



**SCHEDULE OF AMENDMENTS TO
THE APPROVED TSUEN WAN OUTLINE ZONING PLAN NO. S/TW/33
MADE BY THE TOWN PLANNING BOARD
UNDER THE TOWN PLANNING ORDINANCE (Chapter 131)**

I. Amendments to Matters shown on the Plan

- Item A – Rezoning of a site near Yau Kom Tau Village from “Green Belt” (“GB”) to “Residential (Group B) 6” (“R(B)6”) with stipulation of building height restriction.
- Item B – Rezoning of a site at Po Fung Terrace from “GB” to “R(B)7” with stipulation of building height restriction.
- Item C1 – Rezoning of a site near Cheung Shan Estate from “Residential (Group A)” (“R(A)”), “Open Space” (“O”) and “Government, Institution or Community” (“G/IC”) to “R(A)20” with stipulation of building height restriction.
- Item C2 – Rezoning of a piece of land to the south-east of “R(A)20” zone from “G/IC” to “O”.
- Item C3 – Rezoning of a piece of land to the north-east of “R(A)20” zone from “O” to “G/IC” with stipulation of building height restriction.
- Item D – Rezoning of a site to the south of Kwok Shui Road from “G/IC” to “R(A)21” with stipulation of building height restriction.
- Item E – Rezoning of a site at Hilltop Road from “Other Specified Uses” annotated “Sports and Recreation Club” (“OU(SRC)”) to “R(B)8” with stipulation of building height restrictions and designation of non-building area.
- Item F1 – Rezoning of a portion of the West Rail Site TW5 (Bayside) from “Comprehensive Development Area” (“CDA”) to “R(A)15”.
- Item F2 – Rezoning of the north-western corner of the West Rail Site TW5 (Bayside) from “CDA” to “G/IC” with stipulation of building height restriction.
- Item F3 – Rezoning of the West Rail Site TW5 (Cityside) from “CDA” to “R(A)16”.
- Item F4 – Rezoning of the West Rail Site TW6 from “CDA” to “R(A)17”.
- Item F5 – Rezoning of the West Rail Site TW7 from “CDA” to “R(A)18”.
- Item F6 – Rezoning of the south-eastern corner of the West Rail Site TW7 from “CDA” to “G/IC” with stipulation of building height restriction.

- Item F7 – Rezoning of a site to the west of the junction of Yeung Uk Road and Ma Tau Pa Road from “CDA(7)” to “Other Specified Uses” annotated “Commercial and Residential Development” (“OU (C&RD)”).
- Item F8 – Rezoning of a site at the eastern end of Sha Tsui Road from “CDA(2)” to “R(A)19”.
- Item F9 – Rezoning of a strip of land that forms part of the existing Wang Wo Tsai Street Garden from “CDA(2)” to “O” and deletion of the designation of non-building area.

Showing the railway alignment of the Hong Kong Section of Guangzhou-Shenzhen-Hong Kong Express Rail Link authorized by the Chief Executive in Council under the Railways Ordinance (Chapter 519) on the Plan for information. The authorized railway scheme shall be deemed to be approved pursuant to section 13A of the Town Planning Ordinance.

II. Amendment to the Notes of the Plan

- (a) Deletion of the Notes for “CDA”, “CDA(2)” and “CDA(7)” zones.
- (b) Revision to the Remarks of the Notes for “CDA(3)” to “CDA(6)” zones to incorporate new development restriction for addition, alteration and/or modification of existing building for non-domestic use.
- (c) Revision to the Notes for the “R(A)” zone to incorporate ‘Public Vehicle Park (excluding container vehicle) (on land designated “R(A)16”, “R(A)19”, “R(A)20” and “R(A)21” only)’ under Column 1, and to correspondingly replace ‘Public Vehicle Park (excluding container vehicle)’ under Column 2 by ‘Public Vehicle Park (excluding container vehicle) (not elsewhere specified)’.
- (d) Revision to the Remarks of the Notes for “R(A)” zone to incorporate new development restrictions for “R(A)15” to “R(A)21” sub-zones and to specify the uses that may be disregarded when determining the maximum gross floor area or plot ratio in these sub-zones.
- (e) Revision to the Notes for the “R(B)” zone to incorporate ‘Social Welfare Facility (on land designated “R(B)6”, “R(B)7” and “R(B)8” only)’ under Column 1, and to correspondingly replace ‘Social Welfare Facility’ under Column 2 by ‘Social Welfare Facility (not elsewhere specified)’.
- (f) Revision to the Remarks of the Notes for “R(B)” zone to incorporate new development restrictions for “R(B)6” to “R(B)8” sub-zones and to specify the uses that may be disregarded when determining the maximum gross floor area in the “R(B)6” and “R(B)7” sub-zones.
- (g) Addition of a remark in the Notes for the “R(B)” zone to incorporate the provision for minor relaxation of the non-building area restriction.
- (h) Revision to the Notes for the “Industrial” zone to update the planning intention.

- (i) Deletion of the Notes for the (“OU(SRC)”) zone.
- (j) Addition of the “OU (C&RD)” zone in the Notes with the incorporation of a new set of Schedule of Uses and Remarks.
- (k) Deletion of ‘Market’ from Column 2 of the Notes for the “CDA(1)”, “CDA(3)” to “CDA(6)”, “R(B)”, “Residential (Group E)” and “G/IC(9)” zones.
- (l) Revision of ‘Shop and Services’ to ‘Shop and Services (not elsewhere specified)’ in Column 2 of the Notes for the “R(A)”, “G/IC” and “OU” annotated “Mass Transit Railway Depot with Commercial and Residential Development Above” zones.

Town Planning Board

26 February 2021

**List of Representers in respect of
the Draft Tsuen Wan Outline Zoning Plan No. S/TW/34**

Representation No.	Name of Representer
R1	環保觸覺 Green Sense
R2 (also C2)	長春社 The Conservancy Association
R3	Kadoorie Farm and Botanic Garden
R4	荃灣三村村代表 (何天生)
R5	油柑頭村公所 (楊桂財)
R6	漢民上村關注組 (周明慧)
R7	Ng Chui Har
R8	陳信彥
R9	Chim Wing Tung
R10	Chim Chi Keung
R11	Tsoi Kwok Hung
R12	潘淑芬
R13	Mak Yim Seung
R14	譚景華
R15	C K Ho
R16	Chiang Kam Chi
R17	Cheng Suk Chun Eileen
R18	梁樹明
R19	Karina Liu
R20	Lo Wing Kam
R21	蔡欣靈
R22	石偉傑
R23	Leung Wai Chi
R24	陳笑玲
R25	Chau Wa Sang
R26	Law Yuk Sim
R27	Yeung Kin Hei
R28	Chan Ming Hong
R29	李應清
R30	W.H.NG Freda
R31	Wong Yin Fong

Representation No.	Name of Representer
R32	Tse Man Chak
R33	Lung Choi Sang
R34	YM Wong
R34	M Y Wu
R36	Eric Ip
R37	王取華
R38	羅玉嬋
R39	劉映芬
R40	王建民
R41	Chan Tsz Lok
R42	Chan Tsz Wing
R43	Chan Chi Wang
R44	Cheung Lai Ming
R45	Chan Tsz Ying
R46	Tse Shun Ting
R47	Wong Cheuk Lam
R48	Chan Sut Man
R49	Choi Lai Yan
R50	Law Mei Ha
R51	Leung Hei Shun
R52	Chan Sim Lan
R53	Chan Lai Nam
R54	Cheung Tsz Yau
R55	Wong Yui Tung
R56	Hui Chau Yu
R57	Chung Wai Man
R58	Chung Wai Yin
R59	Li Pik Kei
R60	Leung Wing Chun Janice
R61	Yip Tai Wai David
R62	Chung Tsz Shan Christie
R63	Tse Chi Fu
R64	Lam Man Ching
R65	Shiu Tiu Fung
R66	Wong Yim Wai
R67	Chung Kong Tak

Representation No.	Name of Representer
R68	羅家建
R69	Yiu Sin Mei
R70	Lai Sau Yu
R71	Ho Kit Ling
R72	Mok Chi Kit
R73	Chu Chun Kau
R74	Ng Tsz Him
R75	Wong Wai Lam Anby
R76	王廷丰
R77	Tam Nga Wan Yahoo
R78	Ng Yuen Ki
R79	易承聰
R80	梁凱婷
R81	蔡尚添
R82	Lam Chui Fong
R83	Lam Kin Man
R84 (also C27)	Mary Mulvihill
R85	葉思汝
R86	Leung Po Kuen
R87	Leung Kwan Kit
R88	Ho Mei Ki
R89	彭梓延
R90	Lau Siu Fung
R91	Tsang Wing Wai Michael
R92	Wong Kin Man
R93	Top Merchant Investments Limited

**List of Commenters in respect of
the Draft Tsuen Wan Outline Zoning Plan No. S/TW/34**

Comment No.	Name of Commenter
C1	土地正義聯盟
C2 (also R2)	長春社 The Conservancy Association
C3	ENM Holdings Ltd.
C4	Chan Wing Lam
C5	Yeung Kwai Choi
C6	Wan Wai Yee
C7	Wan Chi Wai
C8	Tam Hon Fa
C9	Wan Fung Yee
C10	Wan Yau Kwai
C11	張慧霞
C12	易華廠
C13	易明慧
C14	Chan Wai Ming
C15	羅秀榮
C16	張錫英
C17	Wan Ka Wai
C18	譚漢香
C19	何寶狄
C20	Lui Kong
C21	Choi Yuk Fung
C22	Wong Ka Wa
C23	Choi Man Yin
C24	Choi Siu Wan
C25	張俊榮
C26	Poon Chun Yin
C27 (also R84)	Mary Mulvihill

**Summary of Representations and Comments and the Planning Department's (PlanD's) Responses
in respect of the Draft Tsuen Wan Outline Zoning Plan (OZP) No. S/TW/34**

- (1) The grounds and proposals of the representers (TPB/R/S/TW/34-R1 to R93) as well as responses are summarised below:

Representation No. TPB/R/S/TW/34-	Subject of Representation	Responses to Representation
R1	Opposes Amendment Items A to E; comments and provides views on Items C to E	
(Green Sense)	<p><u>Major Ground(s)/Comment(s)</u> <i>Items A and B</i></p> <p>(a) The sites have become woodland since 1964 or earlier. A number of trees with 30 to 50 years of age are found. The Tree Survey, which concluded that only three trees with diameter of breast height (DBH) over one metre are found within the sites, has underestimated the ecological value of the existing woodland.</p>	<p>(a) According to the Tree Survey conducted by the Lands Department (LandsD), although approximately 1,280 existing trees at Item A site and 335 existing trees at Item B site will be affected by the proposed developments, the affected trees are of common or exotic species and no rare/protected/endangered plant species or Old and Valuable Tree (OVT) was recorded at the two sites. Four trees with over one metre in DBH in fair tree form and health condition are located within Item A site and are recommended to be retained as far as practicable.</p> <p>According to the Landscape Assessment conducted by PlanD, although the proposed developments would inevitably involve the removal of semi-natural woodlands, the overall residual landscape impacts would be acceptable with the adoption of mitigation measures (i.e. proper and adequate landscape treatments along site boundaries, and selection of appropriate native plant species for vegetation diversity as well as local ecological enhancement). In addition, requirements of submission of Tree Preservation and Removal Proposal (TPRP) for compliance with the tree preservation clause will be included in the respective future land sale conditions. Development Bureau Technical Circular (Works) (DEVB TC(W)) No. 4/2020 and the Lands Administration Office</p>

