the current shortfall of jobs in the Northwest New Territories.</p>	
(b)	<p>In response to (2)</p> <p>TME is one of the recommended railway schemes in the Railway Development Strategy 2014 announced in September 2014. In 2016, the Government invited MTRCL to submit a proposal for TME under the</p>	

	<p>ownership approach. MTRCL proposed to provide an additional station in Area 16 with topside development. On the basis of ownership approach, the Government will negotiate with MTRCL on the funding arrangement of TME, including the feasibility of granting the property development right of the Item A1 site to MTRCL for the purpose of bridging the funding gap (i.e. the shortfall in the expected return on capital less the revenues net of expenditure).</p> <p>Given that the primary purpose of granting property development right to MTRCL is to bridge the funding gap of a railway project, pursuing private housing development would help optimise the value of the development site. The feasibility of R5's suggestion would depend on whether there are sufficient sites along the proposed railway for public and private housing developments, and whether the site(s) granted to MTRCL can generate sufficient profit to bridge the funding gap. In the current case, there is no other sites along the TME available and suitable for private housing development. Housing Department (HD) has no objection to Item A1 for private housing development.</p> <p>From 2014 to 2022, 20 sites in the Tuen Mun District have been rezoned for housing developments providing a total of about 43,300 flats, amongst these about 81% (35,100 flats) are for public housing while about 19% (8,200 flats) are for private housing. The Government will continue to adopt a multi-pronged approach to identify suitable land to meet the need for both public and private housing.</p>
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5.3.2 Provision of GIC/Recreational Facilities and Open Space

Major Grounds/ Comment(s)/Suggestion(s)		Rep. No.
(1)	In the past few years, a large number of sites zoned "G/IC" or "GB" have been rezoned by the Government for high density residential developments resulting in the loss of greenery areas. The proposed rezoning of a riverside open space for the proposed development at Item A1 site is unprecedented and unfair to the Tuen Mun residents.	R3 and R4
(2)	All 560 existing trees will be trashed.	R5
(3)	TMSP, which will be affected by the proposed development, is a complex with various types of pools and cannot be fully re-provisioned at the Tuen Mun Golf Course as there are other recreational facilities already in place. Details on the reprovisioning of TMSP are insufficient.	R5
(4)	The site may be rezoned for a sports park.	R3

(5)	The proposed Tower 6 at Item A1 site should be removed and part of the site should be integrated with the sports ground in the south to provide genuine community facilities and park with the benefit of facilitating the flight pattern of ardeids. A single swimming pool should be provided at that part of the Item A1 site serving residents living near the site.	R5
Responses		
(a)	<p>In response to (1) and (2)</p> <p>The planned local and district open space provisions in the Tuen Mun District are sufficient to meet the needs of the planned population in accordance with the requirements of the Hong Kong Planning Standards and Guidelines (HKPSG). As the existing riverside promenade will be partially covered by the proposed A16 station and the viaduct of the TME, opportunity will be taken to re-provide and revitalise the section of promenade within the Item A1 site for creating a vibrant and unique promenade environment infused with arts and cultural elements for enjoyment of the public under the proposed development.</p> <p>According to the Indicative Landscape Proposal and Tree Preservation Proposal submitted by the MTRCL (Plan H-6a-13), no less than a total of 22,000m² of local open space will be provided within the proposed development. A total greenery coverage of not less than 30% of the site area will be provided at the site. Among the existing 560 trees within the site, 24 trees are proposed to be transplanted, the remaining 536 trees are proposed to be felled and a minimum of 536 new heavy-standard trees will be planted and form part of the amenity tree planting.</p>	
(b)	<p>In response to (3)</p> <p>Under the TME Railway Project to be implemented by MTRCL, the TMSP with enhanced facilities, including indoor swimming pools, will be re-provisioned within the existing putting green area of Tuen Mun Golf Centre. Facilities of the re-provisioned TMSP will be subject to detailed design by MTRCL in accordance with the requirements of LCSD and in consultation with the relevant stakeholders. The existing putting green area will then be re-provisioned at the Adventure Park to the satisfaction of LCSD³ (Plan H-1a).</p>	
(c)	<p>In response to (4) and (5)</p> <p>A sports ground with an area of about 5.63ha has already been planned and will be implemented by LCSD in the area to the immediate south</p>	

³ According to MTRCL, other affected facilities include Hoi Wong Road Garden and Tuen Mun Community Green Station. Re-provisioning of these facilities will continue to be followed up under the TME Railway Project by MTRCL.

