

TOWN PLANNING BOARD

**TPB Paper No. 10996
For Consideration by the
Town Planning Board on 7.3.2025**

DRAFT TUEN MUN OUTLINE ZONING PLAN NO. S/TM/40

CONSIDERATION OF REPRESENTATIONS NO. TPB/R/S/TM/40 – R1 TO 69

**DRAFT TUEN MUN OUTLINE ZONING PLAN NO. S/TM/40
CONSIDERATION OF REPRESENTATIONS NO. TPB/R/S/TM/40-R1 TO R69**

Subject of Representations (Amendment Items)	Representers (No. TPB/R/S/TM/40-)
<p><u>Item A1</u> Rezoning of a site to the northwest of Light Rail Transit (LRT) Goodview Garden Station from “Government, Institution or Community” (“G/IC”) to “Residential (Group A)29” (“R(A)29”) with stipulation of building height restriction (BHR).</p> <p><u>Item A2</u> Rezoning of a site being part of the residential development ‘Oceania Heights’ from “G/IC” to “R(A)” with stipulation of BHR.</p> <p><u>Item B</u> Rezoning of a site to the east of Tuen Mun Town Plaza from “Green Belt” (“GB”) and an area shown as ‘Road’ to “R(A)30” with stipulation of BHR.</p> <p><u>Item C</u> Rezoning of a site to the west of Hing Fu Street from “GB” to “G/IC(5)” with stipulation of BHR.</p>	<p><u>Total: 69</u></p> <p><u>Support Item B (Total: 5)</u> R1 to R5: Individuals</p> <p><u>Oppose All or Individual Items (Total: 62)</u></p> <p><u>Oppose Item A1 Only</u> R6: The Owner’s Committee of Oceania Heights R7 to R42: Individuals</p> <p><u>Oppose Items A1 and A2</u> R43 to R59: Individuals</p> <p><u>Oppose Items A1 and B</u> R60 to R62: Individuals</p> <p><u>Oppose all Items</u> R63 to R67: Individuals</p> <p><u>Provide Views on Item A1 and/or Item B (Total:2)</u> R68: MTR Corporation Limited (MTRCL) R69: The Hong Kong and China Gas Company Limited (Towngas)</p>

Note: The names of the representers are attached at **Annex III**. Soft copy of the submissions is sent to Town Planning Board (the Board) Members via electronic means; and is also available for public inspection at the Board’s website at https://www.tpb.gov.hk/en/plan_making/S_TM_40.html and the Planning Enquiry Counters of the Planning Department (PlanD) in North Point and Sha Tin. A set of hard copy is deposited at the Board’s Secretariat for Members’ inspection.

1. Introduction

- 1.1 On 1.11.2024, the draft Tuen Mun Outline Zoning Plan (OZP) No. S/TM/40 (the Plan) at **Annex I** was exhibited for public inspection under section 5 of the Town Planning Ordinance (the Ordinance). The Schedule of Amendments setting out the amendments to the OZP and its Notes is at **Annex II** and the locations of the amendment items are shown on **Plans H-1a and H-1b**.

- 1.2 During the two-month statutory exhibition period, a total of 69 valid representations were received. On 7.2.2025, the Board agreed to consider all the representations collectively in one group.
- 1.3 This Paper is to provide the Board with information for consideration of the representations. The list of representers is at **Annex III**. The representers have been invited to attend the meeting in accordance with section 6B(3) of the Ordinance.

2. Background

Item A1 – Proposing Private Residential Development with Public Transport Terminus (PTT) and Government, Institution and Community (GIC) Facilities

- 2.1 The Government has adopted a multi-pronged approach to meet housing and other development needs. To meet and expedite housing land supply in short and medium terms, the Government has been carrying out various land use reviews on an on-going basis, including reviews on the Government land currently vacant, under Short Term Tenancies (STTs) or different short-term or government uses, with a view to identifying more suitable sites for conversion to residential use. A site located to the northwest of the Goodview Garden LRT Station in Tuen Mun Area 16, which is currently used as an amenity area, a bus terminus, a bus stop and a green mini-bus (GMB) stop, has been identified for private residential development. The site has not been designated for any long-term uses. A feasibility study (the Study) was conducted by the Civil Engineering and Development Department (CEDD) to ascertain the technical feasibility of the proposed private residential development with PTT and GIC facilities at the site.
- 2.2 To facilitate the proposal, the site has been rezoned from “G/IC” to “R(A)29” subject to a maximum plot ratio (PR) of 6 and a maximum building height (BH) of 100mPD.

Item A2 - Reflecting Completed Development and As-built Conditions

- 2.3 A U-shape site being part of the residential development namely ‘Oceania Heights’ to the west of Item A1 site has been rezoned from “G/IC” to “R(A)” to better reflect the completed development and the as-built conditions.

Item B - Taking forward Approved S.12A Application for Private Residential Development with Social Welfare Facilities

- 2.4 On 24.11.2023, the Rural and New Town Planning Committee (RNTPC) of the Board agreed to a s.12A application (No. Y/TM/30) for rezoning a site to the east of Tuen Mun Town Plaza from “GB” and area shown as ‘Road’ to a sub-area¹ of “R(A)” zone subject to a maximum domestic PR of 6 or non-domestic PR of 9.5 and a maximum BH of 100mPD so as to facilitate a private residential development with social welfare facilities (i.e. School Social Work Unit) with a Gross Floor Area (GFA) of not less than 315m². To take forward the RNTPC’s decision, the site under Item B has been rezoned to “R(A)30” with stipulation of the above development restrictions.

¹ At the s.12A application stage, RNTPC agreed to the applicant’s proposal for rezoning the site to “R(A)29”. The numbering of the sub-area has been re-arranged taking account of the latest proposals in the current round of OZP amendment exercise.