	<p>(b) The sites are located at the fringe of Tai Lam Country Park. Light pollution brought by the proposed developments would affect fauna species found within the area and a local protected wild animal named <i>Muntiacus vaginalis</i> (Barking Deer) which was recently found within the area in March 2021.</p> <p>(c) The sites are close to Tuen Mun Road and would be subject to noise and air pollution.</p>	<p>Practice Note No. 2/2020 for private projects should be followed.</p> <p>Overall, no significant tree or ecological impact arising from the proposed developments is anticipated. The Agriculture, Fisheries and Conservation Department (AFCD) and Chief Town Planner/Urban Design and Landscape, Planning Department (CTP/UD&L of PlanD) have no adverse comment in this regard. Regarding the concern on tree survey methodology, it is a general practice that tree surveys only cover plants with 95mm in DBH or more at a height of 1.3m above the ground level, and AFCD has no adverse comment on the Tree Survey conducted for Item A and B sites.</p> <p>(b) The Yau Kom Tau Feasibility Study (YKT-FS) conducted by the Highways Department (HyD) includes an Ecological Impact Assessment (EcoIA) which covers a Study Area of 500m from the boundaries of Po Fung Road including Item A and B sites and has taken into account the ecological connection of the sites to the Tai Lam Country Park. The EcoIA has identified few fauna species of conservation interest within/in the vicinity of Item A site, most of which are commonly found in Hong Kong with ecological value ranging from very low to moderate. Overall, there is no insurmountable ecological issues and relevant mitigation measures at the sites are not required as agreed by AFCD.</p> <p>The <i>Muntiacus vaginalis</i> (Barking Deer), as mentioned by the representers, has not been recorded within the study area under the EcoIA. As advised by AFCD, <i>Muntiacus vaginalis</i> has a wide distribution in Hong Kong, and its territories are not restricted within Item A and B sites. They could be found in a wide range of habitats throughout Tai Lam Country Park and therefore the indirect impact to the species is considered insignificant.</p> <p>(c) Due to the proximity to Tuen Mun Road, the future developers would be required to provide a buffer distance in accordance with the Hong Kong Planning Standards and Guidelines (HKPSG) to mitigate the possible air/noise quality impact arising from Tuen Mun Road. In addition, the future developers are also required to conduct a Noise</p>
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	<p>(d) The proposed building height restrictions (BHRs) of 180mPD and 140mPD respectively would affect the existing ridgeline, and also would also bring wall effect to the surrounding areas.</p>	<p>Impact Assessment (NIA) to identify the noise mitigation measures required from the proposed developments in compliance with relevant environmental regulations. The abovementioned requirements would be incorporated in the land sale conditions of both sites. On this basis, the Environmental Protection Department (EPD) has no adverse comment on the proposed developments from environmental planning perspective.</p> <p>(d) There are two major height bands for the existing residential developments along Castle Peak Road – Tsuen Wan subject to BHRs of 120mPD and 140mPD, creating a general stepped BH profile descending towards the waterfront. The proposed BHR of 140mPD at Item B site is in line with the same height band comprising Greenview Court and Belvedere Garden (Phase 2) (Drawing H-2a). For Item A site to the north of Tuen Mun Road, which is further away from the waterfront for about 400m and sitting on a site platform of about 20m to 60m higher than Item B site, a BHR of 180mPD is considered appropriate (Drawing H-2b).</p> <p>According to the Visual Appraisal carried out by PlanD, the proposed developments would inevitably result in loss of some visual relief in terms of skyline, green backdrop, ridgeline and harbor, and hence some visual impacts. Taking into account the surrounding context and the stepped BH profile being maintained, the proposed developments on both sites would generally blend in with the surroundings as part of the urban townscape and not induce significant adverse visual impact on the surroundings. CTP/UD&L of PlanD has no adverse comment on the proposed developments from urban design perspective.</p> <p>Given the relatively large size and elongated shape of Item A site, it has been stated under the Explanatory Statement (ES) of the OZP that the requirement for submission of a Master Layout Plan (MLP) for the proposed development at the detailed design stage should be incorporated in the land sale conditions of the site so as to ensure the provision of building separations of maintaining visual permeability and avoidance of long and impermeable façade.</p>
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	<p><i>Items C1 to C3</i></p> <p>(e) The sites are secondary woodland and the proposed development would necessitate the felling of large number of trees.</p> <p>(f) The adjacent Cheung Shan Estate and Lei Muk Shue Estate should be redeveloped first such that the scale of proposed development could be readjusted with a view to minimising the number of trees to be felled.</p>	<p>(e) According to the Preliminary Landscape and Visual Impact Assessment under the Near Cheung Shan Engineering Feasibility Study (NCS-EFS), an estimated total of 860 trees were identified within the proposed housing site and the slope works area. Neither registered nor potential OVTs were found. The proposed development will necessitate the removal of existing trees and would generate some unavoidable landscape impact. Approximately 610 new trees will be planted, including 210 new trees within the public housing site and 400 compensatory trees along roadside and modified slopes. Native plant species with reference to the affected woodland patch area is recommended to be used in the compensatory woodland. There are also opportunities during the detailed design stage for incorporation of mitigation measures to reduce the potential landscape impact, including provisions of landscape treatments, and designing and implementing buildings and structures which are sensitively integrated into the existing environment.</p> <p>(f) As advised by the Housing Department (HD), in deciding whether to redevelop a public rental housing (PRH) estate such as Cheung Shan and Lei Muk Shue Estates, the Housing Authority (HA) has all along been considering the actual circumstances in a prudent manner in accordance with the four basic principles under HA's "Refined Policy on Redevelopment of Aged Public Rental Housing Estates", i.e. structural conditions of buildings, cost-effectiveness of repair works, availability of suitable rehousing resources in the vicinity of the estates to be redeveloped and build-back potential upon redevelopment. In general, redevelopment of PRH estates may increase the supply of PRH in the long run, but the net gain in flat supply from redevelopment will take a long time to realise, and very often towards the latter if not the last phase of the redevelopment. In the short term, redevelopment will reduce the number of PRH units available for allocation because a large number of new PRH units has to be used to rehouse the affected PRH tenants, thus inevitably lengthen the waiting time for households with pressing housing needs awaiting PRH allocation. Hence, redevelopment of PRH estates can only play a supplementary role in increasing PRH supply.</p>
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	<p><i>Item D</i></p> <p>(g) The proposed widening of Kwok Shui Road will not resolve the traffic congestion situation brought by the loading and unloading activities at the nearby godowns.</p> <p>(h) The ex-Kwai Chung Public School was previously 昆才學校 during the pre-war period. Due to this historical background, the Government should re-assess the scale of development. Reference should also be made to So Uk Estate with a view to striking a balance between development and conservation.</p>	<p>In fact, the area of the subject proposed public housing development has been reduced by about 1.2ha to avoid the loss of an important woodland habitat based on the recommendations of the Preliminary Environment Review. To mitigate the loss of trees and vegetation, approximately 610 new trees have been proposed within and near Item C1 site.</p> <p>(g) According to the Traffic and Transport Impact Assessment under the Ex-Kwai Chung Public School Engineering Feasibility Study (KCPS-EFS), the widening of the section of Kwok Shui Road abutting the proposed public housing site from the existing 7.3m to 9.5m will adequately allow two heavy vehicles to travel in both ways even though there are stopping vehicles parked on this section of road. With the implementation of the abovementioned road widening works, it is anticipated that the proposed development will not impose insurmountable problem to the nearby traffic network.</p> <p>The current loading and unloading activities should be taken place as far as possible within the concerned buildings/godowns. The Hong Kong Police Force (the Police) has been informed and requested to carry out/step up patrol and enforcement for deterring illegal kerbside activities at the buildings'/godowns/ frontages. In addition, TD will keep a close watch on the traffic situation of Kwok Shui Road.</p> <p>(h) According to the Antiquities and Monuments Office (AMO)'s information, Item D site was never occupied by 昆才學校. The current site was allocated to the construction of the Ex-Kwai Chung Public School by the Government in early-1950s.</p> <p>On-site survey was conducted under KCPS-EFS and relevant materials had been passed to the AMO for preliminary assessment. The Civil Engineering and Development Department (CEDD) would conduct a detailed survey and recording on the abandoned building structures and elements before dismantling works. CEDD would also study and preserve certain elements with high cultural value, e.g. memorial photos, when conducting site formation and infrastructure works for</p>
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	<p><i>Item E</i></p> <p>(i) The proposed development would affect the <i>Muntiacus vaginalis</i> (Barking Deer) found within the area.</p> <p>(j) According to the territory-wide survey of historic buildings carried out by AMO, 49 out of 8,800 buildings recorded are located in the Lo Wai area. Rezoning of the site should be considered after their grading has been reviewed.</p>	<p>the site. To strike a balance between development and conservation, those certain elements with high cultural value preserved by CEDD will be incorporated in future public housing development as far as practicable.</p> <p>(i) As advised by AFCD, <i>Muntiacus vaginalis</i> (Barking Deer) has a wide distribution in Hong Kong, and its territories are not restricted within Item E site. They could be found in a wide range of habitats throughout the Tai Mo Shan Country Park area and therefore the indirect impact to the species is considered insignificant.</p> <p>(j) According to AMO, there are 48 items of historic buildings (instead of 49 as mentioned by the representer) located in Lo Wai and Yi Pei Chun areas and are not within Item E site or its vicinity. The rezoning and development proposal would not affect them.</p>
R2 (also C2)	Opposes Amendment Items A and B	
(The Conservancy Association)	<p><u>Major Ground(s)/Comment(s)</u></p> <p>(a) Both sites are far away from the existing new town or gateway nodes (i.e. Tsuen Wan or Tsuen Wan West MTR Station), which is not in line with the criteria of “Green Belt” (“GB”) review. Alternatives on land supply should be considered, including the use of brownfield and idle lands.</p>	<p>(a) The Government has been adopting a multi-pronged approach to increase land supply progressively based on the eight priority land supply options recommended by the Task Force on Land Supply (TFLS), including developing brownfield sites in the short to medium term and New Development Areas and reclamation outside Victoria Harbour in the medium to long-term.</p> <p>To expedite housing land supply in the short-to-medium term, various land use reviews including those on “GB” sites (“GB” Review) as well as Government sites that are vacant, under Short Term Tenancies or different short-term or government uses are conducted. The “GB” Review has been conducted since 2012 in two stages. In the first stage of “GB” Review, PlanD mainly identified and reviewed areas zoned “GB” that are devegetated, deserted or formed, while in the second stage of “GB” Review, those vegetated “GB” sites with a relatively</p>

	<p>(b) The sites and surroundings are still performing good buffer functions of “GB”. They are not fragmented habitat and have close linkages with adjacent habitats. Approving the proposed amendments would set an undesirable precedent for similar amendments in the future and affect the integrity of the habitats in different districts.</p> <p>(c) The Tree Survey did not include some young trees with DBH less than 95mm and has underestimated the tree impact caused by the proposed developments. There is also concern on the existing mechanism for tree compensation and transplantation, which would</p>	<p>lower buffer or conservation value and adjacent to existing transport and infrastructure facilities were considered.</p> <p>The two “GB” sites near Yau Kom Tau (YKT) Village and at Po Fung Terrace (Items A and B respectively) were identified suitable for private housing developments in the second stage of “GB” Review. They are located at the fringe of western Tsuen Wan New Town and are accessible from Po Fung Road leading to Castle Peak Road – Tsuen Wan and Hoi On Road (Plan H-2a). Both sites are vegetated but with relatively lower buffer/conservation value.</p> <p>(b) The proposed developments and their associated road works have kept away from Tai Lam Country Park. The minimum distance between Item A site and the Country Park is about 86m (Plan H-2a), and the area between Item A site and the Country Park is retained mainly as “GB” zone with a small portion zoned “G/IC” (currently the vegetated slope of the existing YKT Fresh Water Service Reservoir and Water Treatment Works (YKTFWSR&TW)) to serve as a buffer area. To the north of Item A site across the catchwater is a large “GB” zone on the Chuen Lung and Ha Fa Shan OZP (Plan H-1a). While the site is located at the southern fringe of the “GB” area, the overall integrity of the “GB” area will be maintained and the buffer value of “GB” zone will not be undermined. In general, due considerations have been given to strike a balance between conservation and development with a view to addressing the needs of different strata of the society. The rezoning of “GB” sites in the territory will be considered on a case by case basis and the concerned amendment items would not set an undesirable precedent.</p> <p>(c) Response (a) to R1 above is relevant.</p>
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	<p>not re-create an equivalent ecological value and integrity of a habitat.</p> <p>(d) The proposed development intensity for both sites is too high and not compatible with the surrounding environment.</p>	<p>(d) The western Tsuen Wan New Town near the section of Castle Peak Road – Tsuen Wan, where Item A and B sites are located, is mainly characterised by predominant high to medium density residential developments, including Belvedere Garden (Phases I to III) along both sides of Castle Peak Road – Tsuen Wan, which are zoned “Residential (Group A)” (“R(A)”) with domestic plot ratios (PRs) ranging from about 7.7 to 9.5, and Greenview Court, which is zoned “Residential (Group B)” (“R(B)”) with a domestic PR of 3.3 (Plan H-2a).</p> <p>The PR proposed for Item A and B sites are based on PR of 3.6 for Density Zone 3 in Main Urban Area (including the Tsuen Wan New Town) according to HKPSG Chapter 2 and the policy directive of increasing the development intensity as appropriate in order to optimise land use as announced in the 2015 Policy Address. Taking into account the existing development intensity of neighbouring developments and the findings of YKT-FS and other technical assessments, a PR of 4 (based on the net site area) for both sites is considered appropriate. Considering the above, the proposed development intensity for both sites is not incompatible with the neighbouring developments.</p>
R3	Opposes Amendment Items A and B	
(Kadoorie Farm and Botanic Garden)	<p><u>Major Ground(s)/Comment(s)</u></p> <p>(a) Both sites are well wooded and should not be used for development.</p>	<p>(a) Both responses (a) to R1 and (a) to R2 above are relevant.</p>
R4	Opposes Amendment Items A and B	
(荃灣三村村代表 (何天生))	<p><u>Major Ground(s)/Comment(s)</u></p> <p>(a) The proposed developments would create adverse traffic, air ventilation and/or noise impacts to the</p>	<p>(a) According to the Traffic Impact Assessment (TIA) under YKT-FS, all key road links and junctions in the vicinity of both sites would perform within capacity at both AM and PM peaks. The traffic impact caused</p>

	<p>surrounding area, and also affect the structural safety of nearby houses (i.e. within Tsuen Wan Sam Tsuen).</p>	<p>by both proposed developments during construction and operation phases is considered acceptable, and no insurmountable traffic impact associated with both proposed developments is anticipated.</p> <p>According to the quantitative Air Ventilation Assessment (AVA), the proposed developments at Items A and B sites are expected to have slightly adverse impact on the pedestrian and wind environment when compared with the baseline condition under both annual and summer wind conditions. Future developments are recommended to adopt design principles with reference to the Sustainable Building Design Guidelines (SBDG) and HKPSG, including maximisation of building permeability, provision of building setbacks and building separations in connection to the prevailing wind direction. By adopting the abovementioned design principles and mitigation measures, adverse air ventilation impacts on the pedestrian wind environment around Item A and B sites is not envisaged. On this basis, CTP/UD&L of PlanD has no adverse comment on the proposed developments from air ventilation perspective.</p> <p>As for noise impact brought by the proposed developments, future developments are required to comply with relevant technical guidelines to minimise the noise impact caused by construction activities during the construction stage.</p> <p>Regarding the concern on structural safety of nearby houses, the future developers will be required to provide protective and precautionary measures to minimise adverse effect on adjoining buildings and nuisance to general public in accordance with the Buildings Department's Practice Note for Authorized Persons and Registered Structural Engineers APP-107.</p>
R5 (also C5)	Opposes Amendment Items A and B	
(油柑頭村公所 (楊桂財))	<p><u>Major Ground(s)/Comment(s)</u></p> <p>(a) The proposed developments would damage and affect the <i>fung shui</i> of the YKT Village ancestral hall.</p>	<p>(a) The alignment of the road works associated with the housing sites is located at least 10m away from the YKT Village ancestral hall and the Item A site itself is about 120m to the further north from it.</p>

	<p>(b) The proposed developments would create adverse traffic, air ventilation and noise impacts to the surrounding area, and also affect the structural safety of nearby houses (i.e. within YKT Village).</p> <p>(c) The existing Po Fung Road is with high gradient and a number of road curves. The clearance height and width for the section under Tuen Mun Road are not adequate. Thus, there concerns on road safety if the road is to be served as the main access to both sites.</p> <p>(d) The storage of liquefied chlorine in the nearby YKT Fresh Water Service Reservoir and Water Treatment Works (YKTFWSR&TW) would impose hazard to the nearby villages and proposed developments.</p>	<p>(b) Response (a) to R4 above is relevant.</p> <p>(c) The TIA under YKT-FS has demonstrated that the widening of the existing Po Fung Road to a standard two-lane two-way carriageway with footpath at both sides is technically feasible to cater for the proposed developments. Appropriate requirements for the said widening works will be stipulated under the future land sale conditions. Due to the site constraint, appropriate traffic management in terms of vehicle length/weight restrictions will be proposed to further enhance the road safety of Po Fung Road.</p> <p>(d) In consideration of the storage of liquefied chlorine in YKTFWSR&TW located to the southwest of about 280m from Item A site and to the northwest of about 140m from Item B site, a Hazard Assessment has been conducted by CEDD to assess the risk level of the Potentially Hazardous Installation. The findings of the Hazard Assessment revealed that the relevant risk guidelines are complied with. The Coordinating Committee on Land Use Planning and Control relating to Potentially Hazardous Installations (CCPHI) has endorsed the said Hazard Assessment on 6.10.2021.</p>
R6	Opposes Amendment Items A and B	
(漢民上村關注組 (周明慧)) (with 207 signatures)	<p><u>Major Ground(s)/Comment(s)</u></p> <p>(a) The proposed developments would affect the Hon Man Upper Village. The current residents request to continue to reside in the village.</p>	<p>(a) Item A site is a piece of vegetated government land with some temporary structures located mostly along its western and northern boundaries (see aerial photo at Plan H-3a). According to LandsD, the 'Hon Man Upper Village', as mentioned by the representer, is not an indigenous village. As at 30.8.2021, there are 37 households and 64 persons (concerning Item A site) registered in the clearance programme. The clearance, compensation and rehousing of the</p>