	<p>of the Item A1 site (Plan H-1a). The planned provisions of sports ground and swimming pool in the Tuen Mun District are adequate to meet the needs of the planned population in accordance with the requirements of HKPSG.</p> <p>A number of community and social welfare facilities have also been planned at various locations conveniently connected to the proposed A16 Station and PTI within the proposed development.</p> <p>Responses 5.3.2(b) regarding the reprovisioning of TMSP and 5.3.3(a) regarding the flight path issue are also relevant.</p>
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5.3.3 Technical and Design Aspects

Major Grounds/Comment(s)/Suggestion(s)		Rep. No.
(1)	The community of commuting ardeids will be endangered by the proposed development at Item A1 site.	R5
(2)	The concept of iconic building at the Item A1 site is doubtful. The proposed re-provisioned riverfront promenade at the Item A1 site will be similar to other waterfront developments in Hong Kong providing only casual food and beverage services/kiosk/food truck/parking lot/outlet. The proposed development will be of podium design with usual paving and potted plants.	R5
Responses		
(a)	<p>In response to (1)</p> <p>According to the Terrestrial Ecological Impact Assessment (TEIA) submitted by MTRCL, 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 woodlands and modified watercourse which are considered to be of low to moderate ecological value. Ecological resources concerning Item A1 site mainly include a community of commuting ardeids flying across the site to the night-roosting site in Tuen Mun Park, which is located about 800m north of the site. Key ecological impact arising from the proposed development is mainly on the potential obstruction to the flight line of these ardeids. Among the five major ardeids flight lines to the night-roosting site in Tuen Mun Park, majority of the ardeids (about 97%) were recorded flying in the direction from the Tuen Mun Typhoon Shelter to their night roosting trees, amongst these about 75% recorded flying along the flight lines outside the Item A1 site (i.e. along the Tuen Mun River Channel, Hoi Wong Road and Tuen Mun Heung Sze Wui Road) with less than 25% of ardeids taking the flight line across Item A1 site (Plan 6a-16). With mitigation measures including</p>	

	avoidance and minimisation (maintaining flight line and minimising obstruction by proper layout of proposed development) and incorporation of greening features in the proposed development, only minor residual ecological impact is anticipated. The Agriculture, Fisheries and Conservation Department (AFCD) has no adverse comment on the TEIA.
(b)	<p>In response to (2)</p> <p>The Item A1 site is located at the prominent location in Area 16 as the southern gateway of Tuen Mun New Town. To signify the proposed development as the future southern gateway of Tuen Mun New Town, two landmark residential buildings (i.e. Tower 6 and Tower 13) are planned at the northern and southern ends to further enhance the interesting BH profile of the proposed development according to the indicative layout plan submitted by MTRCL (Plans H-6a-1 and H-6a-11). The proposed development at the site will help create a new community hub comprising the riverside promenade, the proposed A16 station, residential towers, shopping mall, PTI, social welfare facilities and kindergartens, future sports ground, as well as the adjacent residential developments and GIC facilities and the other side of the Tuen Mun River via a comprehensive pedestrian network. It would help transform the area into a new liveable place, strengthen community connections and enhance community integration. To ensure that the site would be developed and designed in an integrated manner, a master layout plan for the proposed development would be required from the project proponent as an administrative measure under the lease.</p> <p>Response 5.3.2(a) is also relevant.</p>

Item D

5.3.4 Undesirable Precedent

	Major Grounds/Comment(s)/Suggestion(s)	Rep. No.
(1)	The Board caved in under the Court of First Instance (CFI)'s decision. The rezoning would bring a wall tower with a small GIC facility to the community.	R5
Responses		
(a)	<p>In response to (1)</p> <p>Item D is to take forward the decision of the Committee in April 2022 on the agreed s.12A application No. Y/TM/20 to rezone the site from mainly "GB" to "R(A)27" to facilitate a proposed residential development with social welfare facility.</p>	