Item C - Taking forward Approved S.12A Application for Columbarium Development

- 2.5 On 19.4.2024, RNTPC agreed to a s.12A application (No. Y/TM/24) for rezoning a site to the west of Hing Fu Street from “GB” to “G/IC” to facilitate a columbarium development. The applicant did not provide a tailor-made Notes for the proposed “G/IC” zone. In view that the applicant had submitted a detailed development proposal with supporting technical assessments, concerned departments have no in-principle objection to or adverse comment on the proposed scheme and there is control mechanism under the licencing regime of the Private Columbaria Ordinance (PCO) and the land administrative regime, RNTPC decided to agree to the s.12A application by rezoning the site to suitable “G/IC” sub-zone(s) and placing ‘Columbarium’ under Column 1 uses (i.e. uses always permitted) to streamline the development control process. To take forward the RNTPC’s decision, the site under Item C has been rezoned to “G/IC(5)” subject to a maximum BH of two-storeys and a maximum number of niches of 5,670.

Amendments to the Notes and Explanatory Statement of the OZP

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

The Draft OZP

- 2.7 On 4.10.2024, RNTPC agreed that the proposed amendments to the approved Tuen Mun OZP No. S/TM/39 were suitable for public inspection under section 5 of the Ordinance. The relevant RNTPC Paper No. 5/24 is available at the Board’s website² and the extract of the minutes of the RNTPC meeting is at **Annex IV**. Subsequently, the draft Tuen Mun OZP No. S/TM/40 was gazetted on 1.11.2024.

3. Local Consultation

Prior to the Submission of the Proposed Amendments to RNTPC

- 3.1 Prior to the submission of the proposed amendments to RNTPC for consideration, PlanD together with CEDD consulted the Tuen Mun District Council (TMDC) on 9.9.2024 on Item A1. Some TMDC members opined that it had long been the locals’ aspiration for using the site for open space, public vehicle park and/or GIC uses. They conveyed their disappointment over the rezoning proposal and expressed concerns mainly from traffic capacity, potential adverse visual and air ventilation impacts, building mass and disposition and the loss of “G/IC” land aspects. Some members also concerned how the mitigation measures recommended under the Study could be duly implemented in the future residential development.
- 3.2 Two groups of petition letters concerning Item A1 were received on the same day with one collectively submitted by the residents of Oceania Heights, Nerine Cove,

² The RNTPC Paper No. 5/24 is available at the Board’s website at:
https://www.tpb.gov.hk/en/meetings/RNTPC/Agenda/751_rnt_agenda.html

Goodview Garden and The Sea Crest³ and one submitted by the Owners' Committee of Oceania Heights (i.e. **R6**), with 269 public views including 12 supporting views on the grounds that the rezoning would optimise land utilization and address private housing needs; two providing views that the bus terminus should be re-provided in-situ and the tower orientation should avoid obstruction of sunlight and air ventilation; 253 opposing views on similar grounds as stated in paragraph 3.1 above and the remaining two indicated no comment. Their views and comments had been reflected in the discussion of TMDC meeting at **Annex V** and incorporated into RNTPC Paper No. 5/24 mentioned in paragraph 2.7 above.

- 3.3 During the processing of the respective s.12A applications relating to Items B and C, the applications were published for public comments in accordance with the provision of the pre-amended Ordinance⁴. In considering the two s.12A applications on 24.11.2023 and 19.4.2024, RNTPC had taken into account the public comments received during the respective publication periods.

Upon Gazettal of the Plan

- 3.4 On 1.11.2024, the draft OZP incorporating the amendments was published for public inspection under section 5 of the Ordinance. TMDC 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 was received.

4. The Representation Sites and their Surrounding Areas

4.1 Representation Sites under Items A1 and A2

4.1.1 Item A1 Site is located in Tuen Mun Area 16 in the southern part of Tuen Mun New Town (TMNT). The site is currently used as an amenity area, Yau Oi (South) Bus Terminus, a bus stop (Goodview Garden) and a GMB stop. It is accessible via Hoi Chu Road to its immediate north. The surrounding areas of the site, which are predominantly residential developments intermixed with various GIC facilities and open spaces, have the following characteristics (**Plans H-2a, H-3a and H-4a to H-4c**):

- (a) the residential developments in the vicinity of the site, including Oceania Heights, Nerine Cove, The Sea Crest, Goodview Garden, Tsui Ning Garden, Regency Bay and Siu Tsui Court, are characterised by "R(A)" zonings and subject to a maximum BH of 100mPD and maximum domestic PRs ranging from 6 to 6.5;
- (b) to the further west across Hoi Wong Road is a site planned for an integrated development with commercial and residential uses cum railway facilities (i.e. the planned MTR Tuen Ma Line (TML) - Tuen Mun Area 16 Station), public transport interchange, open space and GIC facilities, which is zoned "Other Specified Uses" annotated "Commercial/Residential Development with Public Transport

³ This group of petition letter was jointly submitted by a member of the Legislative Council and a member of TMDC.

⁴ The "pre-amended Ordinance" refers to the Town Planning Ordinance in force immediately before 1.9.2023.

Interchange” (“OU(Commercial/Residential Development with Public Transport Interchange)”) on the OZP and subject to a maximum domestic GFA of 366,678m², a maximum non-domestic GFA of 31,100m² (equivalent to domestic and non-domestic PRs of about 6 and 0.5 respectively) and a maximum BH of 174mPD;

- (c) to the immediate east is Hoi Chu Road Playground. Two other playgrounds namely Fung On Street Children’s Playground and Hang Kwai Street Playground are located to the further north and south respectively;
- (d) to the southeast is the LRT Goodview Garden Station; and
- (e) existing and planned GIC facilities including an existing sports centre, primary schools, secondary schools, a telephone exchange building and a vocational training centre for people with disabilities as well as a planned sports ground are located in the surrounding areas.