		<p>affected structures and occupiers are outside the scope of the OZP, and will be handled separately by the Government according to the established procedures.</p> <p>(b) Response (b) to R1, and response (a) to R4 above are relevant.</p>
	<p>(b) The proposed developments would create adverse traffic, environmental and ecological impacts.</p>	
R7 to R52	Oppose and provide views on Amendment Items A and/or B	
<p>(all individuals)</p> <p><i>(submitted based on one sample letter format, which is subject to 16 variations)</i></p>	<p><u>Major Ground(s)/Comment(s)</u></p> <p>(a) The feasibility study carried out in support of Items A and B has neglected the actual road capacity along Castle Peak Road – Tsuen Wan. (R7 to R52)</p> <p>(b) Castle Peak Road – Tsuen Wan and Hoi On Road do not have spare capacity to cater for the additional traffic generated by the proposed developments due to the following reasons:</p> <p>(i) illegal parking caused by the lack of car parking spaces in the area (R7 to R33, R35 to</p>	<p>(a) According to the capacity assessments for key road links and junctions in the TIA under YKT-FS, only some traffic generated by the proposed developments would use Castle Peak Road – Tsuen Wan and Chai Wan Kok roundabout for connection to MTR Tsuen Wan Station or Sha Tin directions. Most of the traffic generated by the proposed developments would use Hoi On Road via Lai Shun Road for connection to Kowloon and other districts. With the projected traffic generation of the proposed developments taking account of the aforementioned vehicular traffic patterns, all key road links and junctions would perform within capacity at both AM and PM peaks. The traffic impact caused by both proposed developments during construction and operation phases is considered acceptable, and no insurmountable traffic impact associated with both proposed developments is anticipated.</p> <p>(b) The Transport Department (TD) has already examined the traffic issue in the area and proposed a series of road improvement works at Castle Peak Road – Tsuen Wan near Belvedere Garden to address the traffic issue, including the provision of loading/unloading bays and road widening works at particular road sections. The works will be carried out in phases starting from late-2021 and is anticipated to be completed by 2025 the earliest. Meanwhile, the Police will continue monitoring the traffic situation and take traffic control and enforcement actions as necessary.</p>

	<p>R52);</p> <p>(ii) private car kerbside pick-up / drop-off activities (R7 to R35, R37 to R52);</p> <p>(iii) school bus kerbside pick-up/drop-off activities (R7 to R34, R38 to R40, R44 to R52);</p> <p>(iv) loading/unloading activities associated with the two industrial buildings near Hoi Hing Road roundabout (R7 to R34, R39, R41 to R43, R46 to R52);</p> <p>(c) The provision of public transport services is inadequate. Increase of population and/or service frequency may worsen the road traffic situation in the Belvedere Garden area. (R7 to R43, R46 to R48, R50)</p> <p>(d) The Government should not develop at both sites unless the traffic situation of the area has been improved by way of providing a new MTR station to ease the road traffic congestion. (R25, R48)</p> <p>(e) Community supporting facilities in the area are inadequate. The proposed social welfare facilities at</p>	<p>(c) In order to cater for the anticipated demand for public transport service generated by the existing and planned developments, the TIA under YKT-FS has recommended to increase the service frequency of the existing Green Mini Bus (GMB) route No. 96A (servicing between MTR Tsuen Wan Station and YKT Village via Po Fung Road). TD will also review and implement the public transport services at appropriate time to tie-in with the population in-take of the proposed developments and to cater for the demand of public transport services at the concerned district area. In addition, the provision of shuttle bus services by the future developers would be considered to cater for the proposed developments at Item A and B sites.</p> <p>(d) HyD commenced the “Strategic Study on Railways beyond 2030” in December 2020, which will explore the layout of railway infrastructure so as to ensure that the planning of large-scale transport infrastructure will complement the overall long-term development needs of Hong Kong. At this stage, it is considered pre-mature to advise the provision of a new MTR station separately.</p> <p>(e) Based on HKPSG, the existing and planned provision of Government, institution and community (GIC) facilities are generally adequate to meet the demand of the overall planned population in Tsuen Wan</p>
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	<p>the sites (i.e. hostel for severely mentally handicapped persons cum day activity centre, and supported hostel for mentally handicapped persons) do not meet the general demand of the community. (R7 to R45, R48, R50)</p> <p>(f) There is a shortage of recreational facilities in the Belvedere Garden area. Opportunity should be taken to re-plan the public space along Hoi On Road for the provision of sports and recreational facilities to</p>	<p>(including the amendment items), except for secondary school (to be addressed on a wider district basis), hospital beds (to be addressed on hospital cluster basis), community care services facilities for the elderly and child care centres (Annex VIII). In applying the standards, the distribution of facilities, supply in different districts, service demand as a result of the population growth and demographic changes as well as the provision of different welfare facilities have to be considered. As the HKPSG requirements for community care services and child care centres facilities are a long-term goal, the actual provision would be subject to consideration of the Social Welfare Department (SWD) in the planning and development process as appropriate. Opportunities have been taken to provide social welfare facilities into the proposed private and public housing developments at Item A, B, C1 and D sites, including elderly and child care facilities. PlanD and SWD will also work closely to ensure that more community facilities can be included in new and redevelopment proposals from both public and private sectors in Tsuen Wan.</p> <p>For rehabilitation services in relation to Items A and B, as advised by SWD, various types of rehabilitation services for persons with disabilities are provided with an aim to assist them in developing their physical, mental and social capabilities to the fullest possible extent and promote their integration into the community. These services include the provision of residential care service for those persons with disabilities who cannot live independently or cannot be adequately cared for by their families; to make available training and support to persons with disabilities in response to their needs to enable them to continue living independently at home and to enhance their working capacity in order that they can move on to supported/open employment.</p> <p>(f) Various sports and recreation facilities are provided at Tsuen Wan West Sports Centre (TWWSC) and Hoi On Road Playground (HORPG) are located along Hoi On Road. TWWSC is equipped with one multi-purpose arena (which can be used as two basketball courts / two volleyball courts or eight badminton courts), three squash courts (which can be served as Table Tennis Room / Multi-purpose Activity</p>
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	<p>cater for the community need. (R7 to R35, R37, R40 to R45, R47, R50)</p> <p>(g) The proposed developments would bring additional residents to the area and increase the demand for more shops & services and eating places. (R7 to R33, R36 to R46, R48, R50 to R52)</p> <p>(h) The proposed BH of Item B is higher than that of the Greenview Court and would bring adverse visual impact to Greenview Court and YKT Village. (R7 to R30, R34, R36, R38, R39, R47)</p>	<p>Room), one fitness room and one activity room. HORPG is equipped with one basketball practice court, four children play equipment and four fitness equipment.</p> <p>The Leisure and Cultural Services Department (LCSD) will review the overall provision in Tsuen Wan as and when necessary. Relevant stakeholders will be consulted on the design of future improvement and refurbishment projects, including the provision of facilities, if any.</p> <p>(g) While the provision of shop, services and eating places is market-led, goods and daily necessities stores and eating places are currently available within some nearby developments (e.g. Belvedere Garden Shopping Centres) along Castle Peak Road – Tsuen Wan, which are zoned “R(A)” or its sub-zones to serve the daily needs of the existing and planned population of the western Tsuen Wan New Town area. Major shopping centres and entertainment facilities (e.g. OP Mall, Nina Mall and Tsuen Wan Plaza) are also available at the Tsuen Wan town centre.</p> <p>(h) The viewing points (VPs) under the Visual Appraisal (VA) conducted for the sites were selected taking into account criteria such as visual sensitivity, local significance and accessibility, as well as other local and district planning considerations etc. CTP/UD&L of PlanD considered that the selection of VPs is generally in line with the requirements as set out in the Town Planning Board Guidelines No. 41 (TPB PG-No.41).</p> <p>According to para. 4.5 of TPB PG-No. 41, in the highly developed context of Hong Kong, it is not practical to protect private views without stifling development opportunity and balancing other relevant considerations. 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. Visual Assessment should primarily assess the impact on sensitive public viewers from the most affected VPs.</p> <p>Notwithstanding the above, the VA confirmed that the proposed development at Item B site would generally not induce significant</p>
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	<p>(i) The proposed development would reduce the total area of GB and impose significant change to the natural landscape. (R51 and R52)</p> <p>(j) YKT Village and its surroundings are heavily vegetated and are covered by old and healthy trees. The Government should invite landscape and tree preservation consultants to carry out a detailed tree assessment. (R51 and R52)</p>	<p>adverse visual impact on the surroundings.</p> <p>(i) Response (b) to R2 above is relevant.</p> <p>(j) The vegetated area of YKT Village and surroundings, which are outside the proposed developments at Item A and B sites, would not be adversely affected. For vegetated area within the two sites, response (a) to R1 above is relevant. Besides, requirement of submission of TPRP for compliance with the tree preservation clause would be included in the respective future land sale conditions. The relevant technical circular and practice note should be followed.</p>
	<p><u>Major Suggestion(s)/Proposal(s)</u></p> <p>(k) The sites should be remained as “GB”. (R17)</p>	<p>(k) Response (b) to R2 above is relevant.</p>
<p>R53 to R59</p> <p>(all individuals)</p>	<p>Oppose and provide views on Amendment Item A</p> <p><u>Major Ground(s)/Comment(s)</u></p> <p>(a) The Belvedere Garden area and nearby roads are subject to adverse traffic congestion. The proposed developments will strain the capacity of existing roads (R53 to R56, R58, R59)</p> <p>(b) In terms of traffic, opportunity should be taken to (i) widen/adjust the road direction of existing roads in the Belvedere Garden area; (ii) enhance the service frequency of franchised bus services and number of car parking spaces the area; (iii) provide a new MTR station in the</p>	
		<p>(a) Response (b) to R7 to R52 above is relevant.</p> <p>(b) Responses (b), (c) and (d) to R7 to R52 above are relevant to (i) to (iii). As for proposal (iv), the TIA has demonstrated that the traffic condition at Castle Peak Road – Tsuen Wan will not be adversely affected by both proposed developments with the road improvement works along Po Fung Road. Hence, TD considers that a new slip road connecting Po Fung Road with Tuen Mun Road is not essential.</p>

	<p>Belvedere Garden area; and (iv) provide a direct connection between Po Fung Road and Tuen Mun Road. (R55, R56)</p> <p>(c) The Government should not develop at both sites unless the traffic situation of the area has been improved by way of providing a new MTR station to ease the road traffic congestion. (R53, R54)</p> <p>(d) The proposed high-rise residential development at Item A site would affect the integrity of existing slopes and impose safety concerns to nearby residents. (R57)</p> <p>(e) TPB and the Education Bureau (EDB) should consider restructuring School Net Nos. 62, 64, 65 and 66 to increase the number of school places. (R53)</p> <p>(f) To provide more diversified recreational facilities / children care and elderly day care services to meet the needs of residents. (R55, R56)</p> <p>(g) The Government should properly compensate / rehouse the affected</p>	<p>(c) As mentioned in response (b) to R7 to R52, TD has already proposed a series of road improvement works to address the traffic issue along Castle Peak Road – Tsuen Wan. As for the proposal in relation to the provision of MTR station in the area, response (d) to R7 to R52 above is relevant.</p> <p>(d) In view that the Item A site is in close proximity to natural terrain to its north, requirements for the submission of a Natural Terrain Hazard Assessment will be incorporated in its future land sale conditions. In addition, as advised by CEDD, the stability of the man-made slopes/retaining walls that would affect or be affected by the proposed developments are required to be investigated under lease, and if found necessary, it should be upgraded to the required slope safety standard by the future developers.</p> <p>(e) Based on HKSPG, there is a surplus of existing and planned provision of primary school to meet the demand of the overall planned population in the Tsuen Wan Planning Area (including the amendment items) (Annex VIII). For the provision of secondary school, although there is a deficit of 21 classrooms, such provision is to be addressed on a wider district basis. Regarding the restructuring of school nets, it is outside the purview of TPB.</p> <p>(f) Responses (e) and (f) to R7 to R52 above are relevant.</p> <p>(g) As mentioned in response (a) to R6 above, the clearance, compensation and rehousing of the affected structures and occupiers are outside the</p>
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	<p>residents before developing on the site. (R55, R56)</p> <p>(h) Item A should be for low-density residential development only in order not to strain the capacity of the western Tsuen Wan New Town. (R55, R56)</p>	<p>scope of the OZP, and will be handled separately by the Government according to the established procedures.</p> <p>(h) Response (d) to R2 and response (a) to R7 to R52 above are relevant.</p>
R60 to R81	Oppose and Provide Views on Amendment Items A and B	
(all individuals)	<p><u>Major Ground(s)/Comment(s)</u></p> <p>(a) The feasibility study carried out in support of Items A and B has neglected the actual road capacity along Castle Peak Road – Tsuen Wan. (R60, R65, R67, R72, R76)</p> <p>(b) Castle Peak Road – Tsuen Wan and Hoi On Road do not have spare capacity due to various reasons to cater for the additional traffic generated by the proposed developments and would create adverse traffic impact to the area. (R60, R63 to R71, R73, R74, R80, R81)</p> <p>(c) In terms of traffic, opportunity should be taken to (i) widen/adjust the road direction of existing roads in the Belvedere Garden area; (ii) enhance the service frequency of franchised bus services and number of car parking spaces in the area; (iii) provide a new MTR station in the Belvedere Garden area; and (iv)</p>	<p>(a) Response (a) to R7 to R52 above is relevant.</p> <p>(b) Response (b) to R7 to R52 above is relevant.</p> <p>(c) Response (b) to R53 to R59 above is relevant.</p>