	<p>The s.12A application No. Y/TM/20 was originally rejected by the Committee in 2020 on the grounds of setting an undesirable precedent, causing adverse cumulative impacts on the surrounding areas, and failing to adopt comprehensive planning approach for the site and the adjoining lots. Subsequently, the applicant lodged a judicial review (JR) application against the decision of the Committee. In 2021, the CFI allowed the JR and ordered to remit the matter to the Board for reconsideration on the grounds that the rezoning application should be assessed based on its own merits and circumstances, the adoption of a comprehensive planning approach should not be insisted upon, and approval of the application would unlikely set a new precedent on land use compatibility.</p> <p>On 22.4.2022, the Committee, taking into account the Court's ruling, reconsidered and agreed to the application on considerations that the proposed development was not incompatible with the landscape character of the surrounding environment; the proposed high-rise residential development is considered not incompatible with the surroundings in terms of land use, development intensity and building height; and the technical assessments undertaken by the applicant demonstrated that the proposed development would not cause significant adverse impacts to the surroundings.</p> <p>The Visual Impact Assessment and Air Ventilation Assessment conducted by the applicant confirmed that the proposed development would not cause significant visual and air ventilation impacts to the surroundings. Also, the proposed social welfare facility at the site is based on the advice of the Social Welfare Department (SWD) which has no adverse comment on Item D.</p>
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Item E

5.3.5 Traffic Concern

	Major Grounds/Comment(s)/Suggestion(s)	Rep. No.
(1)	For Item E site, as the number of niches has been doubled when compared with the application in 2013 and that the majority of the niches have not been sold, the traffic impact cannot be ascertained based on the current occupation.	R5
Responses		
(a)	<p>In response to (1)</p> <p>Item E site is to take forward the decision of the Committee in June 2021 on the agreed s.12A application No. Y/TM/23 to rezone the site from "GB" to "G/IC" zone to facilitate columbarium use. The previous s.12A application (No. Y/TM/8) for rezoning the Site from "GB" to "G/IC" for the same use (6,000 niches) was rejected by the Committee in 2013 mainly</p>	

	<p>for the reasons that the proposed development would pose adverse vehicular and pedestrian traffic impacts and cause nuisance to the nearby residents. Under application No. Y/TM/23, although the proposed number of niches has been increased to 11,094, the applicant has submitted a traffic and crowd management plan (TCMP) which included closure of the columbarium on Ching Ming and Chung Yeung Festivals and the two weekends before and after that, admission control measures, improvement of access road and shuttle bus service; and a traffic impact assessment (TIA) taking into account the anticipated cumulative traffic impact arising from the nearby proposed columbarium developments currently under planning application in the area. The Commissioner for Transport and the Commissioner of Police had no adverse comment on the TIA and the application. Application No. Y/TM/23 was agreed by the Committee on considerations that the columbarium use is not incompatible with the surrounding land uses and would not have significant traffic, noise, air quality, sewerage, drainage, landscape and visual impacts to the surroundings.</p>
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5.4 **Representations Providing Views**

	Major Grounds/Comment(s)/Suggestion(s)	Rep. No.
(1)	<p><u>Item A2, C1 and C2</u> Items A2, C1 and C2 is housekeeping work of the Board.</p>	R5
(2)	<p><u>Item B</u> There seems to be lack of outdoor recreational facilities for the proposed RCHE at Item B site.</p> <p>All existing trees will be removed without supporting information.</p>	R5
(3)	<p><u>Item D</u> It is suggested to rezone a site (Ping Shan Inland Lot No. 6) to the south of the Item D site from “GB” and area shown as ‘Road’ to “R(A)” zone.</p>	R1
(4)	<p><u>General</u> The provision of GIC facilities, open space and other supporting facilities is insufficient in the Tuen Mun Southeast Area. Quality of life of local residents is worsening as the result of increasing housing supply in the Tuen Mun especially this area. Deficiency in facilities should be addressed before rezoning more land or increasing intensity for housing developments in this area. The “G/IC” and “GB” zones in the area should be retained for GIC facilities.</p>	R2 and R5