4.1.2 The site is proposed for private residential development with provision of a PTT and GIC facilities. The indicative layout and section plans of the conceptual development scheme are at **Drawings H-1 and H-2** respectively. The major development parameters of the proposed development are summarised as follows:

Site Area	About 0.44 ha
Maximum PR	6
Maximum BH	100mPD
No. of Domestic Blocks	2
No. of Storeys	26 domestic storeys atop 2 levels of basement carpark, 2 storeys podium for PTT, GIC facilities and residential lobby
No. of Flats	About 525 flats
Population	About 1,418 persons
Supporting Facilities ⁽¹⁾	<ul style="list-style-type: none"> • PTT • GIC Facilities
Target Completion Date	2030/2031

Note:

- (1) The PTT and GIC facilities are exempted from PR calculation under the “R(A)29” zone of the OZP. For the GIC facilities, the location, type and their actual provision will be subject to detailed design by the project proponent(s) in consultation with relevant government departments.

4.1.3 Item A2 Site is part of the completed development named “Oceania Height” located to the west of Item A1 Site. It is currently covering part of the podium structure of Oceania Height, a landscaped area and the landing area of a footbridge (**Plans H-2a, H-3a, H-4a to H-4c**).

4.2 Representation Site under Item B

Item B Site is located to the east of Tuen Mun Town Plaza which is a developed area well served by public transportation, main road network and existing infrastructure in the TMNT. The surrounding areas of the site are characterised by high-rise and high-density commercial/residential developments zoned “R(A)” including Tuen

Mun Town Plaza, Waldorf Garden and Trend Plaza intermixed with GIC uses (**Plans H-2b and H-3b**). To its east is mostly vegetated hillslope zoned “GB” on the OZP. The site is currently vacant and overgrown with vegetation (**Plans H-4d and 4e**).

4.3 Representation Site under Item C

Item C Site is located on a platform at the hillslope in the northwestern fringe of TMNT and is accessible via a local track leading from the cul-de-sac at Hing Fu Street. There are three columbaria in the vicinity which all had been rezoned to sub-areas of “G/IC” zone from 2022 to 2023. To its further east of about 150m away with vegetation buffers is a public housing development named Po Tin Estate while to its further west are vegetated slopes and the Tsing Shan Firing Range (**Plans H-2c and H-3c**). The site is currently fenced, formed, and occupied by a 2-storey vacant building and a semi-sunken area (**Plans H-4f to 4h**).

5. Planning Intentions

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

- (a) the “R(A)”, “R(A)29” and “R(A)30” zones under Items A1, A2 and B respectively are 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; and
- (b) the “G/IC(5)” zone under Item C is intended primarily for columbarium and religious institution uses.

6. The Representations

6.1 Subject of Representations

6.1.1 Among the 69 valid representations received during the two-month exhibition period, five individuals (**R1 to R5**) support **Item B**; 37 representations, including one from the Owner’s Committee of Oceania Heights (**R6**) and 36 individuals (**R7 to R42**) oppose **Items A1**; 17 individuals (**R43 to R59**) oppose both **Items A1 and A2**; three individuals (**R60 to R62**) oppose **Items A1 and B**; and five individuals (**R63 to R67**) oppose all items including two (**R66 and R67**) without providing any reason. MTRCL (**R68**) and Towngas (**R69**) have provided views on **Items A1 and/or B**.

6.1.2 The major grounds, views and proposals of representations, and PlanD’s responses in consultation with the relevant government bureaux/departments (B/Ds) are summarised in paragraphs 6.2 to 6.4 below.

6.2 **Supportive Representations**

Item B

Major Ground(s)	Rep No.
<p>(1) Item B is supported as the rezoning would increase private housing supply and allow better utilization of land resources in addressing housing needs. The proposed social welfare facilities would help to improve community services in the district.</p> <p>(2) Being located near the Tuen Mun Town Plaza area with supporting infrastructure facilities and well-served by public transport services, Item B Site is a suitable location for residential development.</p> <p>(3) Item B Site is of limited ecological value and hence no adverse ecological impact is expected. The rezoning with appropriate BH control has balanced the environmental factors and development needs.</p>	R1 to R5
Responses	
<p><u>In response to (1) to (3):</u></p> <p>(a) The supporting views are noted.</p>	

6.3 **Adverse Representations**

Item A1

6.3.1 Site Suitability and Alternative Site Proposals

Major Ground(s) / Proposal(s)	Rep No.
(1) Item A1 Site is too small for housing development.	R6 to R12, R15, R43 to R49, R52, R54
(2) Given that there will be sufficient housing supply from the developments atop the planned A16 Station and the soon to be completed Home Ownership Scheme development (i.e. Siu Tsui Court), there is no pressing need for rezoning the Item A1 Site for residential use.	R6, R13 to R18, R44, R45, R50, R51, R60, R61
(3) Alternative locations for residential development at the eastern end of Hoi Chu Road Playground (opposite to Tsui Ning Garden) currently used as basketball court and park could be considered (Plans H-2a and H-3a). Another option is to swap the Hang Kwai Street Playground (Plans	R8, R19, R45, R51, R54