	<p>provide a direct connection between Po Fung Road and Tuen Mun Road. (R68, R79)</p> <p>(d) The provision of public transport services is inadequate. Increase of population and/or service frequency may worsen the road traffic situation in the Belvedere Garden area. (R75 to R78)</p> <p>(e) Po Fung Road is a rural road with high gradient and a number of road curves. It is not a suitable access road serving residential developments at Item A and B sites. (R73)</p> <p>(f) The proposed school at Greenview Court under a s.16 Planning Application No. A/TW/523 would attract more school buses to the area and create adverse traffic impact along Castle Peak Road – Tsuen Wan. (R65)</p> <p>(g) There is a major shortage of community supporting facilities and recreational facilities in the Belvedere Garden area. The proposed developments would bring additional residents to the area and increase the demand for these facilities. (R60, R63, R66, R70, R71, R72, R74, R76 and R78)</p>	<p>(d) Response (c) to R7 to R52 above is relevant.</p> <p>(e) Responses (c) to R5 above is relevant.</p> <p>(f) A s.16 planning application (No. A/TW/523) was received by the Board, seeking planning permission for a proposed school (including the uses of kindergarten, primary school, secondary school and tutorial school) at 2/F of the Greenview Court Shopping Centre (the Premises). The Premises is located within an area zoned “R(B)4” to the immediate east of the Item B site (Plan H-1a). When considering the application, TPB would take into account the compatibility and technical impacts of the proposed use with the surrounding area.</p> <p>(g) Responses (f) and (g) to R7 to R52 above are relevant.</p>
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	<p>(h) In terms of community facilities, opportunity should be taken to (i) increase children care and elderly day care facilities; and (ii) increase more diversified recreational facilities. (R79)</p> <p>(i) The public space along Hoi On Road should be re-planned to cater for the community need. Recycling (including food waste recycling) facilities at the existing Hoi Hing Road Refuse Collection Point should be provided. (R67)</p> <p>(j) YKT Village and its surroundings are heavily vegetated and are covered by old and healthy trees. (R60)</p> <p>(k) The rezoning of “GB” sites would create adverse ecological impact. (R61, R70, R80, R81)</p> <p>(l) The Belvedere Garden area is already over-crowded. The proposed developments would affect the living quality of nearby residents. (R62)</p> <p>(m) The proposed BH of Item B is higher than that of the Greenview Court and would bring adverse visual impact to Greenview Court and YKT Village. (R64)</p> <p>(n) A residential development in the</p>	<p>(h) Response (f) to R7 to R52 above is relevant.</p> <p>(i) Regarding the public space along Hoi On Road, response (f) to R7 to R52 above is relevant. For the suggested recycling facilities at the existing Hoi Hing Road Refuse Collection Point, the site is zoned “G/IC” on the OZP, in which ‘Recyclable Collection Centre’ use is always permitted. The relevant Government bureaux/departments (B/Ds) could separately consider the suggestion, as appropriate.</p> <p>(j) Response (j) to R7 to R52 above is relevant.</p> <p>(k) Responses (a) and (b) to R1 above are relevant.</p> <p>(l) Responses (a) to (g) to R7 to R52 above regarding the traffic and transport, provision of community and recreational facilities and provision of shops & services and eating places are relevant.</p> <p>(m) Response (h) to R7 to R52 above is relevant.</p> <p>(n) While the Government has expedited the public housing land supply,</p>
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	<p>vicinity (i.e. One Kowloon Peak) has not been fully occupied. Rezoning “GB” sites for residential use is not necessary. (R66)</p> <p>(o) The number of flats in Tsuen Wan has increased to more than 100,000 in recent years, however the number of primary and secondary schools remains unchanged. There is also a major shortage of Band 1 secondary schools in Tsuen Wan. (R80 and R81)</p> <p>(p) The Government should properly compensate / rehouse the affected residents before developing on the site. (R79)</p> <p>(q) Information on the proposed amendment items should be made available to the public in a more transparent manner. Public consultations should be carried out prior to submission to the Town Planning Board. (R76)</p>	<p>there is also a need to maintain a healthy and stable development of the private residential property market through continuous supply of housing land supply to meet the demand of private housing. Response (a) to R2 above is also relevant.</p> <p>(o) Response (e) to R53 to R59 above is relevant. In relation to the concern on the shortage of Band 1 secondary schools, it is outside the purview of TPB.</p> <p>(p) Response (a) to R6 above is relevant. The clearance, compensation and rehousing of the affected structures and occupiers are outside the scope of the OZP, and will be handled separately by the Government according to the established procedures.</p> <p>(q) The established public consultation procedures for OZP amendments had been followed. As detailed in paragraphs 3.1 to 3.3 of the Main Paper, prior to the consideration of the proposed amendments to the approved OZP by MPC, PlanD together with other departments jointly consulted TWDC and TWRC on the proposed amendments to the OZP. The views and comments received have been duly relayed to the MPC upon submission of the proposed amendments to the OZP. Before the amendments were submitted to the MPC for consideration, DEVB and PlanD had issued a response to TWDC and TWRC respectively (Annexes V(b) and V(c)).</p> <p>The draft OZP incorporating the proposed amendments were published for two months under the Ordinance. The amendment details, including the relevant MPC Paper and technical assessments, were made available to the members of the public on the TPB’s website. Members of the public could submit representations in respect of the proposed amendments to TPB. Upon the exhibition of the representations received under the Ordinance, Members of the public</p>
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	<p>(r) The proposed developments would create adverse air pollution during construction period. (R78)</p> <p>(s) Items A and B should be for low-density residential development only in order not to strain the capacity of the area. (R76, R79)</p>	<p>could submit comments on the representations within three-week time. All valid representers and commenters have been invited to the Board to present their views.</p> <p>(r) The future developments are required to comply with relevant technical guidelines to minimise the air quality impact caused by construction activities during the construction stage.</p> <p>(s) Responses (d) to R2 and (a) to R7 to R52 above are relevant.</p>
R82 and R83	Oppose All Amendment Items	
(all individuals)	<p><u>Major Ground(s)/Comment(s)</u></p> <p>(a) There is inadequate traffic capacity and the proposed developments would create adverse traffic impact.</p>	<p>(a) For Items A and B, responses (a) and (b) to R7 to R52 above are relevant.</p> <p>As for Items C to E which are located in the eastern Tsuen Wan New Town area, with reference to the TIAs carried out for the proposed housing sites, TD identified four critical junctions (i.e. Cheung Wing Road/Kwok Shui Road and Texaco Road/Kwok Shui Road to/from Kowloon direction; Wo Yi Hop Interchange and Tsuen Kam Interchange to/from Shatin direction) to review the cumulative traffic impacts arising from the three sites. TD advised that the abovementioned critical junctions would have adequate capacity to cater for the cumulative traffic of the proposed housing developments, and no adverse traffic impact is envisaged.</p> <p>As for Item F, the rezoning of the concerned “CDA” zones to suitable zonings is to reflect their as-built conditions with stipulation of appropriate development restrictions, hence, there will be no change in the traffic circumstances.</p>

<p>R84 (also C27)</p>	<p>Opposes Amendment Items A to E, comment and provide views on Item F</p>	
<p>(individual)</p>	<p><u>Major Ground(s)/Comment(s)</u></p> <p><i>Items A to D</i></p> <p>(a) The proposed developments at Items A to D would necessitate the felling of 2,884 trees in total, which neglects the need to counteract the impact of climate change.</p> <p><i>Items A and B</i></p> <p>(b) There is also no shortage of private housing in Hong Kong and the Government should provide more public housing instead.</p> <p><i>Items C1 to C3</i></p> <p>(c) The proposed development at Item C site has underestimated the ecological value of the area. Noise and lights generated from the future residences would impose adverse impact on the floral and faunal species found in the area. Tree compensation would not be able to re-create a natural woodland.</p>	<p>(a) Response (a) to R1 in relation to Items A and B, and response (e) to R1 in relation to Item C1 above are also relevant.</p> <p>As for Item D, as mentioned in the MPC Paper No. 1/21, while the proposed development has already been occupied by three residential blocks and associated facilities, landscape measures including interfacing landscape treatment, buffer plantings, green roofs, etc. are proposed to improve the overall greening and landscape quality of the proposed public housing development.</p> <p>(b) Response (n) to R60 to R81 above is relevant.</p> <p>(c) For flora species, response (e) to R1 above is relevant. As for faunal species, some faunal species of conservation interest were found within the assessment area but outside the boundary of the project. The NCS-EFS recommended that the future engineered slopes or retaining structure at the periphery of the proposed public housing site could serve as physical buffer areas to separate area of high-level human activities, and the screening effect could be further enhanced with the incorporation of landscape features.</p> <p>In sum, the NCS-EFS has demonstrated that most of the identified ecological impacts are expected to be minimised to lower level ranging from moderate-minor to insubstantial. AFCD has no objection on the proposed development at Item C site from the nature conservation perspective.</p>

	<p><i>Items C1 and D</i></p> <p>(d) The proposed developments would use acoustic/ fixed windows which would not provide good internal ventilation to the future residents.</p> <p><i>Item E</i></p> <p>(e) The proposed development would form a concrete wall effect on the mountain top and create adverse visual impact. Only low-rise buildings should be tolerated at the site.</p> <p><i>Item F</i></p> <p>(f) The concerned " Comprehensive Development Area" ("CDA") developments should not be rezoned if the GIC facilities required within have not been provided to the satisfaction of the relevant Government departments.</p>	<p>(d) As advised by HD, in case acoustic windows, fixed windows and/or acoustic insulation with mechanical air ventilation system are adopted as noise mitigation measures for the public housing development and/or facilities in the non-domestic block, the adopted measures, such as the number of air change per hour, will comply with the prevailing ordinance and regulations.</p> <p>(e) As mentioned in the MPC Paper No. Y/TW/13, whilst currently there is no other "R(B)" development to the north of Cheung Pei Shan Road, the proposed 8 to 12-storey residential development transformed from the existing 3-storey country club at Item E site is considered not unacceptable given the stepped BH profile of the proposed development is responsive to the topography and the mountainous backdrop, and that the NBA along the eastern and southern boundaries of the site will serve as a visual buffer between the site and the existing low-rise village type development to the south.</p> <p>(f) The rezoning of the concerned "CDA" zones to suitable zonings is to reflect their as-built conditions with stipulation of appropriate development restrictions. The concerned developments have already provided the required GIC facilities to the satisfaction of various Government departments.</p>
R85	Opposes Amendment Items A to E	
(individual)	<p><u>Major Ground(s)/Comment(s)</u></p> <p>(a) Items A and B have underestimated the ecological value of the sites, neglected the living habitat of <i>Muntiacus vaginalis</i> (Barking Deer). The sites are also close to Tuen Mun Road and will be subject to adverse noise and air</p>	<p>(a) Responses (b) and (c) to R1 above are relevant.</p>

	<p>impacts.</p> <p>(b) Item C has underestimated the ecological value of the site and would necessitate the felling of large number of trees.</p> <p>(c) Item D has underestimated the heritage value of the ex-Kwai Chung Public School. Traffic at the Cheong Wing Road roundabout will also be affected.</p> <p>(d) Item E has not assessed the possible impact on the 49 historic buildings in the area.</p>	<p>(b) Response (e) to R1 above is relevant.</p> <p>(c) Response (g) to R1 above is relevant.</p> <p>(d) Response (j) to R1 above is relevant.</p>
R86	Opposes and Provides views on Amendment Items A and C	
(individual)	<p><u>Major Ground(s)/Comment(s)</u></p> <p>(a) Item A site (only for 1,390 flats) is located on sloping terrain and would require extensive removal of vegetation, site formation works and the associated infrastructure. The development is considered inefficient. There must be other more efficient housing site options.</p> <p>(b) The proposed road works to support the development at Item A site would only be 75m from the Tai Lam Country Park. Whilst it is claimed in the YKT-FS that no insurmountable impact would be envisaged, the result is doubtful given the close distance. The site is</p>	<p>(a) Responses (a) and (b) to R2 above are relevant. Regarding the removal of vegetation, response (a) to R1 above is relevant.</p> <p>(b) The proposed developments and their associated road works have kept away from the Tai Lam Country Park. The minimum distance between Item A site and the Country Park is about 86m (Plan H-2a), and the area between Item A site and the Country Park would be retained as “GB” and “G/IC” zones respectively to serve as a buffer area. To the north of the Item A site across the catchwater is an area zoned “GB” on the Chuen Lung and Ha Fa Shan OZP (Plan H-1a). As Item A site is located at the southern fringe of the “GB” area, it is anticipated that the</p>

	<p>an irreplaceable part of the whole “GB” to safeguard the natural environment of the Country Park from proliferation of urban development.</p> <p>(c) The proposed development at Item A is incompatible with the surrounding rural setting.</p> <p>(d) The proposed development at Item C is visually incompatible with the surrounding developments.</p>	<p>proposed developments would not impose adverse impact on the Country Park and the surrounding areas zoned “GB”. In relation to the findings of EcoIA, response (b) to R1 above is relevant as agreed by AFCD.</p> <p>(c) Response (d) to R1 above is relevant.</p> <p>(d) Nine key public viewpoints were assessed in the Preliminary Landscape and Visual Impact Assessment under the NCS-EFS for Item C1 site. The overall residual visual impact is considered to be moderately adverse. Notwithstanding, the proposed development with BHR of 230mPD in general will be perceived as an extension of the adjacent existing Cheung Shan Estate (with BHR of 150mPD) and Lei Muk Shue Estate (with BHRs of 170mPD and 190mPD) (Drawing H-2c). Mitigation measures to alleviate the visual impact are recommended, including sensitive design of building massing, suitable design by using appropriate building materials and colours, compensatory tree planting and amenity planting within the site.</p>
	<p><u>Major Suggestion(s)/Proposal(s)</u></p> <p>(e) Item A site should be remained as “GB”.</p>	<p>(e) Response (b) to R2 above is relevant.</p>
<p>R87 to R89</p> <p>(all individuals)</p>	<p>Oppose and provide views on Amendment Item B</p>	
	<p><u>Major Ground(s)/Comment(s)</u></p> <p>(a) The proposed developments would necessitate the felling of trees. There must be alternative sites for housing development which would not require felling of large number of trees. (R87)</p> <p>(b) The feasibility study has neglected</p>	<p>(a) Response (a) to R1 and response (a) to R2 above are relevant.</p> <p>(b) Response (a) to R7 to R52 above is relevant.</p>

	<p>the actual road capacity along Castle Peak Road – Tsuen Wan. (R87)</p> <p>(c) Castle Peak Road – Tsuen Wan and Hoi On Road do not have spare capacity to cater for the additional traffic generated by the proposed developments and would create adverse traffic impact to the area. (R89)</p> <p>(d) In terms of traffic, opportunity should be taken to (i) enhance the service frequency of franchised bus services and number of car parking spaces in the area; (iii) provide a new MTR station in the Belvedere Garden area; and (iv) provide a direct connection between Po Fung Road and Tuen Mun Road. (R88 and R89)</p> <p>(e) The population in the Belvedere Garden area should not be increased before enhancing the provision of community supporting facilities. (R87)</p> <p>(f) The proposed BH of Item B site is higher than that of the Greenview Court and would bring adverse visual impact to Greenview Court and YKT Village. (R87 and R89)</p> <p>(g) To provide more diversified recreational facilities / children care</p>	<p>(c) Response (b) to R7 to R52 above is relevant.</p> <p>(d) Response (b) to R53 to R59 above is relevant.</p> <p>(e) Responses (e), (f) and (g) to R7 to R52 above are relevant.</p> <p>(f) Response (h) to R7 to R52 above is relevant.</p> <p>(g) Response (e) to R7 to R52 above is relevant.</p>
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	<p>and elderly day care services to meet the needs of residents. (R88 and R89)</p> <p>(h) The Government should properly compensate / rehouse the affected residents developing on the site. (R89)</p> <p>(i) Item B should be for low-density residential development only in order not to strain the capacity of the area. (R88 and R89)</p>	<p>(h) Response (g) to R53 to R59 above is relevant.</p> <p>(i) Response (d) to R2 and (a) to R7 to R52 above are relevant.</p>
R90	Opposes and Provides Views on Amendment Item D	
(individual)	<p><u>Major Ground(s)/Comment(s)</u></p> <p>(a) A strip of land (20m-wide) along the western boundary of Sun Fung Centre to the north-east of Item D has been designated as a non-building area (NBA). The proposed development with a BHR of 145mPD will affect the south-north wind performance through the NBA to Yau Ma Hom Resite Village.</p>	<p>(a) According to the AVA – Expert Evaluation for the proposed development at Item D site, a building gap of about 15m wide between the podium structure of the site and Mita Centre to its east, together with the 20m wide NBA to the north-east of the site could facilitate the penetration of incoming SW and SSW winds to Yau Ma Hom Resite Village. A quantitative AVA will be carried out by HD at the detailed design stage to demonstrate that the wind performance of the future scheme is optimised to further alleviate any potential adverse impacts to the surrounding pedestrian wind environment.</p>
	<p><u>Major Suggestion(s)/Proposal(s)</u></p> <p>(b) To reduce the BHR of Item D site from 145mPD to 90mPD (the BHR before rezoning) so as to keep it more compatible with the surrounding developments within the “Residential (Group E)” (“R(E)”) zone.</p>	<p>(b) To the north of Item D site across Kwok Shui Road is an area zoned “R(E)” subject to a maximum domestic PR of 5 or non-domestic PR of 9.5, with BHR of 120mPD. The “R(E)” zone is intended primarily for phasing out of industrial uses through redevelopment (or conversion) for residential use on application to the Board. One of the lots has been redeveloped for private residential use (i.e. The Rise) with a BH of about 174mPD pursuant to a s.16 approved scheme. To the further west is an area zoned “R(A)14” with a private residential development (i.e. Primrose Hill) with BHR of 210mPD. The area to the immediate</p>