(5)	The Government should review the need for railway development and improve the traffic problem in the Tuen Mun Southeast Area by increasing the frequencies of public transport service to accommodate the existing and planned developments.	R2
(6)	Oppose the s.12A application (No. Y/TM/29) for proposed rezoning of a site from “R(B)”, “R(B)14” and “G/IC” to “R(B) 21”.	R2
Responses		
(a)	<p>In response to (1)</p> <p>The views above are noted.</p>	
(b)	<p>In response to (2)</p> <p>According to SWD, for the design of the proposed RCHE, reference would be made to the schedule of accommodation for the 200-place RCHE taking into account the operational, spatial and locational requirements of the user.</p> <p>Given the existing topography and the scale of redevelopment, site clearance, bulk excavation and basement construction etc. are required for the building construction and associated internal road works. Impact on all existing trees, except Tree T1, within and adjacent to the Site would be unavoidable⁴. To minimise tree felling within the site and its periphery, any proposed tree removal will be critically assessed at detailed design stage with justifications and be adequately compensated in accordance with the Development Bureau’s Technical Circular (Works) No. 4/2020. Besides, a minimum 20% greenery area should be provided at Item B site after redevelopment.</p>	
(c)	<p>In response to (3)</p> <p>Item D is for taking forward the decision of the Committee on a s.12A application (No. Y/TM/20) while R1’s suggestion is related to another s.12A application (No. Y/TM/30) which is still being processed in accordance with the relevant provisions of the Ordinance and no decision by the Committee has yet been made. The Committee would consider each rezoning application based on its own merits and circumstances taking into account the departmental comments and other relevant considerations.</p>	

⁴ The tree schedule, tree survey plan and tree photos are appended at Attachment VI of RNTPC Paper No. 4/22 (<https://www.info.gov.hk/tpb/en/papers/papers.html#2022>).

(d)	<p>In response to (4)</p> <p>Among the OZP amendments, only Items C1 and C2 are located in the Tuen Mun Southeast Area and both items are for reflecting the as-built conditions of completed developments.</p> <p>Based on the HKPSG requirements and requirements of concerned government bureaux/departments (B/Ds), the planned provision of major GIC facilities in the whole Tuen Mun District is generally adequate to meet the demand of the planned population, except hospital beds, clinic/health centre, some social welfare services/facilities and sport centre (Annexes VII and VIII). The proposed developments under Items A1, B and D would provide appropriate social welfare, clinical/healthcare and other GIC facilities to meet the needs of the future residents in the Tuen Mun District. The planned local and district open space provisions in the Tuen Mun District are also sufficient to meet the relevant requirements under HKPSG.</p> <p>The Hospital Authority (HA) plans its services on a cluster basis. In planning and developing various public healthcare services, HA has taken into account a number of factors, including the increase of service demand as a result of population growth, demographic changes, rising prevalence of chronic diseases, technology advancement, manpower availability as well as organisation of services of the clusters. HA would monitor the service utilisation and update the service demand projection regularly according to the latest population projection parameters and development plans of the Government to inform service planning on a cluster basis.</p> <p>For hospital services, the New Territories West Cluster (NTWC) provides services for residents in Tuen Mun and Yuen Long. There are a number of hospital development projects planned in the First and Second Ten-year Hospital Development Plans (HDPs). HA will continue to review its service provisions to address the public healthcare needs on a cluster basis.</p> <p>The HA's general outpatient services are committed to providing community-based primary care services. At present, there are three general out-patient clinics in the Tuen Mun District. In view of the service demand, the HA is planning for a sizeable Community Health Centre in the public housing development project in Tuen Mun Area 29 West which is under construction stage, while the proposed redevelopment of the Tuen Mun Clinic which is associated with Item B would provide rooms for service expansion of HA's clinic in future.</p> <p>HKPSG requirements for social welfare facilities are a long-term goal and the actual provision would be subject to the consideration of the Social Welfare Department (SWD) in the planning and development process as appropriate. In applying the standards, the distribution of welfare facilities, supply in different districts, and services demand as a result of the different welfare facilities have to be considered. PlanD and SWD will work closely to ensure that more community facilities can be included in</p>
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	new and redevelopment proposals from both public and private sectors in the Tuen Mun District. Regarding the shortfall in the provision of sports centre in the Tuen Mun District, LCSD and PlanD will work closely to identify suitable sites for new sports centre.
(e)	<p>In response to (5)</p> <p>The TME Project will extend the TML from Tuen Mun Station southwards by about 2.4km. In addition to a new station to be provided near Tuen Mun Ferry Pier, there will be an intermediate station in Tuen Mun Area 16 to improve the railway access to the community south of the Tuen Mun town centre.</p> <p>Upon the completion of the TME project, temporary public transport facilities would be provided at A16 Station, which would be further replaced by a PTI under the property development in the second stage.</p> <p>The Government has been coordinating various public transport service arrangements so as to enhance the efficiency of the overall transport network, avoid duplication of transport resources, relieve traffic congestion, and improve roadside air quality. When the TME commissions, there may be changes in passengers' travel patterns and demand. Transport Department (TD) will assess the operation efficiency and actual passenger demand of various public transport services based on data collected, and suitably consider adjusting the service arrangements to meet passengers' needs. TD will continue to maintain communication and coordinate with respective public transport operators to provide adequate services.</p> <p>According to the preliminary proposal for the Study on Artificial Islands in the Central Waters presented to the Panel on Development of the Legislative Council at its meeting on 29.12.2022 on strategic transport infrastructure, the proposed Hong Kong Island West - HSK Rail Link will pass through the Tuen Mun Southeast Area with a proposed station.</p>
(f)	<p>In response to (6)</p> <p>The site covered by the s.12A application (No. Y/TM/29) is not related to any amendment items under the OZP.</p>