<p>H-2a and H-3a) with Item A1 Site, which can provide a larger development site area and allow appropriate separation from the nearby residential developments. The sport facilities at Hang Kwai Street Playground can be re-provisioned at Item A1 Site.</p>	
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Responses	
<p><u>In response to (1) to (3):</u></p> <p>(a) The Government has adopted a multi-pronged approach to meet housing and other development needs. To meet and expedite housing land supply in short and medium terms, the Government has been carrying out various land use reviews on an on-going basis, including reviews on the Government land currently vacant, under STTs or different short-term or government uses, with a view to identifying more suitable sites for conversion to residential use. Concerted efforts by the Government to identify suitable land for housing development will persist. Should there be any other potential sites considered suitable for housing developments, relevant B/Ds would proceed to review its feasibility and suitability as appropriate with a view to increasing the housing land supply.</p> <p>(b) Item A1 Site is located in Tuen Mun Area 16 in the southern part of TMNT which is a well-established residential neighbourhood with various GIC facilities and open spaces. The proposed private residential development would produce some 500 flats for about 1,400 persons. The Study conducted by CEDD has demonstrated that Item A1 Site of about 0.44 ha subject to a maximum PR of 6 and a maximum BH of 100mPD is technically feasible for accommodating the proposed residential development with PTT and GIC facilities.</p> <p>(c) The proposed residential development at Item A1 Site is of similar scale and compatible with the existing and planned developments in the vicinity (i.e. Oceania Heights and The Sea Crest (zoned “R(A)”), Siu Tsui Court (zoned “R(A)26”) and Regency Bay (zoned “R(A)22”)) and the planned integrated development with commercial and residential uses cum railway facilities (zoned “OU(Commercial/Residential Development with Public Transport Interchange)”) subject to PRs ranging from 6 to 6.5 and BHs ranging from 100mPD to 174mPD.</p> <p>(d) The Hoi Chu Road Playground and Hang Kwai Street Playground are currently serving the population of Tuen Mun Area 16 and the wider district. Recreation and sports facilities therein including parks and garden, basketball courts and football pitch are frequently used. As advised by the Director of Leisure and Cultural Services (DLCS), he has no plan to develop Item A1 Site into an open space or redevelop these two playgrounds for other uses.</p>	

6.3.2 Air Ventilation, Visual and Environmental Aspects

Major Ground(s)	Rep No.
(1) The proposed residential development will create a ‘wall effect’ trapping air pollutants caused by vehicles passing through Hoi Chu Road. The tall buildings of the proposed residential development would incur adverse air ventilation impacts to the surrounding areas.	R7, R14, R19, R26 to R30, R44, R45, R52, R54, R55, R61, R62, R64
(2) The proposed PTT will adversely affect air quality.	R27, R64
(3) The proposed residential development will bring adverse noise nuisances to the nearby residents and students. Item A1 Site is also subject to railway noise from the nearby LRT and traffic noise from Hoi Chu Road.	R11, R19, R28, R33, R40, R45, R57, R64
(4) The construction noise and air pollutant will adversely affect the physical and mental health of the residents of the neighbourhood. Students in the schools nearby will also be severely impacted by the construction works.	R10, R15, R16, R30 to R32, R39, R51, R59, R64
(5) There is insufficient building separation between Item A1 Site with the nearby residential developments (e.g. Oceania Heights and Goodview Garden). The proposed residential development will obstruct natural lighting and causing a loss of visual openness and private views.	R6 to R9, R11, R14, R17, R19, R21, R26, R29, R31 to R33, R35, R40, R43 to R52, R55, R56, R61 to R64
(6) The proposed development is detrimental to the surrounding natural environment as it involves the removal of greenery and disturbance to flight paths of birds.	R11, R43, R57
Responses	
<p><u>In response to (1) to (3):</u></p> <p>(a) According to the Preliminary Air Ventilation Assessment in the form of Expert Evaluation (AVA-EE) conducted under the Study, while Item A1 Site is not located within any major breezeways, it may potentially affect wind penetration to its immediate surroundings. With the incorporation of mitigation measures, including building separation and building setbacks, no significant adverse air ventilation impact to the surroundings is anticipated. To enhance ventilation performance, additional measures such as optimising building permeability, minimising podium bulk and natural ventilation design in PTT, etc. shall be considered as far as practicable in the detailed design stage. The Chief Town Planner/Urban Design and Landscape, Planning</p>	

Department (CTP/UD&L, PlanD) has no adverse comment on the proposed development from air ventilation perspective.

- (b) A Preliminary Environmental Review (PER) has been conducted under the Study in accordance with prevailing standards and guidelines to demonstrate the environmental acceptability of the proposed development. The potential noise and air quality impacts have been assessed in the PER which concluded that with the implementation of recommended mitigation measures (such as 10m buffer distance from Hoi Chu Road, 25m building setback from the LRT track, and adoption of architectural fins and acoustic windows), no adverse air quality impact from vehicle emission and no rail and traffic noise impact is anticipated. The Director of Environmental Protection (DEP) has no adverse comment on the PER from environmental planning perspective.
- (c) The provision of adequate air buffer distance and submission of Noise Impact Assessment (NIA) and other relevant environmental assessments will be required for the proposed development. The future developer of the proposed development will be required to conduct necessary assessments and implement the mitigation measures identified therein to ensure compliance with the relevant standards and requirements as appropriate.
- (d) The future design and management of the proposed PTT will be guided by the Professional Persons Environmental Consultative Committee Practice Note (ProPECC PN) 1/22 for Control of Air Pollution in Semi-Confined Public Transport Interchanges (PTIs) to ensure proper design, operation and maintenance of mechanical ventilation systems in semi-confined PTIs to prevent air ventilation problems from arising. The proposed PTT and lay-bys within Item A1 site will also be designed in accordance with the Hong Kong Planning Standards and Guidelines (HKPSG) to minimise noise impacts.

In response to (4):

- (e) The project proponent of the proposed residential development will be required to control construction noise and dust nuisances in accordance to the established standards and guidelines under the Noise Control Ordinance and Air Pollution Control (Construction Dust) Regulation through the implementation of good site practices, such as the use of acoustic lining or shields for noisy construction activities, frequent cleaning and watering of the site, provision of wheel-washing facilities, etc. In addition, mitigation measures as specified in the ProPECC PN 1/94 for Construction Site Drainage and the recommended pollution control clauses for construction contracts are required to be strictly followed. DEP has no comment in this regard.