		<p>east and south is zoned “OU(B)” with the existing BHRs ranging from 105mPD to 130mPD. The proposed BHR of Item D site at 145mPD is considered compatible with the surrounding developments having considered the need to provide GIC and retail facilities at podium level and the proposed PR of 6.7 for Item D site is higher than the neighbouring “R(A)” and “R(E)” developments (Drawing H-2d). The Visual Assessment demonstrated that the proposed development will unlikely induce significant adverse effect on the visual character of the surrounding townscape.</p>
R91	Provides General Views	
(individual)	<p>(a) The area lacks GIC facilities, including elderly facilities, schools (private schools in particular) and religious institutions (i.e. churches and temples/monasteries). ‘Social Welfare Facility’ should be a Column 1 use in all “Residential (Group B)” (“R(B)”) sub-zones under the Notes of the OZP.</p>	<p>(a) It should be noted that the planning intention of the “R(B)” zone is for medium-density residential developments where commercial uses serving the residential neighbourhood may be permitted on application to the Board. In general, ‘Social Welfare Facility’, non-free-standing ‘School’ and ‘Religious Institution’ uses are currently under Column 2 of the Notes for “R(B)” zone (except “R(B)6” to “R(B)8” sub-zones under which ‘Social Welfare Facility’ is under Column 1) so that the technical impacts of these uses could be scrutinised in the planning application process under the Town Planning Ordinance.</p>
R92	Provides General Views	
(individual)	<p><u>Major Suggestion(s)/Proposal(s)</u></p> <p>(a) Recommend to provide hostel and activity centre for severely mentally handicapped persons to address the shortage of such provision in the area.</p> <p>(b) Recommend to implement the proposed road widening works and not allowing vehicles with a length of 10m or more to enter Po Fung Road to ensure the safety of pedestrians.</p>	<p>(a) A 50-place Hostel for Severely Mentally Handicapped Persons cum 50-place Day Activity Centre, and a 30-place Supported Hostel for Mentally Handicapped Persons are proposed within Items A and B sites.</p> <p>(b) The YKT-FS recommends to widen Po Fung Road (response (c) to R5 above is relevant) and to prohibit vehicles exceeding 10m in length from entering Po Fung Road to ensure road safety.</p>

	(c) Slope stabilisation works will ensure the safety of slopes along Po Fung Road.	(c) When Po Fung Road is widened, adequate slope stabilisation works will be carried out for the slopes along the road.
R93	Supports the Amendments to the Notes of OZP for “CDA(3)” to “CDA(6)”	
(Top Merchant Investments Limited represented by Llewelyn Davies Ltd.)	<u>Major Ground(s)/Comment(s)</u> (a) The users and owners of the existing industrial buildings in the Tsuen Wan East Industrial Area (TWEIA) could be benefitted from the greater flexibility given by the proposed technical amendments to carry out necessary Alterations and Additions (A&A) or conversion works for their operation needs and upgrading of the existing industrial buildings.	(a) The supportive view is noted.
	<u>Major Suggestion(s)/Proposal(s)</u> (b) Since the PR of most of the existing industrial buildings are much higher than the maximum PR restriction allowed under the “CDA” zoning, land owners lack the incentives to redevelop the sites from industrial uses to residential developments due to the substantial loss in Gross Floor Area (GFA). As such, the following alternative approach to facilitate the transformation of the subject “CDA” sub-zones in Tsuen Wan East Industrial Area by appropriate rezoning and amendments of development restrictions is proposed:	(b) The planning intention of the “CDA(3)” to “CDA(6)” zones is for comprehensive residential development with commercial facilities and open space provision to give impetus for landuse restructuring and upgrading the Tsuen Wan East area. These zones are subject to a maximum PR of 5.0, of which a minimum PR of 4.5 shall be for domestic use. Based on the individual merits of a development or redevelopment proposal, minor relaxation of PR / BH restrictions may be considered by the Board on application under s.16 of the Ordinance. In terms of traffic, TD advises that there are persistent complaints received from the public and TWDC members on the illegal kerbside activities, including parking, waiting, loading/unloading as well as pick-up/drop-off activities, taken place in the area zoned “CDA(3)” to “CDA(6)”. Worst still, the heavy traffic at Texaco Road, Sha Tsui Road and Luen Yan Street are high, in particular the morning and afternoon traffic peaks. Against this background and that the traffic

	<ul style="list-style-type: none">• to relax the PR restrictions of “CDA(3)” to “CDA(6)” from 5.0 (with a minimum domestic PR of 4.5) to 7.0 (with domestic PR of 6.0 and non-domestic PR of 1.0); and• to rezone Lot 476 in DD443 from “CDA(5)” to “OU(B)” with non-domestic PR of 9.5. <p>To ensure the abovementioned proposal is technically feasible, a traffic sensitivity test and a sewerage sensitivity test have been carried out based on a maximum PR of 7.0 for mixed-use developments in various “CDA” sub-zones and a maximum non-domestic PR of 9.5 for data centre development at Lot 476 in DD 443 under the proposed “OU(B)” zoning has been conducted.</p>	<p>sensitivity test conducted by the representer failed to demonstrate the worst case scenario, the proposal for increasing development intensity and rezoning is not supported by TD from the traffic management viewpoint.</p> <p>Regarding the sewerage sensitivity test conducted by the representer, EPD is of the view that the assessment results do not reflect the worst case scenario of the concerned area, if it is to be intensified and rezoned. Sewerage impact assessment based on the actual proposed use is required for individual development/redevelopment to assess the potential impact on existing/planned sewerage system and to demonstrate the effectiveness of the required mitigation measures.</p> <p>According to TD and EPD, the traffic and sewerage sensitivity tests have not satisfactorily demonstrated that there is adequate traffic and sewerage capacities to cater for the additional traffic and sewerage flows after the increase of development intensity of the TWEIA in general. In this regard, the representer’s proposal is not supported.</p> <p>The implementation progress of the “CDA” zoning is stated in paragraph 4.1.15 of the Main Paper. As mentioned in paragraph 4.1.16, during the CDA Review for the years 2019/2021, the MPC agreed on 28.5.2021 that more time should be allowed to observe the progress of the “CDA” developments. PlanD would continue to monitor the progress of the CDA development and suitably review these zonings under the CDA Review in due course.</p>
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- (2) The 27 valid comments (**TPB/R/S/TW/34-C1 to C27**) on representations were submitted by some of the representers themselves (**R2** and **R84**) and by other organisations/individuals:

Comment No. TPB/R/S/TW/34-	Related Rep'	Gist of Comments	Responses to Comment
C1 (土地正義聯盟)	Supports R1, R2	(a) Supports the adverse representation R1 in relation to Items A to E, and R2 in relation to Items A and B	(a) Responses to R1 and R2 above are relevant.
C2 (also R2) (The Conservancy Association)	Supports R3	(a) Both “GB” sites are still well wooded. Approving the proposed amendments would set an undesirable precedent for similar amendments in the future and affect the integrity of the habitats in different districts.	(a) Response (b) to R2 above is relevant.
C3 (ENM Holdings Limited, i.e. the applicant of the s.12A application under Item E)	Opposes R1, R84 and R85	(a) Opposes to adverse representations R1, R84 and R85 in relation to Item E, and provides responses to R1 and R85 which raised concern about the proposed development at Item E for neglecting the living habitat of <i>Muntiacus vaginalis</i> (Barking Deer).	(a) Response (i) to R1 above is relevant.
C4 (individual)	Provides views on R1 to R86	(a) Opposes to Items A and B. The proposed developments would affect the Hon Man Upper Village.	(a) Response (a) to R6 above is relevant.
C5 (individual)	Provides views on R5	(a) In relation to Items A and B, a new access road is suggested connecting Po Fung Road directly to Tuen Mun Road to avoid aggravating the traffic congestion at the section of Castle Peak Road – Tsuen Wan during the morning peak hour. The YKT	(b) Response (b) to R53 to R59 above is relevant.

		ancestral hall and associated lots could be acquired in accordance with market price to facilitate the abovementioned road works.	
C6 to C18 (all individuals) <i>(submitted based on one sample letter format)</i>	Provides views on R6	<p>(a) The proposed developments at Item A and B sites would create traffic, ecological and slope safety impacts to the surrounding areas. In addition, the Hon Man Upper Village will be affected.</p> <p>(b) Provision of more hiking trails, cycling trails and bird watching pavilions is suggested.</p>	<p>(a) Response (b) to R1, response (a) to R4 and response (a) to R6 above are relevant.</p> <p>(b) Item A and B sites are intended for residential developments. Requirement of maintaining/reconstructing the existing footpaths within Item A site would be included in its future land sale conditions. The public will be able to access to the catchwater and hiking trails to its north through the future footpaths at the site.</p>
C19 to C21 (all individuals)	Provide views on amendment item(s)	<p>(a) For Item A and/or B, the proposed development(s) would create traffic, environmental and ecological impacts.</p> <p>(b) The existing Po Fung Road is with high gradient and a number of road curves.</p>	<p>(a) Response (b) to R1 and response (a) to R4 above are relevant.</p> <p>(b) Response (c) to R5 above is relevant.</p>
C22 (individual)	Provide views on amendment item(s)	<p>(a) For Item C1, several ruins bunker dated back to the period of the Battle of Hong Kong are found at the fringe of Lei Muk Shue Estate and has historical value.</p>	<p>(a) As advised by AMO, although the pillbox (referred as ‘ruins bunker’ by the commenter) within Item C1 site is currently not a graded item or an item pending grading assessment by the Antiquities Advisory Board (AAB), present the preliminary assessment of AMO is that it may have potential heritage significance. AMO will conduct a grading assessment for the concerned pillbox structure found within the site, and submit the assessment and proposed grading to AAB for</p>

		<p>(b) The transportation infrastructure in relation to Items C1 and D are inadequate and the concerned areas are subject to serious traffic congestion. Rare plant and animal species are also found in areas concerning both amendment items.</p>	<p>consideration. Upon completion of the grading process, CEDD will carry out a Heritage Impact Assessment (HIA) at the Investigation and Design Stage for the site, by taking the possible confirmed grading status of the concerned pillbox into account, to assess whether there is any potential impact of the proposed development to the structure(s) concerned and recommend the necessary mitigation measures. HD will review the layout of the proposed housing development having regard to the recommendations of the HIA.</p> <p>(b) Regarding the traffic aspect, response (a) to R82 and R83 above is relevant. As for the ecological aspect at Item C1, response (c) to R84 above is relevant. For Item D, as it is an area that has already been developed, no adverse ecological impact is anticipated.</p>
C23 to C26 (all individuals)	Provide views on amendment item(s)	<p>(a) The proposed developments would affect the residents of Hon Man Village.</p> <p>(b) The Belvedere Garden area is subject to traffic congestion issue.</p>	<p>(a) Response (a) to R6 above is relevant.</p> <p>(b) Responses (a) and (b) to R7 to R52 above are relevant.</p>
C27 (also R84) (individual)	Nil	<p>(a) The Government should pay more attention to the views of the general public.</p>	<p>(a) Response (q) to R60 to R81 above is relevant.</p>

**Summary of the Minutes of the
6th Meeting of the Tsuen Wan District Council**

The 6th Meeting of the Tsuen Wan District Council (TWDC) was held on 9 October 2020. The major issues discussed were summarised as follows:

Proposed Amendments to the Tsuen Wan Outline Zoning Plan No. S/TW/33

2. Representatives of government departments briefed Members on the proposed amendments, which involved rezoning the following sites for residential development: a site near Yau Kom Tau Village (Item A), a site at Po Fung Terrace (Item B), a site near Cheung Shan Estate (Item C), site of the former Kwai Chung Public School (Item D), site of the Hilltop Country Club (Item E), and six sites currently zoned as “Comprehensive Development Area” in Tsuen Wan West (Item F). Most Members objected to these six items on grounds of potential aggravation of the traffic condition of nearby roads, the inadequacy of community facilities in support of the proposed residential developments, a lack of detailed environmental and ecological assessments, the lack of cost-effectiveness in relocating a service reservoir to release land for proposed public housing, and the inadequacy of documentary information for Members’ consideration. In response, the representative of the Planning Department (PlanD) said that the proposed developments for the two green belt sites Items A and B would not cause any adverse environmental impact, and just an improvement to the roads connecting Po Fung Road and Castle Peak Road – Tsuen Wan would enable a traffic connection between the proposed developments and the existing district traffic network. The PlanD further responded that the site of Item C was suitable for public housing development considering the existence of public housing estates nearby. Items C and D would provide adequate parking spaces and supporting facilities for the new public housing tenants, and a new footbridge across Castle Peak Road – Kwai Chung would also be constructed in support of the proposed developments. The Highways Department (HyD) had proposed that Po Fung Road should be widened and pavement should be provided accordingly. Members proposed adding a clause to the land lease of Item A to stipulate the mandatory construction of noise barriers; raised concerns that the additional population generated by Items A and B would bring about an inadequate supply of school places for students in and around Belvedere Garden; and requested a comprehensive environmental impact assessment report which included the impact of the proposed developments of Items A, B and E on the surrounding trees. In response, the representatives of the Civil Engineering and Development Department (CEDD) said that a traffic impact assessment showed that the project would pose no adverse impact on nearby road traffic regarding Item D. While the HyD would commence its widening works for the nearby Kwok Shui Road to ease traffic congestion, the CEDD would further widen the road to 9.5 metres in support of the proposed public housing development. In respect of Item C, the CEDD had proposed providing two vehicular accesses at Lei Shu Road and Cheung Shan Estate Road West respectively to smoothen the traffic flow around the site of Item C, and would also consider adding a public transport interchange. The representative of the Water Supplies Department responded that it had completed the feasibility report for the relocation of the service reservoir in question. The representative of the

Lands Department (LandsD) said that eligible households affected by the proposed items would benefit from the enhancements to the Government's general ex-gratia compensation and rehousing arrangements. The representative of the PlanD further responded that public housing units would make up 70% of the proposed residential units covered by the rezoning proposals. Additionally, the PlanD was considering a land sale clause requiring the developer of Item A to conduct a noise impact assessment, and had reserved land for the construction of community facilities to tie in with the proposed public housing developments. Upon voting, Members passed two impromptu motions, objecting to the PlanD's intended submission of all of the rezoning proposals to the Town Planning Board without first addressing the queries raised by Members, and to the rezoning of the two sites near Yau Kom Tau Village from "Green Belt" to "Residential" respectively.

Proposed Road Improvement Works at Po Fung Road, Tsuen Wan and Permanent Closure of Existing Footpaths and Staircases in Proposed Yau Kom Tau Residential Site

3. Representatives of government departments and consultants briefed Members on the improvement works. Members opined that the proposed widening works for Po Fung Road would not ease the pressure posed by the proposed residential developments on the surrounding traffic infrastructure because newly generated traffic would ultimately have to flow through Castle Peak Road – Tsuen Wan, a single-lane carriageway. They also pointed out that since long vehicles would be prohibited from using Po Fung Road, buses would not be able to serve the proposed residential developments and that residents departing from the proposed developments would eventually have to travel through the Belvedere Garden area, where traffic flow was slow. While Members objected to the proposed conversion of the green belt sites concerned into residential developments, they might support the widening works for Po Fund Road, which would benefit residents living nearby. However, there were concerns about the impossibility of widening the road's tunnel section beneath Tuen Mun Road. The representative of the HyD responded that it was not feasible to widen the aforesaid tunnel section owing to various technical constraints. The HyD would install traffic lights at both ends of the tunnel to implement tidal flow operation, which should facilitate the flow of traffic generated by the proposed developments. In fact, the HyD hoped that future residents would use public transport as far as possible, and had therefore proposed enhancing the existing green minibuss (GMB) route. The representative of the consultant also proposed introducing three GMB routes, and estimated that only a small portion of vehicles departing from the proposed residential development would travel through the Belvedere Garden area. The representative of the LandsD responded that the responsibility for the widening works for Po Fung Road would rest with the developer.