6. Comments on Representations

- 6.1 There are two comments submitted by individuals. One of them (**C2**) is also representer (**R5**). **C1** expresses no adverse comment on Item A1 and provides comments in relation to R5. **C2** concurs with **R3** and **R4** in opposing Item A1 on the grounds as stated in paragraph 5.3.1(1) above, and the response in paragraph 5.3.1(a) above is relevant. **C2** also opposes **R1**'s suggestion as stated

in paragraph 5.4(3) and comments that the Board should not consider such suggestion under the current OZP amendments. The response in paragraph 5.4(c) is relevant.

7. Departmental Consultation

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

- Secretary for Health;
- Commissioner for Transport;
- Chief Engineer/Railway Development 1-3, RDO, HyD;
- Chief Town Planner/Urban Design and Landscape, PlanD;
- Director of Agriculture, Fisheries and Conservation;
- Director of Leisure and Cultural Services;
- Director of Social Welfare;
- Director of Health; and
- GPA.

7.2 The following government B/Ds have no comment on the representations/comments:

- Secretary for Home and Youth Affairs;
- Secretary for Development;
- Secretary for Transport and Logistics;
- Secretary for Education;
- District Lands Officer/Tuen Mun, Lands Department (LandsD);
- Chief Estate Surveyor/Railway Development, LandsD;
- CHE/NTW, HyD;
- Director of Environmental Protection;
- Director of Fire Services;
- Chief Engineer/Mainland North, Drainage Services Department;
- Chief Engineer/Construction, Water Supplies Department;
- Project Manager (West), Civil Engineering and Development Department (CEDD);
- Head of the Geotechnical Engineering Office, CEDD;
- Chief Architect/Central Management Division 2, Architectural Services Department (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 Food and Environmental Hygiene;
- Commissioner of Police; and
- District Officer (Tuen Mun), Home Affairs Department.

8. Planning Department's Views

- 8.1 The supportive views of **R1(Part)** and **R5(Part)** and the views of **R2** are noted.
- 8.2 Based on the assessments in paragraphs 5.3 and 5.4 above, PlanD does not support **R1(Part)**, **R3 to R5(Part)** and considers that the OZP should not be amended to meet the representations for the following reasons:

Item A1

- (a) Item A1 site is located in a well-established residential neighbourhood with various GIC and supporting facilities in Area 16. Positioning as the southern gateway of Tuen Mun New Town with the new planned railway station and PTI, the accessibility of Item A1 site will be largely enhanced, and the site is suitable for mainly residential development under the TOD concept. As an integrated development of residential and commercial uses cum railways facilities and PTI with open space and GIC facilities, Item A1 site is zoned "OU" annotated "Commercial/Residential Development with Public Transport Interchange" on the OZP to facilitate the proposed development. A master layout plan would be required from the project proponent as an administrative measure under the lease for the proposed development to ensure the site would be developed and designed in an integrated manner (**R3, R4 and R5(Part)**);
- (b) a rezoning study with technical assessments on the potential impacts of various aspects, including traffic, visual, air ventilation, landscape, environmental, ecological and infrastructural, has been carried out and confirmed that no insurmountable technical problem is envisaged for the proposed development at the site. Under the rezoning study, relevant mitigation measures have been proposed to minimise the potential impacts of the proposed development (**R3, R4 and R5(Part)**);
- (c) the existing facilities affected by the TME railway project and Item A1 include the section of riverside promenade within the site, TMSP, Hoi Wong Road Garden and Tuen Mun Community Green Station. The section of riverside promenade within the Item A1 site will be re-provisioned and revitalised for creating a vibrant and unique promenade environment for enjoyment of the public under the proposed development. TMSP, Hoi Wong Road Garden and Tuen Mun Community Green Station will be re-provisioned at the practice greens in Tuen Mun Golf Centre, 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 TMSP, Hoi Wong Road Garden and Tuen Mun Community Green Station will continue to be followed up under the TME Railway Project by MTRCL. The planned sports ground to the immediate south of Item A1 site will not be affected by Item A1 (**R3, R4 and R5(Part)**);
- (d) given that the primary purpose of granting property development right to MTRCL is to provide funding for railway projects, pursuing private housing development at the site would help optimise the value of the development site.