In response to (5):

- (f) The proposed development is compatible in BH terms with the surrounding residential developments being restricted to a maximum BH of 100mPD. According to the Preliminary Landscape and Visual Impact Assessment (LVIA) conducted for the proposed development, the overall visual impact of the proposed development would range from “negligible” to “slightly adverse” for seven out of eight identified public viewing points (VPs), except for a VP from Hoi Chu Road Playground which will be subject to “moderately

adverse” visual impact given its proximity to the proposed development with direct sight. Nevertheless, the proposed development with a maximum BH of 100mPD would mainly fill in the gaps between residential towers with minor/partial obstruction to the sky view and ridgeline. CTP/UD&L, PlanD has no adverse comment on the proposed development from visual perspective.

- (g) In respect of potential effect on natural lighting, the existing lighting and ventilation provisions at the habitable rooms in Oceania Heights and Goodview Garden are considered self-sustained under the Building (Planning) Regulations and the proposed development will not adversely affect their minimum lighting and ventilation provisions as required. Furthermore, according to the conceptual development scheme under the Study, minimum 15m and 25m building separations from the residential tower of the proposed residential development to the residential blocks of Oceania Heights and Goodview Garden respectively are maintained to keep adequate distances between these developments. Subject to detailed design, the future developer is required to comply with the Sustainable Building Design Guidelines under Practice Notes for Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineers (PNAP) APP-152. In particular, a separation of any building of the proposed development from the common lot boundary of the adjoining site with a mean width of 7.5m is considered in compliance with one of the building separation requirements under PNAP APP-152.
- (h) As for private views, it is not practical to protect private views without stifling development opportunity and balancing other relevant considerations in the highly developed context of Hong Kong. In the interest of the public, it is far more important to protect public views, particularly those easily accessible and popular to the public or tourists.

In response to (6):

- (i) Item A1 Site is located in Tuen Mun Area 16 in the southern part of TMNT and is currently used as an amenity area, Yau Oi (South) Bus Terminus, a bus stop (Goodview Garden) and a GMB stop. The site is located within an urban core area and is largely disturbed in nature. Besides, with reference to the ecological survey findings from the approved Environmental Impact Assessment Report of the MTR Tuen Mun South Extension (TME) Project, the site is located outside the major flight paths of ardeids from Tuen Mun egretty and the ardeid night roost in Tuen Mun Park. Hence, no significant impact on ecological aspect or bird flight paths is envisaged. The Director of Agriculture, Fisheries and Conservation (DAFC) has no comment in this regard.
- (j) In terms of the existing landscape at the site, according to the LVIA, there are a total number of 36 trees identified at the site and none of these trees are Old Valuable Trees or Trees of Particular Interest. Among the 36 trees, except for one tree (T036) which is proposed to be retained in-situ, the remaining 35 trees are proposed to be felled with a compensation ratio of 1:1. Given the limited site area at-grade, the 35 new trees will be provided at the podium level of the proposed development. The exact locations and tree species

would be further studied at the detailed design stage. An overall greening provision of minimum 20% can be achieved. CTP/UD&L, PlanD has no adverse comment on the proposed development from landscape planning perspective.

6.3.3 Traffic and Transport Aspects

Major Ground(s)	Rep No.
(1) The existing bus and LRT services are overloaded at the peak hours (notably bus stations at the site are the last stop before heading to Kowloon/HK Island directions). There are insufficient public transport services to support the additional population.	R9, R14, R17, R19, R26, R28, R29, R34 to R39, R43 to R45, R47, R51, R54 to R58, R60, R63, R64
(2) The existing road networks in Tuen Mun are saturated and the increased population would further aggravate the congestion issues in various major road links and junctions particularly along Hoi Wong Road connecting with Wong Chu Road.	R14, R17, R19, R21, R28, R37, R38, R54, R55, R57, R58, R60, R63 to R65
(3) Item A1 Site was originally planned for a public vehicle park. The proposed residential development failed to meet the demand for parking spaces and would exacerbate the deficit in the area and leading to more illegal parking, especially along Hang Fu Street and Hang Kwai Street.	R37, R45, R54
(4) It is undesirable to suspend the existing public transportation services at Item A1 Site.	R16, R20, R21, R26, R30, R39, R47, R48
(5) The proposed temporary bus stop relocation plan is undesirable as the waiting area along the roadside of Hoi Chu Road is of limited space and likely subject to safety issue.	R52
Responses	
<p><u>In response to (1) and (2):</u></p> <p>(a) According to the Traffic and Transport Impact Assessment (TTIA) conducted under the Study, the existing public transportation services will have surplus capacity to accommodate the additional passengers during the peak hours. Considering the proposed development has high accessibility to the existing public transportation services with a variety of bus, GMB and rail services, the proposed development will not induce adverse transport impact on the</p>	

existing public transportation services and additional road-based feeder services are considered not necessary. Furthermore, the public transport network will be further enhanced by the TML TME Project for completion in 2030. Therefore, the public transport services will be adequate to serve the proposed development and its vicinity. The public transport services will be closely monitored and enhanced in a timely manner so as to meet the commuting demand from the new population.

- (b) Road link and junction assessments have been carried out in the TTIA which concluded that with the implementation of the planned Tuen Mun Bypass and junction improvement work in Hoi Wong Road / Hoi Chu Road carried out by other project proponents, the road links and junctions in the vicinity of the proposed development will still operate within capacity. The proposed development will have insignificant traffic impact on the surrounding road networks. The Commissioner for Transport (C for T) has no adverse comment on the findings and recommendations of the TTIA.

In response to (3):

- (c) There is no plan to develop Item A1 Site to public vehicle park.
- (d) The provision of parking facilities for the proposed development would comply with the requirements of the HKPSG. While the exact provision would be determined in the detailed design stage, a high-end provision has been assumed in the TTIA which confirmed that such provision is technically feasible. The relevant requirements for provision of parking facilities shall be incorporated into lease at the land disposal stage.
- (e) Regarding the concern on the insufficient parking spaces in the area, there are two projects under planning in the district which involve the provisions of public vehicle park (i.e. the Planned Sports Ground cum Public Vehicle Park and Public Open Space Project in Tuen Mun Area 16, and the Public Vehicle Park cum Public Open Space Project in Tuen Mun Area 27).