District Health Centre Scheme in Tsuen Wan

4. The representative of the Food and Health Bureau (FHB) introduced the paper. While Members generally agreed to the need of prompt construction of the proposed Tsuen Wan District Health Centre (DHC), some opined that a site not situated in an industrial area should be chosen for the future DHC so as to enable safe and convenient public access. Members also suggested that mental health, women's health, elderly dental care service and outreach service should be included in the primary

healthcare services to be offered by the proposed DHC. In response, the representative of the FHB acknowledged the importance of selecting sites that were close to residential premises and conveniently accessible by different means of transport. Mental health, dental health and women's health would all be included in the primary prevention programme of the proposed DHC, and outreach service would also be provided.

Progress Report on Major Works in Tsuen Wan

5. The representative of the CEDD introduced the paper. Regarding the construction of a cycle track from Tsuen Wan to Tuen Mun, a Member suggested that the CEDD should report to Members on the construction progress more frequently. As regards the works for a new columbarium providing numerous additional niches in Tsuen Wan, Members was worried about its potential impact on the traffic condition of the site of the columbarium during the grave sweeping festivals and enquired about the works progress in the light of the shortage of private niches in Tsuen Wan. Separately, Members were also concerned about the delay in the investigation for the widening of Tsuen Wan Road and extension of the existing vehicular bridge at Texaco Road, and the slow progress of the works for two footbridges within the footbridge network in Tsuen Wan; and requested that noise barriers should be installed at Tsuen Wan Road to minimise the impact of traffic noise on residents living in coastal locations. The representative of the CEDD agreed to relay Members' comments to the HyD, and would consider the public's feedback about a previously commissioned cycle track before opening the cycle track from Tsuen Wan to Tuen Mun.

Tsuen Wan District Council Secretariat
March 2021

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發展局
規劃地政科



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荃灣區議會
陳琬琛主席

陳主席：

**擬議修訂《荃灣分區計劃大綱核准圖編號 S/TW/33》
議員的提問／建議及臨時動議**

就荃灣區議員於 2020 年 10 月 9 日荃灣區議會會議上的提問／建議，以及在會上提出並獲得通過的兩項臨時動議，經徵詢相關部門後，本局現回應如下：

政府一直以多管齊下的方式增加土地供應，包括善用現有市區和新市鎮的已建設土地和周邊鄰近基建設施的地帶，以應付房屋及其他發展需要。就此，透過各項土地用途檢討工作，當局在全港物色可作房屋發展的用地，當中包括建議把位於荃灣西的兩幅「綠化地帶」用地改劃作私營房屋發展、把荃灣二號食水配水庫搬入岩洞後所騰出的用地及前葵涌公立學校用地改劃作公營房屋發展。

在 2020 年 10 月 9 日的荃灣區議會會議上，規劃署、土木工程拓展署（土拓署）、房屋署、運輸署及水務署代表向議員介紹上述擬作私營/公營房屋的四幅用地，並聆聽議員的意見。一如以往，在提出有關發展建議前，政府會進行研究和詳細考慮發展會帶來的影響，以評估及確立在上述兩幅「綠化地帶」用地、荃灣二號食水配水庫及前葵涌公立學校用地發展房屋的可行性。相關部門進行的各項可行性研究(下稱「研究」)已大致完成，現作最後整理。經考慮包括交通、基建、環境、景觀、視覺和空氣流通等方面的潛在影響，預期這四幅土地用作房屋發展不會帶來無法克服的技術問題。

規劃署代表亦有在上述會議上向議員介紹顯達鄉村俱樂部用地的改劃，以反映城市規劃委員會（城規會）轄下的都會規劃小組委員會（小組委員會）於 2020 年 9 月 1 日就一宗修訂圖則規劃申請的決定。

荃灣西約近油柑頭村及寶豐台的兩幅用地

選址

這兩幅擬用作房屋發展的用地屬荃灣新市鎮已建設地區的邊緣、臨近已發展區域及現有道路、有植被但緩衝作用和保育價值相對較低的「綠化地帶」。當中，近油柑頭村的用地（《荃灣分區計劃大綱圖》（大綱圖）的修訂項目 A）部份已有一些臨時構築物，顯示已受到不同程度的人為干擾。鑑於我們沒有在這兩幅用地發現具重要保育價值的棲息地及具重要生態價值的河流，政府建議改劃用地以回應市民對私營房屋的需要。

交通影響

我們理解地區人士對區內，特別是麗城花園一帶的交通配套的關注。路政署已就擬議房屋發展進行了交通影響評估，範圍涵蓋擬議發展項目所在的寶豐路，及其連接柴灣角迴旋處之間的青山公路荃灣段，海安路，海興路，麗順路及麗志路。有關評估已依據運輸署發佈的《運輸策劃及設計手冊》及擬議發展項目的單位數量和

面積，對有關項目產生的車流量進行了估算。交通影響評估結果反映於繁忙時段，少量由擬議發展項目產生的車流量會經青山公路荃灣段及柴灣角迴旋處前往荃灣地鐵站或沙田方向。另外，預計大部分的车流量只會經麗順路及海安路駛出九龍及其他地區。評估範圍內的主要相關路段於繁忙時段的交通流量均在可接受的水平，擬議發展項目不會帶來不可接受的交通影響。

此外，考慮到擬議項目完成後的公共運輸服務需求或有所增加，路政署的顧問研究評估建議增加現有公共運輸服務班次，以照顧居民的出行需要。運輸署亦會繼續留意區內的發展、因應交通影響評估的建議、人口和交通需求的變化，適時作出研究及考慮合適的交通改善措施和公共運輸服務安排，以切合市民需要。

生態和景觀影響

兩幅用地主要為混合林地。根據路政署的顧問研究評估，該生態環境的物種數量不多，生態價值大致為低至中等。景觀方面，根據地政總署負責的樹木調查，用地內主要是一些果樹及普通品種樹木，並沒有古樹名木或珍貴樹木。如現有樹木因發展工程而需要移除或移植，發展商須在工程開展前進行詳細的樹木調查和提交樹木保護或移除建議給相關部門審批，而有關建議必須根據發展局相關技術通告及指引的要求，並按照該指引作出樹木種植補償，以緩解發展對周邊景觀的影響。近油柑頭村地盤內有四棵可能列入「古樹名木冊」及胸徑超過一米的大樹，發展商需按實際情況盡可能保留。整體而言，擬議發展對生態及景觀不會有難以克服的影響。

空氣污染及噪音影響

這兩幅用地鄰近屯門公路，日後在發展項目的詳細規劃階段需根據《香港規劃標準與準則》沿屯門公路加設適當的間隔距離，以緩解屯門公路對擬議發展所產生的空氣污染影響。此外，發展項目亦需就屯門公路對擬議發展的噪音影響進行噪音影響評估，並實施所需的噪音緩解措施。上述的相關要求將適切地納入兩個地盤的賣地條款中。

區內小學學額的供應

規劃署會按現行的機制，根據《香港規劃標準與準則》按規劃人口和社區服務需要及教育局的意見預留土地作學校用途。油柑頭及寶豐路一帶屬荃灣區小一學校網編號 62。教育局已通過公開的校舍分配工作，將一幅位於荃灣永順街，已預留作 30 個課室的小學校舍用地分配予中華基督教會全完第一小學作重置用途。課室數目將由現時的 9 個（現時該小學在現址的課室數目）增至 30 個，有助增加該學校網小一學位的供應。教育局會繼續按一貫機制和程序推展該建校工程項目的前期工作。

對受影響住戶的安置及補償安排

我們理解位於油柑頭村地盤內，漢民上村的住戶十分關注日後受政府收地及發展清拆的安置及補償安排。發展局在 2018 年 5 月公布劃一且經加強的特惠補償及安置安排，適用於其後政府所有的發展清拆行動。經修訂後的一般特惠補償及安置安排之詳情，可瀏覽網址：<https://www.landward.gov.hk/tc/rehouse/rehousing.htm>。另外，為配合於 2018 年 5 月公布經加強的安置及特惠補償安排，地政總署由 2018 年 11 月 1 日開始，實施「寮屋住戶自願登記計劃」，接受居住於持牌非住用構築物或已登記非住用寮屋的住戶的一次過自願登記申請。有關的詳情，可瀏覽網頁：<https://www.landward.gov.hk/tc/vrs/vrs.htm>。

鄰近象山邨(即荃灣二號食水配水庫現址)的用地

交通影響

土拓署已就擬議公營房屋發展項目進行初步交通及運輸影響評估。評估就擬議公營房屋發展項目所影響的道路範圍，包括和宜合道、象鼻山路及德士古道北等主要道路，以及重要路口如和宜合交匯處、和宜合道和梨樹路路口等作出初步研究。研究結果顯示，擬議發展項目不會給鄰近的道路帶來嚴重負荷。擬議發展項目亦會提供新的公共運輸交匯處，並將於下階段根據居民出行需要，

就所需公共交通路線作詳細研究並作出建議。

生態影響

土拓署已進行初步的生態影響評估。結果顯示，擬議公營房屋發展項目不會造成嚴重生態影響。由於擬議公營房屋發展項目附近發現土沉香／牙香樹種群，為避免對種群的影響，工程團隊已相應縮減發展項目範圍。現時的发展方案將影響少量稀有及珍貴植物，顧問建議可移植受影響的樹木。相應的詳細樹木保育及移除建議，將根據發展局相關的技術通告及指引作詳細研究，以減低對生態的影響。

有關善用前荃灣信義學校的建議

就議員提出善用象山邨內的空置校舍(前荃灣信義學校)作公營房屋發展的建議，根據規劃署中央調配機制檢討後，該空置校舍已被確認為合適作長遠住宅發展。為了善用閒置的校舍，運輸及房屋局(運房局)會在該校舍的長遠用途未開展前用作短期過渡性房屋。運房局已於2020年9月將該空置校舍資料上載到其「可供發展過渡性房屋的用地」的網頁上，公開邀請有興趣推行過渡性房屋項目的民間團體申請，期間獲2宗申請。

有關重建荃灣區內高樓齡公共屋邨的建議

根據2014年公布的《長遠房屋策略》(《長策》)，重建高樓齡公共屋邨長遠而言或可增加公屋供應，但短期內則會減少可供編配的公屋單位數量，使香港房屋委員會(房委會)在維持平均輪候時間為約三年的目標承受更大壓力。在目前公屋需求殷切的情況下，大規模重建計劃只會凍結大量本來可編配予有需要住戶的公屋單位，對公屋的平均輪候時間即時造成負面影響，因而並不可取。房委會會基於《長策》提出的方向，並根據房委會於2011年制定的「重建高樓齡公共租住屋邨的優化政策」的四個基本原則，即樓宇的結構狀況、修葺工程的成本效益、重建屋邨附近是否有合適的遷置資源，以及原址重建的潛力，按實際情況審慎考慮是否重建個別屋邨。荃灣區內高樓齡公共屋邨(包括福來邨、象山邨及梨木樹邨)

結構安全，現時並無重建的需要。房委會會繼續推行各種計劃及措施，維持和改善樓宇狀況，為居民提供安全合適的居住環境。

前葵涌公立學校的用地

交通影響

土拓署已就擬議發展進行初步交通及運輸影響評估，評估範圍包括青山公路、德士古道、傅屋路、昌榮路及和宜合道等主要連接國瑞路的相關道路及交匯處。研究結果顯示，擬議房屋發展項目不會對附近的道路帶來不可接受的交通影響。就議員對國瑞路交通擠塞情況的關注，土拓署明白運輸署已建議改善措施，包括分階段展開由傅屋路至昌榮路的一段國瑞路擴闊工程，當中包括擴闊現有行車道，由現行的 7.3 米擴闊至 9 米及興建巴士停車灣。若擬議房屋發展項目能順利推展，土拓署將研究連同房屋發展項目的地盤平整工程，一併擴闊該段國瑞路至 9.5 米，以進一步改善國瑞路路面空間。此外，就行人暢達方面，土拓署將考慮連同房屋發展項目，預留位置興建一條橫跨青山公路的天橋，以便日後屋苑居民橫過青山公路往返屋苑及葵涌邨附近一帶，包括青山公路兩旁的公共交通設施。土拓署會在稍後的詳細設計階段，進一步研究上述有關工程的時間表。

顯達鄉村俱樂部用地

交通影響

我們理解地區人士對顯達鄉村俱樂部用地改劃作住宅用途後所帶來的交通負荷的關注。根據申請人所提交的發展方案，申請人將自費擴闊顯達路、老圍路及荃錦交匯處，以應付擬議發展可能帶來的交通增長。另外，為配合運輸署於清明及重陽節期間在用地附近的老圍路所實施的特殊交通管理措施，申請人會在住宅發展入伙後，實施交通管理計劃（包括於上述節日期間及其前/後的週末只允許穿梭巴士、的士、公共交通工具及緊急車輛出入該發展），以減少區內的交通流量。根據交通影響評估，擬議發展項目不會對

附近的道路帶來不可接受的交通影響。為確保申請人會實施以上的道路工程及交通措施，運輸署建議將相關要求適切地納入用地的地契條款中，另外，政府亦會考慮透過道路通行許可證的機制管制交通流量。

區內社區設施的供應

根據《香港規劃標準與準則》，以《荃灣分區計劃大綱圖》涵蓋範圍內的總規劃人口計算，當上述五個住宅發展項目完成後，該區規劃的各類政府、機構或社區設施及預留作這些設施的土地足夠，包括各類型社區設施如體育中心、游泳池場館、休憩用地、安老院舍、綜合家庭服務中心、綜合青少年服務中心、圖書館、診療所／健康中心、幼兒班及幼稚園課室及小學課室。中學、醫院床位、長者社區照顧服務設施（包括長者日間護理中心）及幼兒中心的供應則會出現短缺。

就中學課室及醫院床位的短缺，中學課室的供應需視乎全港的情況而定，而醫院床位的供應則需視乎聯網的情況而定。相關部門會繼續監察荃灣區人口增長的情況，以應付區內需求。至於長者社區照顧服務設施（包括長者日間護理中心）及幼兒中心的短缺，在規劃和發展的過程中，社會福利署（社署）會就實際提供的服務作出適當考慮。有鑒於此，是次擬議的公營房屋發展已按社署的要求提供相關的社福設施。因應區議會對社區設施的意見，經諮詢相關部門後，兩幅的私營房屋發展亦會提供社福設施。

擬作公營/私營房屋的四幅用地將按照荃灣區內的整體供應，以及參照《香港規劃標準與準則》的指引，提供適當的社區設施。初步包括：

鄰近象山邨（即荃灣二號食水配水庫現址）的用地：	<ul style="list-style-type: none">➤ 長者日間護理中心➤ 長者鄰舍中心➤ 安老院舍暨長者日間護理單位➤ 綜合家居照顧服務／改善家居及社區照顧服務➤ 幼兒中心
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	<ul style="list-style-type: none">➤ 兒童住宿照顧服務➤ 日間及住宿康復服務➤ 學前康復服務
前葵涌公立學校的用地：	<ul style="list-style-type: none">➤ 安老院舍➤ 長者鄰舍中心➤ 長者日間護理單位➤ 幼兒中心➤ 到校學前康復服務➤ 網上青年支援隊
荃灣西約近油柑頭村及寶豐台的兩幅用地：	<ul style="list-style-type: none">➤ 展能中心暨嚴重弱智人士宿舍➤ 弱智人士輔助宿舍