There is a need to adopt a multi-pronged approach to identify suitable land to meet the need for both public and private housing (**R5(Part)**);

Item D

- (e) Item D is to take forward the decision of the Committee on the agreed s.12A application No. Y/TM/20. The rezoning of Item D site 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 a maximum BH of 100mPD to facilitate a high-density residential development with social welfare facility is considered not incompatible with the surrounding areas. The technical assessments on the potential impacts of various aspects, including traffic, visual, air ventilation, landscape, environmental and infrastructural undertaken by the applicant have demonstrated that the proposed development would not cause significant adverse impacts to the surroundings (**R5(Part)**);
- (f) R1’s suggestion is related to another s.12A application (No. Y/TM/30) which is still being processed in accordance with the relevant provisions of the Ordinance and no decision by the Committee has yet been made (**R1(Part)**);

Item E

- (g) Item E is to take forward the decision of the Committee on the agreed s.12A application No. Y/TM/23. The rezoning of the site from “GB” to “G/IC(2)” subject to a maximum BH of 2 storeys and a maximum number of niches for the existing columbarium is considered appropriate to facilitate columbarium use. The technical assessments undertaken by the applicant have demonstrated that the proposal would not have significant traffic, noise, air quality, sewerage, drainage, landscape and visual impacts to the surroundings (**R5(Part)**); and

Others

- (h) the planned GIC facilities are generally sufficient to meet the demand of the planned population in the Tuen Mun District in accordance with the HKPSG and the requirements by relevant Government bureaux/departments, except for hospital beds, clinic/health centre, some elderly, childcare and rehabilitation services/facilities and sports centre. The proposed developments under Items A1, B and D would provide appropriate social welfare, clinical/healthcare and other GIC facilities to meet the needs of the future residents in the Tuen Mun District. The provision of community facilities will be closely monitored by the relevant Government bureaux/departments. The planned local and district open space provisions in the Tuen Mun District are also sufficient to meet the relevant requirements under HKPSG (**R2** and **R5(Part)**).

9. Decision Sought

- 9.1 The Board is invited to give consideration to the representations and comments taking into consideration the points raised in the hearing session, and decide

whether to propose/not to propose any amendment 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 respective Notes and updated Explanatory Statement, are suitable for submission under section 8 of the Ordinance to the Chief Executive in Council for approval.

10. Attachments

Annex I	Draft Tuen Mun OZP No. S/TM/36 (Reduced Size)
Annex II	Schedule of Amendments to the Approved Tuen Mun OZP No. S/TM/35
Annex III	List of Representers and Commenters
Annexes IVa & IVb	Submissions of Representers and Commenters
Annex V	Extract of Minutes of RNTPC Meeting held on 24.6.2022
Annex VI	Extract of Minutes of TMDC Meeting held on 16.5.2022
Annex VII	Provision of Major Community Facilities and Open Space in Tuen Mun OZP
Annex VIII	Provision of Major Community Facilities and Open Space in Tuen Mun District
Plans H-1a to 1d	Location Plans of the Amendment Sites
Plans H-2a to 2e	Site Plans
Plans H-3a to 3e	Aerial Photos
Plans H-4a to 4i	Site Photos
Plans H-5a and 5b	Building Height Plans for Amendment Items A1 and B
Plans H-6a-1 to 6a-16	Conceptual layout plan, indicative floor plans, indicative sections, indicative landscape and open space plans and flight line of night roosting ardeids plan for Amendment Item A1
Plans H-6b-1 to 6b-6	Photomontages for Amendment Item A1
Plans H-7a to 7e	Indicative layout and sections for Amendment Item B