In response to (4) and (5):

- (f) The affected Yau Oi (South) Bus Terminus and bus stop (Goodview Garden) will be temporarily relocated to Hoi Chu Road adjacent to Hoi Chu Road Playground (**Drawings H-3 and H-4**) with a distance of about 150m away. C for T has no comment on the temporary relocation of bus stops. The level of services on footpaths outside the proposed development will remain satisfactory according to the TTIA.
- (g) A covered PTT will be provided at the site after completion of the proposed development. Subject to further review at the detailed design stage, the proposed PTT at Item A1 Site would consist of three lay-bys (for franchised buses and GMBs) and a taxi stand to provide enhanced public transportation services compared to the existing provisions.

6.3.4 Provision of GIC/Recreational Facilities and Open Space

Major Ground(s) / Proposals	Rep No.
(1) The rezoning of Item A1 Site is against the Government's previous plan to develop the site for GIC and open space uses. It is a breach of promise to Tuen Mun residents.	R14, R25, R41, R59
(2) In view of the growing number of residents in the area, the existing retail and GIC facilities have already been overburdened. Item A1 Site should therefore be retained for GIC and social welfare facilities uses (such as community hall, government clinic, parking spaces, schools, youth/eldery centres etc.) so as to address the community needs. Market, eating place and kindergarten should also be provided.	R6, R9, R11, R12, R17, R19, R22 to R24, R28, R29, R33, R36, R38 to R42, R45, R47, R48, R54, R58, R60
(3) The "G/IC" zoning of Item A1 Site should be retained.	R7, R24, R45 to R50, R52 to R54, R58, R59
(4) Item A1 Site should be integrated with the Hoi Chu Road Playground to the east.	R6, R44, R51, R54
(5) There has not been adequate provision of open space in the vicinity. The existing open spaces are not easily accessible to the nearby residents.	R6, R7, R13, R19, R21, R34, R43, R44, R47, R48, R54
(6) Consideration should be given to rezone Item A1 Site for recreational and open space uses, such as children playground, pet garden, cycling ground, road safety town and swimming pool to create a liveable environment and also to compensate the loss of Hoi Wong Road Garden and Tuen Mun Swimming Pool (TMSP) that affected by the planned A16 Station development.	R6 to R9, R12, R14, R17, R19 to R25, R31, R32, R34, R38, R41, R42, R45, R47, R48, R57, R62
Responses	
<p><u>In response to (1) to (3):</u></p> <p>(a) The Item A1 Site is not designated with any long-term use.</p> <p>(b) 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 of relevant B/Ds, except for provision of residential care homes for the elderly, community care services facilities and child care centres (Annex VI). Regarding social welfare facilities, the Social Welfare</p>	

Department is adopting a wider spatial context/cluster in the assessment of provision for such facilities. Besides, the population-based planning standards for child care and elderly facilities were reinstated in the HKPSG in 2018, 2020 and 2022 respectively, and thus, they reflect the long-term target towards which these facilities would be adjusted progressively. These facilities would be carefully planned/reviewed by relevant government B/Ds, and premises-based GIC facilities could be incorporated in future development/ redevelopment in the wider district when opportunities arise. For Item A1 Site, the location, type and their actual provision of GIC facilities will be subject to detailed design by the project proponent in consultation with relevant government departments. As for Item B Site, appropriate social welfare facilities would be provided in the proposed development to meet the needs of the community.

- (c) The provisions of eating place and kindergarten are market-driven. The proposed development which is zoned “R(A)29” allows a certain extent of non-domestic uses as of right. On provision of market, there is no plan for provision of a public market at Item A1 Site as advised by the Food and Environmental Hygiene Department (FEHD).

In response to (4) to (6)

- (d) Regarding the concern on provision of open space, the existing and planned local and district open space provisions in the Planning Scheme Area are sufficient to meet the needs of the planned population in accordance with the requirements of the HKPSG (**Annex VI**). There are a number of open spaces, including children playground and pet garden, located within walking distance of the nearby residents (**Plans H-2a and H-3a**). Under the TME Project being implemented by MTRCL, the affected Hoi Wong Road Garden at the northern part the “OU(Commercial/Residential Development with Public Transport Interchange)” zone would be re-provisioned adjacent to the existing Tuen Mun River (Eastern Bank) Garden in phases. Besides, 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 provided in accordance with the requirements of LCSD and in consultation with the relevant stakeholders.
- (e) A sports ground with an area of about 5.63ha has already been planned and will be implemented by LCSD in the area zoned “G/IC” to the further west of the site across Hoi Wong Road (**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. DLCS advised that there is no plan to further extend the existing Hoi Chu Road Playground to Item A1 Site.

6.3.5 Others

Major Ground(s)	Rep No.
(1) The proposed residential development in a densely built locality may cause ground settlement issue.	R33, R40, R55

(2) The limited site area and the current economic situation may diminish developers' willingness in acquiring Item A1 Site, causing the risk of failure tender and further dampening the property market.	R6, R7, R11, R17, R43, R44, R56
Responses	
<p><u>In response to (1):</u></p> <p>(a) Site formation and foundation works of any private development are subject to the control of the Buildings Ordinance (BO), and statutory submission to the Building Authority (BA) for these works is required under the BO. Consultation with the Geotechnical Engineering Office of CEDD will be arranged for submissions with geotechnical concerns. The responsible Authorised Person/ Registered Structural Engineer/ Registered Geotechnical Engineer is required to follow the control requirements for ground settlement specified in PNAP APP-137 for the development under the BO, and submit relevant assessment report(s) and monitoring proposal(s) for ground settlement for the development in accordance with PNAP APP-137 to BA for approval at the building plan submission stage regarding foundation and/or excavation and lateral support works.</p>	
<p><u>In response to (2):</u></p> <p>(b) Premium and property price is not a relevant planning consideration and is outside the scope of the OZP. Subject to the decision of the Board regarding the representations, and upon completion of the OZP amendment process, the Item A1 Site will be disposed for private residential use under the prevailing land disposal mechanism.</p>	

Item A2

Major Ground(s)	Rep No.
(1) The representations made on Item A2 are on similar grounds to those as summarised in paragraphs 6.3.1 to 6.3.5.	R43 to R59, R63 to R65
Responses	
(a) The rezoning of Item A2 site was mainly to reflect the as-built conditions of a residential development named 'Oceania Heights' which was completed in 2004.	