要提供足夠土地達到十年建屋目標，是政府和社會共同面對的一項艱鉅挑戰。我們希望可獲得區議會、地區及居民的支持和體諒，以解決市民迫切的住屋需要。

下一步

為推展有關房屋發展，政府須根據《城市規劃條例》(《條例》)改劃土地用途。規劃署將於 2021 年 2 月 5 日就有關擬議房屋發展的大綱圖修訂項目，連同區議會、鄉事委員會以及政府部門的意見，一併提交城規會轄下小組委員會考慮。所有研究及評估報告亦會在提交有關擬議修訂項目予小組委員會審議時，一併供公眾查閱。如小組委員會同意有關擬議修訂項目，城規會將根據《條例》第 5 條展示圖則及諮詢公眾，為期兩個月。屆時，各議員及公眾人士可對修訂項目作出申述和提出意見。有關詳情可瀏覽網頁：https://www.info.gov.hk/tpb/tc/whats_new/whats_new.html。按現時《條例》訂明，申述人和提意見人將獲邀出席城規會會議，直接向城規會委員作口頭陳述和表達意見。我們亦會繼續聆聽議員及居民的意見，務求在善用土地資源和增加房屋供應的同時，能釋除地區對交通、環境及生態保育等方面的疑慮。

感謝各議員對荃灣區發展所提出的意見及關注。

發展局局長

(梁詔桐



代行)

2021 年 2 月 1 日

副本送：

規劃署	(經辦人：馮志慧女士)
土木工程拓展署	(經辦人：梁池歡先生)
房屋署	(經辦人：饒菊紅女士)
運輸署	(經辦人：周啓鏗先生)
	(經辦人：劉永鏗先生)
路政署	(經辦人：彭達榮先生)
水務署	(經辦人：關慕賢女士)
環境保護署	(經辦人：何梓欣女士)
地政總署	(經辦人：何敏儀女士)
教育局	(經辦人：黃鳳萍女士)
荃灣民政事務處	(經辦人：葉錦菁女士)

規 劃 署

荃灣及西九龍規劃處
新界荃灣西樓角路 38 號
荃灣政府合署 27 樓



Planning Department

Tsuen Wan & West Kowloon
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Tsuen Wan, N.T.

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荃灣鄉事委員會
邱錦平主席

邱主席：

擬議修訂《荃灣分區計劃大綱核准圖編號 S/TW/33》

多謝荃灣鄉事委員會在 2020 年 11 月 4 日的會議上表達對題述事宜的意見。
就委員會在會上提出的提問／建議，經徵詢相關政府部門後，規劃署現作綜合回覆。

荃灣西約近油柑頭村及寶豐台的兩幅用地

我們理解地區人士對油柑頭區內交通配套、基建、環境和空氣流通等方面的關注。相關部門已就擬議房屋發展已完成相關可行性研究。交通方面，評估顯示擬議發展項目所在的寶豐路及其連接的道路於繁忙時段的交通流量均在可接受的水平，並確立擬議發展在施工期間及入伙後不會帶來不可接受的交通影響。另外，相關道路工程亦不會對油柑頭村的祠堂造成負面影響。基建、環境和空氣流通等方面，相關部門亦已確立擬議發展在施工期間及入伙後不會帶來無法克服的影響。就現有寶豐路的管理，該路段為水務署負責。

前葵涌公立學校的用地

委員會在會議上建議在前葵涌公立學校用地的擬議房屋發展需提供社福設施及一個荃灣鄉事委員會永久會址。該擬議房屋發展項目已預留土地／空間提供相關社區設施，初步包括安老院舍、長者鄰舍中心、長者日間護理單位、幼兒中心等。至於有關提供一個荃灣鄉事委員會永久會址的建議，由於未有政策及撥款的支持，房屋署在諮詢民政事務總署後在現階段未有計劃在擬議房屋發展內提供該設施。相關政府部

門（包括民政事務總署及房屋署）日後會適切地探討在該擬議房屋發展項目，及其他已規劃或擬議房屋／社區設施內加入該設施的可行性。

顯達鄉村俱樂部用地

我們理解地區人士對顯達鄉村俱樂部用地改劃作住宅用途後所帶來的交通負荷的關注。根據申請人所提交的發展方案，申請人將自費擴闊顯達路、老圍路及荃錦交匯處，以應付交通增長。另外，為配合運輸署於清明及重陽節期間在用地附近的老圍路所實施的特殊交通管理措施，申請人會在住宅發展入伙後，實施交通管理計劃（包括於上述節日期間及其前/後的週末只允許穿梭巴士、的士、公共交通工具及緊急車輛出入該發展），以減少區內的交通流量。根據交通影響評估，擬議發展項目不會對附近的道路帶來不可接受的交通影響。為確保申請人會實施以上的道路工程及交通措施，運輸署建議將相關要求適切地納入用地的地契條款中，另外，亦會考慮透過道路通行許可證的機制管制交通流量。

規劃署已於 2021 年 2 月 5 日就大綱圖的修訂項目提交城市規劃委員會（下稱「城規會」）轄下都會規劃小組委員會（下稱「小組委員會」）考慮，並同時向小組委員會轉達荃灣鄉事委員會的意見。有關的城規會文件（包括相關可行性研究報告），可瀏覽網頁：https://www.info.gov.hk/tpb/en/papers/MPC/665-mpc_1-21.pdf。經商議後，小組委員會同意大綱圖的擬議修訂項目。顯示有關修訂項目的《荃灣分區計劃大綱草圖編號 S/TW/34》（下稱「分區計劃大綱草圖」）於 2021 年 2 月 26 日根據《城市規劃條例》（下稱《條例》）第 5 條展示，以供公眾查閱，為期兩個月。就分區計劃大綱草圖，委員可瀏覽網頁 https://www.info.gov.hk/tpb/tc/plan_making/draft_plan.html。委員可於 2021 年 4 月 26 日或之前，就有關修訂向委員會作出申述。申述應以書面作出，並在限期前送交香港北角渣華道 333 號北角政府合署 15 樓城市規劃委員會秘書。按現時《條例》訂明，申述人將獲邀出席城規會會議，直接向城規會委員作口頭陳述和表達意見。

感謝委員對荃灣區發展所提出的寶貴意見及關注。

規劃署
荃灣及西九龍規劃專員

(馮志強)

2021 年 2 月 26 日

副本抄送：

土木工程拓展署	(經辦人：梁池歡先生)	(傳真：2714 0103)
房屋署	(經辦人：陳禮璋先生)	(傳真：2761 7620)
運輸署	(經辦人：周啓鏗先生)	(傳真：2381 3799)
路政署	(經辦人：彭達榮先生)	(傳真：3526 0154)
水務署	(經辦人：關慕賢女士)	(傳真：2586 1696)
地政總署	(經辦人：鄭浩賢先生)	(傳真：2412 0703)
荃灣民政事務處	(經辦人：黎翊榮先生)	(傳真：2412 0244)

KF/KSN/CY/cy

Tsuen Wan and West Kowloon District

Agenda Item 4

[Open Meeting]

Proposed Amendments to the Approved Tsuen Wan Outline Zoning Plan No. S/TW/33

(MPC Paper No. 1/21)

7. The Secretary reported that the proposed amendments involved various sites in Tsuen Wan, including two private housing sites which were supported by an Engineering Feasibility Study (EFS) conducted by the Highways Department (HyD) with Aurecon Hong Kong Limited (AURECON) as one of the consultants of the study; two public housing sites to be developed by the Hong Kong Housing Authority (HKHA) which were supported by EFSs conducted by the Civil Engineering and Development Department (CEDD) with Black & Veatch Hong Kong Limited (B&V) and WSP (Asia) Limited (WSP) as the consultants of the two studies respectively; and a private housing site to take forward the decision of the Committee on a s.12A application No. Y/TW/13 which was submitted by ENM Holdings Limited (ENM), and Kenneth To & Associates Limited (KTA), Wong & Ouyang (HK) Limited (WOL) and Mott MacDonald HK Limited (MMHK) were three of the consultants of the applicant. The following Members had declared interests on the item:

- | | |
|--|---|
| Mr Gavin C.T. Tse
(as <i>Chief Engineer</i>
(Works), Home Affairs
Department) | - being a representative of the Director of Home Affairs who was a member of the Strategic Planning Committee and Subsidised Housing Committee of the HKHA; |
| Mr Alex T.H. Lai | - his former firm had business dealings with HKHA, AURECON, B&V, WSP, ENM, WOL and MMHK; |
| Mr Thomas O.S. Ho | - having current business dealings with HKHA and MMHK; |
| Dr Lawrence W.C. Poon | - his spouse being an employee of the Housing Department (HD) (the executive arm of HKHA), but not involved in planning work; |
| Mr Franklin Yu | - being a member of Building Committee of |

HKHA and having current business dealings with WOL;

- | | | |
|------------------------|---|--|
| Mr Daniel K.S. Lau | - | being an ex-employee of the Hong Kong Housing Society which had business dealings with KTA and was involved in housing development issues in discussion with HD (the executive arm of HKHA); |
| Mr Stanley T.S. Choi | - | his spouse being a director of a company which owned properties in Tsuen Wan; and |
| Professor John C.Y. Ng | - | his spouse owning a flat in Tsuen Wan. |

8. The Committee noted that according to the procedure and practice adopted by the Town Planning Board (the Board), as the proposed amendments, including those for public housing developments, were the subject of amendments to the outline zoning plan (OZP) proposed by the Planning Department (PlanD), the interests of Members in relation to HKHA mentioned above on the item only needed to be recorded and they could stay in the meeting. As Messrs Alex T.H. Lai, Thomas O.S. Ho, Franklin Yu and Daniel K.S. Lau had no involvement in relation to the amendment items, and the properties owned by the company of Mr Stanley T.S. Choi's spouse and Professor John C.Y. Ng's spouse had no direct view of the amendment items, the Committee agreed that they could stay in the meeting.

Presentation and Question Sessions

9. The following government representatives and the consultants were invited to the meeting at this point:

PlanD

- | | | |
|----------------------|---|--|
| Ms Katy C.W. Fung | - | District Planning Officer/Tsuen Wan and West Kowloon (DPO/TWK) |
| Mr Ng Kar Shu | - | Senior Town Planner/Tsuen Wan and West Kowloon (STP/TWK) |
| Ms Cheryl H.L. Yeung | - | Town Planner/Tsuen Wan and West Kowloon |
| Ms Rosa P.L. Tse | - | Town Planner/Tsuen Wan and West Kowloon |

CEDD

- | | | |
|-----------------------|---|--|
| Mr C.F. Leung | - | Chief Engineer/Special Duties Works (CE/SDW) |
| Mr K.W. Lee | - | Senior Engineer 5/Special Duties Works (SE5/SD(W)) |
| Ms Helen S.M. Szeto | - | Senior Engineer 4/Special Duties Works (SE4/SD(W)) |
| Mr Jackson K.P. Cheng | - | Engineer 6/Special Duties Works |
| Mr P.S. Li | - | Project Coordinator/2(W) |

HD

- | | | |
|----------------------|---|---------------------------|
| Mr L.C. Chan | - | Senior Planning Officer/8 |
| Mr Billy K. Au Yeung | - | Planning Officer/15 |
| Ms Sumi S.Y. Lai | - | Planning Officer/31 |

HyD

- | | | |
|---------------|---|---|
| Mr T.W. Pang | - | Senior District Engineer/General (4) (SDE/G(4)) |
| Mr J.L. Huang | - | District Engineer/General (4)A |

Transport Department (TD)

- | | | |
|------------------------|---|---------------------------|
| Mr Daniel K.H. Chow | - | Senior Engineer/Tsuen Wan |
| Mr Michael K.H. Cheung | - | Engineer/Tsuen Wan 2 |

Water Supplies Department (WSD)

- | | | |
|---------------|---|-------------------------------|
| Ms Molly Kwan | - | Senior Engineer/Cost Estimate |
|---------------|---|-------------------------------|

The Consultants

- | | | |
|---------------------|---|-------------------------------------|
| Mr C.H. Sze | - | Mannings (Asia) Consultants Limited |
| Mr W.M. Li | - | AURECON |
| Ms H.T. Ling | - | AURECON |
| Mr Dennis M.H. Ngai | - | IRESC Hong Kong Limited |
| Mr Edwin Lo | - | B&V |

Mr Calvin C.W. Li - WSP

10. With the aid of a PowerPoint presentation, Mr Ng Kar Shu, STP/TWK, PlanD presented the proposed amendments as detailed in the Paper and covered the following main points:

Background

- (a) to meet the pressing need for housing land supply, four potential housing sites were proposed, including two “Green Belt” (“GB”) sites in Yau Kom Tau (YKT) on the fringe of western Tsuen Wan New Town (Items A and B) for private residential developments, as well as a site near Cheung Shan Estate (Item C) and a vacant school site to the south of Kwok Shui Road (Item D) for public housing developments by the HKHA;
- (b) to take forward a section 12A application (No. Y/TW/13) partially agreed by the Committee on 1.9.2020, a site on Hilltop Road (Item E) was proposed to be rezoned for private residential development;
- (c) to re-designate six “Comprehensive Development Area” (“CDA”) sites (Item F) to reflect the completed developments;

Proposed Amendments to Matters shown on the OZP

- (d) Item A: rezoning of a site (about 4.92 ha) to the north of Tuen Mun Road near YKT Village from “GB” to “Residential (Group B)6” (“R(B)6”) for private housing development with a maximum gross floor area (GFA) of 97,200m² and a maximum building height (BH) of 180mPD;
- (e) Item B: rezoning of a site (about 0.84 ha) to the south of Tuen Mun Road at Po Fung Terrace from “GB” to “R(B)7” for private housing development with a maximum GFA of 29,200m² and a maximum BH of 140mPD;

- (f) Item C: mainly rezoning of a site (about 6.42 ha) near Cheung Shan Estate from “Government, Institution or Community” (“G/IC”), “Open Space” (“O”) and “Residential (Group A)” (“R(A)”) to “R(A)20” for public housing development with a maximum plot ratio (PR) of 5.15 and a maximum BH of 230mPD;
- (g) Item D: rezoning of the former Kwai Chung Public School site and its adjoining government land (about 1.41 ha) from “G/IC” to “R(A)21” for public housing development with a maximum PR of 6.7 and a maximum BH of 145mPD;
- (h) Item E: rezoning of a site (about 4 ha) currently occupied by the Hilltop Country Club on Hilltop Road from “Other Specified Uses” annotated “Sports and Recreation Club” to “R(B)8” for private residential development with a maximum GFA of 49,300m² and a maximum BH of 194mPD, 200mPD and 205mPD on three platforms respectively, and designation of a non-building area;
- (i) Items F1 to F9: re-designation of six “CDA” sites to suitable land use zonings to reflect their as-built conditions;
- (j) incorporation of the railway scheme of the Hong Kong Section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL) authorised by the Chief Executive in Council into the OZP for information;

Proposed Amendments to the Notes and Explanatory Statement (ES) of the OZP

- (k) corresponding revisions to the Notes and ES had been proposed to take into account the proposed amendments and to accord with the latest Master Schedule of Notes to Statutory Plans promulgated by the Board;

Technical Assessments

- (l) EFSs and technical assessments on traffic, environmental, visual, air

ventilation, landscape, tree preservation and other aspects had been conducted for the four proposed housing sites (Items A to D) by the concerned government departments, which confirmed that the proposed housing developments would have no insurmountable technical problem with implementation of the appropriate mitigation measures;

GIC Facilities and Open Space

- (m) the existing and planned provision of government, institution and community (GIC) facilities and open space were generally adequate to meet the demand of the overall planned population in accordance with the requirements of the Hong Kong Planning Standards and Guidelines (HKPSG);
- (n) according to the HKPSG, there would be shortfalls in the provision of secondary school classrooms, hospital beds, community care services facilities and child care centres. Shortfalls in secondary school classrooms and hospital beds could be addressed by provision in the adjoining areas. Relevant GIC facilities had been incorporated into the proposed public and private housing developments. The actual provision of social welfare facilities would be subject to the consideration of the Social Welfare Department (SWD) in the planning and development process, as appropriate;

Departmental Comments

- (o) relevant government bureaux and departments had no objection to or no adverse comment on the proposed OZP amendments;

Consultation

- (p) the Tsuen Wan District Council (TWDC) had been consulted on the proposed amendments on 9.10.2020. TWDC passed a motion unanimously objecting to the submission of the proposed amendments for

consideration by the Committee, and urged PlanD to fully address their concerns including tree conservation, traffic capacity and housing mix, and consult TWDC again before the Committee's consideration. TWDC also passed another motion unanimously objecting to Items A and B. Subsequently, the Development Bureau (DEVB) issued a letter to TWDC on 1.2.2021 in response to the two motions and provided responses to their concerns; and

- (q) the Tsuen Wan Rural Committee (TWRC) had been consulted on the proposed amendments on 4.11.2020. TWRC raised concerns mainly on the technical issues in relation to Items A, B, D and E, and suggested that provision of social welfare facilities in Item D including a permanent venue for TWRC be explored.