Item B

Major Ground(s) / Suggestion(s)	Rep No.
(1) There will be adverse traffic, visual, air ventilation and environmental impacts.	R61 to R65
(2) The existing public transportation services are incapable of catering the demand of additional population.	R60

(3) There is insufficient building separation with the nearby residential developments and the proposed development would obstruct natural lighting and private views.	R61, R62
(4) The existing community facilities have been overburdened. The Site could be used for open space uses, such as children playground, pet garden, cycling ground and road safety town, etc.	R60, R62
Responses	
<p><u>In response to (1) to (4):</u></p> <p>(a) The rezoning is to take forward a section 12A application No. Y/TM/30 for a proposed residential development with a social welfare facility agreed by the RNTPC on 24.11.2023, taking into account the applicant's justifications, technical assessments, land use compatibility, and comments received from the public and government departments.</p> <p>(b) Relevant technical assessments including Traffic Impact Assessment (TIA), Environmental Assessment (EA) including Air Quality Impact Assessment (AQIA), NIA and Visual Impact Assessment (VIA) have been conducted and demonstrated that the proposed development would not result in adverse impacts on its surroundings from traffic, environmental and visual aspects. Relevant government departments have no objection to/adverse comment on the s.12A application. Besides, the project proponent will be required to conduct necessary assessments and implement the mitigation measures identified therein to ensure compliance with the relevant standards and requirements as appropriate.</p> <p>(c) Item B Site is located on a hillslope and about 30m away from Tuen Mun Town Plaza to the west separated by Castle Peak Road – Castle Peak Bay. There should be sufficient separation from the developments nearby.</p> <p>(d) Regarding the concerns on obstruction of private views and provisions of GIC facilities and open space, the responses in paragraphs 6.3.2(h), 6.3.4(b) and 6.3.4(d) respectively are relevant. DLCS advises there is no plan to develop the Site for open space use.</p>	

Item C

Major Ground(s)	Rep No.
(1) There will be adverse traffic, visual, and environmental impacts	R63 to R65
Responses	
(a) The rezoning is to take forward a s.12A application No. Y/TM/24 for a columbarium development agreed by the RNTPC on 19.4.2024, taking into account the applicant's justifications, technical assessments, land use	

compatibility, and comments received from the public and government departments.

- (b) CTP/UD&L, PlanD considers the scheme is unlikely to impose significant adverse visual impact on the surrounding areas taking into account of its scale. Relevant technical assessments including TIA, Traffic and Crowd Management Plan (TCMP), NIA, had been conducted and demonstrated that the proposed development would not result in adverse impacts on its surroundings from traffic and noise aspects and relevant government departments have no objection to/no adverse comment on the s.12A application from traffic, environmental and visual aspects. The Director of Food and Environmental Hygiene (DFEH) advises that should the Private Columbaria Licensing Board decide to approve the licence application for the proposed columbarium use, the approved Management Plan (including traffic and crowd management measures proposed by the applicant) will be included in the licensing conditions and the licensee will be required to implement the approved Management Plan.

6.4 **Representations Providing Views**

Item A1

Major Ground(s)	Rep No.
(1) The proposed residential development would be sensitive to noise generated by LRT operations, including the air-borne noise emitted from the nearby curved track at Hoi Wong Road and noise from horn, motoring and braking. Project proponent should conduct detailed Railway Noise Impact Assessment (RNIA) for accurate estimation of noise impact from the LRT. Due consideration should also be given to impose such requirement through planning brief, statutory plans and/or land documents.	R68
Responses	
(a) According to the Study conducted, with the adoption of mitigation measures such as 25m setback from the LRT tracks, architectural fins and acoustic windows, the proposed development would not be subject to adverse rail noise impacts. The requirements on provision of adequate air buffer distance and submission of NIA (including RNIA)) would be required for the proposed development. The future developer(s) will be required to conduct necessary assessments and implement the mitigation measures as identified to ensure compliance with the relevant standards and requirements as appropriate.	

Item B

Major Ground(s)	Rep No.
(1) The proposed residential development would be sensitive to air-borne noise emitted from the nearby curved track at Pui To Road/Castle Peak Road - San Hui. Project proponent should submit detailed RNIA for DEP's approval and implement suitable mitigation measures to ensure full compliance with statutory requirements.	R68
(2) The site is in close vicinity to the Intermediate Pressure pipeline at Castle Peak Road - Castle Peak Bay. The project proponent is suggested to conduct Quantitative Risk Assessment for evaluating the potential risk and determining necessary mitigation measures in consultation with Towngas during the design and construction stages.	R69
Responses	
<p><u>In response to (1):</u></p> <p>(a) Item B is to take forward the RNTPC's decision on a s.12A rezoning application No. Y/TM/30 for private residential development. The application was agreed by RNTPC on 24.11.2023 based on various planning considerations including land use compatibility, development intensity and technical feasibility. Relevant technical assessments including PER have been conducted by the applicant in support of the application. The project proponent will be required to conduct necessary assessments and implement the mitigation measures identified therein to ensure compliance with the relevant standards and requirements as appropriate.</p>	
<p><u>In response to (2):</u></p> <p>(b) For any development near gas transmission pipes, the project proponent/consultant/works contractor should maintain liaison/coordination with Towngas (R69) in respect of the location of the existing or planned gas pipes routes/gas installations and the minimum setback distance, if any excavation works were required, during the design and construction stages. Risk assessment would not be required.</p>	

7. Departmental Consultation

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

- (a) Secretary for Development;
- (b) Secretary for Transport and Logistics;
- (c) C for T;
- (d) Chief Highway Engineer/Railway Development 1-1, Highways Department (HyD);
- (e) Head of the Geotechnical Engineering Office, CEDD;

- (f) DEP;
- (g) District Lands Officer/Tuen Mun, Lands Department (LandsD);
- (h) Chief Estate Surveyor/Land Supply Section, LandsD;
- (i) DAFC;
- (j) Director of Electrical and Mechanical Services;
- (k) DFEH;
- (l) DLCS;
- (m) Chief Building Surveyor/New Territories West, BD;
- (n) Director of Social Welfare;
- (o) CTP/UD&L, PlanD;
- (p) Project Manager (West), CEDD;
- (q) Director of Housing;
- (r) Commissioner of Police;
- (s) Director of Fire Services;
- (t) District Officer (Tuen Mun), Home Affairs Department;
- (u) Chief Building Surveyor / New Territories East(2)& Rail, BD;
- (v) Chief Highway Engineer/New Territories West, HyD;
- (w) Chief Engineer/Mainland North, Drainage Services Department;
- (x) Chief Engineer/Construction, Water Supplies Department;
- (y) Chief Architect/Advisory and Statutory Compliance, Architectural Services Department; and
- (z) Director-General of Civil Aviation.

8. Planning Department's Views

- 8.1 The supportive views of **R1 to R5** on Item B and views of **R68** on Items A1 and B and **R69** on Item B are noted.
- 8.2 Based on the assessments in paragraph 6.3 above, PlanD does not support R6 to R67 and considers that the OZP should not be amended to meet the representations for the following reasons:

Item A1

- (a) the Government has been adopting a multi-pronged approach to make available sufficient supply of housing land progressively to meet the acute demand for housing, including carrying out various land use reviews on an on-going basis. Item A1 Site is located in Tuen Mun Area 16 in the southern part of Tuen Mun New Town with residential, government, institution and community (GIC) and open space uses in the area. It is considered appropriate for rezoning the Item A1 Site for residential use with a view to increasing housing land supply (**R6 to R19, R43 to R52, R54, R56, R60, R61, R66 and R67**);
- (b) a Feasibility Study with technical assessments covering various aspects including traffic, environmental, air ventilation, landscape and visual has been conducted by the Government and confirmed that there is no insurmountable technical problem in developing Item A1 Site for private residential use. (**R6 to R11, R14 to R17, R19 to R21, R26 to R40, R43 to R52 and R54 to R67**);

- (c) the provision of GIC facilities is generally sufficient to meet the demand of the planned population in the Tuen Mun District in accordance with the Hong Kong Planning Standards and Guidelines, except for provision of residential care homes for the elderly, community care services facilities and child care centres. The provision of GIC facilities will be closely monitored by the relevant Government bureaux/departments. Besides, there are surplus planned provisions of 32.66 ha of district open space and 58.99 ha of local open space in the planning area to cater for the planned population. **(R6 to R9, R11 to R14, R17, R19 to R25, R28, R29, R31 to R34, R36, R38 to R54, R57 to R60, R62, R66 and R67);**

Item A2

- (d) the rezoning is to reflect the as-built conditions of a residential development named 'Oceania Heights' which was completed in 2004. The rezoning of Item A2 is considered appropriate **(R43 to R59 and R63 to R67);**

Item B

- (e) the rezoning is to take forward the decision of the Rural and New Town Planning Committee of the Town Planning Board on the agreed s.12A application No. Y/TM/30 for private residential development with social welfare facilities. The technical assessments undertaken by the applicant have demonstrated that the development proposal is technically feasible and will not cause significant adverse impacts to the surroundings on traffic, visual, air ventilation and environmental aspects. The rezoning of Item B is considered appropriate **(R60 to R67);** and

Item C

- (f) the rezoning is to take forward the decision of the Rural and New Town Planning Committee of the Town Planning Board on the agreed s.12A application No. Y/TM/24 for columbarium development. The technical assessments undertaken by the applicant have demonstrated that, with the implementation of the proposed traffic and crowd management measures, the columbarium use is technically feasible and would not induce significant traffic, visual and environmental impacts to the surroundings. Future operations of the columbarium would be subject to the licencing requirements under the Private Columbaria Ordinance. The rezoning of Item C is considered appropriate **(R63 to R67).**

9. Decision Sought

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

10. Attachments

Annex I	Draft Tuen Mun OZP No. S/TM/40 (reduced size)
Annex II	Schedule of Amendments to the Approved Tuen Mun OZP No. S/TM/39
Annex III	List of Representers
Annex IV	Extract of Minutes of the RNTPC Meeting held on 4.10.2024
Annex V	Extract of Minutes of the TMDC Meeting held on 9.9.2024
Annex VI	Provision of Major Community Facilities and Open Space in the Tuen Mun OZP

Drawing H-1	Indicative Layout Plan (Item A1)
Drawing H-2	Section Plan (Item A1)
Drawing H-3	Proposed Traffic Improvement Works (Item A1)
Drawing H-4	Proposed Temporary Bus Stop Relocation (Item A1)
Plan H-1a	Location Plan of Representation Sites under Items A1, A2 and B
Plan H-1b	Location Plan of Representation Site under Item C
Plans H-2a to 2c	Site Plans
Plans H-3a to 3c	Aerial Photos
Plans H-4a to 4h	Site Photos

**PLANNING DEPARTMENT
MARCH 2025**