[Mr Wilson Y.W. Fung arrived to join the meeting during PlanD's presentation.]

11. As the presentation by PlanD's representative had been completed, the Chairman invited questions from Members.

Items A and B (*Proposed Private Housing Sites near YKT Village and at Po Fung Terrace*)

12. Some Members raised the following questions:

- (a) the basis for proposing the two "GB" sites for private housing developments;
- (b) delineation of the site boundary of Items A and B;
- (c) any restriction and flexibility on the number of flats in the future land sale for the two private housing sites;
- (d) any landscaping requirements for the two private housing sites;
- (e) the potential impacts of the proposed development under Item A on the

nearby Tai Lam Country Park and “GB” area;

- (f) the potential impacts of the proposed housing development on the adjacent catchwater to the north of Item A, and whether buffer area would be reserved for the catchwater;
- (g) traffic concerns raised by the TWDC members and the pedestrian accessibility and public transport arrangement of the sites, and the parties responsible for the proposed road improvement works;
- (h) whether the YKT Village was an indigenous village, and any Small House application was received in recent years;
- (i) whether the ancestral hall of YKT Village would be affected by the proposed development under Item A;
- (j) any specific requirements for the social welfare facilities proposed under Items A and B, and whether there were any precedents and potential issues regarding management of those facilities within private housing developments;
- (k) differences between the hostel for severely mentally handicapped persons and the supported hostel for mentally handicapped persons to be proposed under Items A and B respectively;
- (l) the latest position of the TWDC on Items A and B; and
- (m) whether noise barrier would be constructed by the Government to mitigate the noise impact on the proposed developments at source.

13. In response, Ms Katy C.W. Fung, DPO/TWK, PlanD, Mr Ng Kar Shu, STP/TWK, PlanD, and Mr T.W. Pang, SDE/G(4), HyD made the following main points:

- (a) to meet and expedite housing land supply in the short and medium terms,

the Government had been carrying out various land use reviews on an on-going basis, including reviews on government land with different short-term uses, as well as the review on “GB” sites, with a view to identifying more suitable sites for residential development. The two “GB” sites were identified in the second stage of the review on “GB” sites based on its proximity to urban areas and existing infrastructures, and lower conservation value. Relevant technical assessments had been conducted for the two sites;

- (b) the site boundary of Item A generally followed the existing features and natural terrain, including the existing catchwater and servicing road to the north, private land and the YKT Village to the west, Tuen Mun Road and natural terrain to the south, and an obsolete footpath and natural terrain to the east; while the site boundary of Item B was delineated by Po Fung Road to the east, existing private development to the south and the natural terrain to the west and north;
- (c) the proposed flat number was only an estimation based on the indicative scheme. No flat number restriction would be imposed on the future land sale conditions for the two housing sites. Flexibility would be allowed for the developers to determine the flat number and size subject to the detailed design and land sale conditions;
- (d) both sites would be subject to relevant tree preservation and landscaping clauses stipulated in the land sale conditions;
- (e) the minimum distance between Item A and the Tai Lam Country Park was about 86m and the area between the site and Country Park would be retained as “GB” zone to serve as a buffer area. It was anticipated that there would be no adverse impact on the Country Park and the area zoned “GB” further north of the catchwater;
- (f) in general, natural stream with high conservation value would be preserved as far as practicable if it was located within a development site, and the

Agriculture, Fisheries and Conservation Department (AFCD) would be consulted on reserving buffer areas for the stream. For Item A, the adjacent catchwater was not a natural stream and did not have high conservation value. Both AFCD and WSD had been consulted and had no objection to the proposed development and its site boundary. The requirement of conducting a Water Supply Impact Assessment would be included in the land sale conditions of Item A to assess and mitigate the impact, if any, on the catchwater;

- (g) the two sites were connected to the existing Po Fung Road and additional connections to other roads were considered not feasible due to site and topographical constraints without affecting the adjacent YKT Village. To cater for the additional traffic flow induced by the two proposed developments, road improvement works were proposed to widen Po Fung Road from approximately 5m to 7.9m with additional 2m-wide footpath on both sides of the road in general. Detailed implementation of the road improvement works proposed would be further investigated. The Traffic Impact Assessment (TIA) conducted by HyD demonstrated that the traffic impact generated from both proposed developments was considered acceptable. Lay-bys for public transport were proposed at both sites and the future residents could reach the nearby residential developments (e.g. Belvedere Garden and Bayview Garden) for other public transport on foot via Po Fung Road;
- (h) the YKT Village was an indigenous village relocated from elsewhere, of which the boundary of “Village Expansion Area” was similar to the boundary of the current “Village Type Development” zone. No Small House application had been received in recent years;
- (i) the ancestral hall of YKT Village would not be affected by the construction work of the proposed development under Item A;
- (j) similar to some other social welfare facilities, the hostel for severely mentally handicapped persons cum day activity centre and the supported

hostel for mentally handicapped persons should not be located more than 24 metres above ground according to the requirements in the HKPSG. Both facilities had been included in the TIA for assessment purpose. Further requirements would be subject to advice from SWD, which would be incorporated into the land sale conditions, as appropriate. There were precedents in other districts, e.g. Kai Tak, where relevant requirements to provide social welfare facilities, including hostel for moderately mentally handicapped persons, in private housing development had been included in the land sale conditions. Details of the management arrangements, including those relating to the private residential portion and social welfare facilities within the proposed development, would be suitably incorporated into the land sale conditions according to the established practice of the Lands Department;

- (k) the hostel for severely mentally handicapped persons provided home living for persons with severe mental handicap who lacked basic self-care skill and required assistance in personal and nursing care, while the supported hostel for mentally handicapped persons provided group home living for persons who could live semi-independently with a fair amount of assistance in daily activities, and their residents could work or receive training at other locations during daytime;
- (l) the position of the TWDC on both Items A and B remained as summarised in paragraphs 15.2(a) to 15.2(d) and 15.3 of the Paper; and
- (m) there were existing noise barriers along the relevant section of Tuen Mun Road to mitigate the noise impact on the proposed developments.

Item C (*Proposed Public Housing Site near Cheung Shan Estate*)

14. Some Members raised the following questions:

- (a) whether the Tsuen Wan No. 2 Fresh Water Service Reservoir (TW2-FWSR) had any heritage significance;

- (b) noting the ageing population, the number of existing schools nearby and a school in Cheung Shan Estate had ceased operation ten years ago due to low demand, the reason for proposing a primary school with 30 classrooms at the site, and the associated traffic impacts;
- (c) pedestrian accessibility to the surrounding areas and public transport arrangement of the proposed development; and
- (d) noting the constraints on building disposition due to the alignment of the XRL, any possibility to increase the BH of the proposed GIC blocks and provide more GIC facilities.

15. In response, Ms Katy C.W. Fung, DPO/TWK, PlanD, Mr C.F. Leung, CE/SDW, CEDD, and Ms Helen S.M. Szeto, SE4/SD(W), CEDD made the following main points:

- (a) the TW2-FWSR was constructed in 1980s with concrete structures and thus it should not have major heritage significance;
- (b) the primary school was proposed as a result of liaison with the Education Bureau (EDB). EDB considered that a primary school should be provided within the site based on the increased population brought by the proposed public housing developments in both Items C and D. The traffic flow induced by the primary school was insignificant as compared to the proposed public housing development and no significant adverse traffic impact was anticipated according to the TIA conducted. PlanD would further liaise with EDB to update the supply and demand of primary schools in the area;
- (c) the proposed public housing development would be connected to the nearby existing developments via Cheung Shan Estate Road West and Lei Shu Road. Apart from the existing public transport facilities in the nearby Lei Muk Shue Estate and Cheung Shan Estate, a new public transport interchange would be introduced within the proposed development to cater

for the additional demand in future; and

- (d) the technical constraints imposed by the XRL alignment running beneath the site had been duly considered. CEDD had consulted the Mass Transit Railway Corporation Limited (MTRCL) on relevant railway protection requirements which had been taken into account in proposing the site formation works for the future public housing development. The non-domestic block and primary school which had lower BH would be located within or adjacent to the railway protection zone. Further increase in BH of these building blocks might not be able to satisfy the railway protection requirements.

Item D (*Proposed Public Housing Site at the former Kwai Chung Public School Site*)

16. Some Members raised the following questions:

- (a) given that the Kwai Chung Public School had a long history serving the local area, whether there were measures to preserve its historical and cultural elements;
- (b) whether assessment on the historical and cultural values of the site had been conducted;
- (c) details of the site formation work to be implemented; and
- (d) how the potential air ventilation impact of the podium of the indicative scheme of Item D on the pedestrian environment could be mitigated.

17. In response, Ms Katy C.W. Fung, DPO/TWK, PlanD, Mr Ng Kar Shu, STP/TWK, PlanD, Mr C.F. Leung, CE/SDW, CEDD, and Mr. K.W. Lee, SE5/SD(W), CEDD made the following main points:

- (a) the Kwai Chung Public School had been operating at the site since the 1960s and was expanded in the 1970s, but had ceased operation in 2009.

TWRC had been consulted on the proposed scheme. It was noted that TWRC members shared similar views on preserving certain elements of the public school with high cultural value, e.g. memorial photos, in the future development. Upon liaison with HD, it was agreed that those elements would be preserved and incorporated into the future development as far as practicable and TWRC would be further consulted in that regard. CEDD would pay extra care when dismantling the building structures;

- (b) site visits and survey for the public school had been conducted, and relevant survey materials had been passed to the Antiquities and Monuments Office (AMO) for preliminary assessment in July 2019. AMO advised that the public school might not need to be preserved. Having said that, CEDD would conduct a detailed survey and recording on the abandoned building structures and elements before dismantling works;
- (c) site formation work would be carried out for the proposed public housing development and the future site level would align with the existing Kwok Shui Road at about +16mPD; and
- (d) an Air Ventilation Assessment (AVA) (Expert Evaluation) had been conducted for the proposed development and demonstrated that it would not have significant adverse air ventilation impact on the pedestrian environment. Mitigation measures, including 15m-wide building gaps between building blocks and building setbacks from Castle Peak Road – Kwai Chung, were proposed to mitigate the air ventilation impacts. Also, quantitative AVA would be conducted by HD in the detailed design stage to further assess the impact of the proposed development. The building design of the proposed public housing development would also follow the requirements under the Sustainable Building Design Guidelines.

Other General Issues

18. The Vice-chairman and some Members raised the following questions:

- (a) whether the traffic impact of the proposed public housing developments had been assessed;
- (b) whether environmentally friendly design would be incorporated in the landscape area of the proposed public housing developments;
- (c) how the locations of the proposed social welfare facilities were determined, and whether the technical assessments conducted had taken into account the impacts of the facilities; and
- (d) whether all social welfare facilities currently proposed would be implemented in the two public housing developments.

19. In response, Ms Katy C.W. Fung, DPO/TWK, PlanD, and Mr C.F. Leung, CE/SDW, CEDD made the following main points:

- (a) the traffic impacts of the proposed public housing sites with the associated GIC facilities had been assessed. It was anticipated that the overall traffic impact would be acceptable and TD had no objection to the rezoning proposals;
- (b) environmentally friendly design measures would be incorporated into the detailed design of the proposed public housing developments as far as practicable;
- (c) in general, SWD would be consulted when there were potential sites to provide social welfare facilities. The types of social welfare facilities proposed under this OZP amendment exercise were recommended by SWD based on the demographic situation and demand in the area, and the impacts of social welfare facilities had been included in the technical assessments for assessing the technical feasibility; and
- (d) the social welfare facilities to be provided within the public housing developments would be reviewed and updated during the implementation

stage so as to meet the prevailing needs of the local community.

20. Some Members raised concerns on the potential ecological and environmental impacts of the proposed private housing developments under Items A and B, the potential noise impact from the Tuen Mun Road on the proposed developments and also their pedestrian accessibility. A Member provided some background information of the provision of public schools in the territory, their relationship with local communities and potential cultural values, and was concerned that AMO might not be able to fully assess the intangible heritage and cultural values as well as the social significance of the former Kwai Chung Public School under Item D as they would probably focus more on the built heritage feature of individual buildings/structures.

21. Apart from those amendment items mentioned above, Members had no comments or questions regarding the other proposed amendments to the OZP.

22. Noting that PlanD and the relevant government departments had put in much effort in putting forward proposed amendments to the OZP which were supported by various technical assessments, a few Members considered that relevant government departments should cultivate more effective communication with the locals and the general public on OZP amendments in the future. A Member also raised question on the details of the consultation process with TWDC. In response, Ms Katy C.W. Fung, DPO/TWK, PlanD said that relevant information, including development parameters, proposed facilities and results of technical assessments, was already included in the relevant TWDC Paper and presented in the TWDC meeting on 9.10.2020. In response to the concerns raised by the TWDC members in the TWDC meeting, including concerns on adverse traffic impacts and tree removal, the government team had explained in detail the site constraints of the proposed developments and that relevant technical assessments conducted had assessed the potential impacts and recommended relevant mitigation measures. Whilst the technical assessment reports were at the finalisation stage, the assessment results presented in the TWDC meeting were still valid. Noting TWDC's concerns, DEVB issued a letter to TWDC on 1.2.2021, which had also included a link for the TWDC members to download the Paper submitted to the Committee, including the technical assessment reports attached to the Paper.

23. In response to a Member's enquiry, the Chairman explained that if the proposed

amendments to the approved OZP were agreed by the Committee, the draft OZP and its Notes together with the revised ES would be exhibited under section 5 of the Town Planning Ordinance (the Ordinance) for public inspection and members of the public could submit representations. Members also noted that the schemes for the proposed housing developments as shown in the Paper were indicative only and would be subject to further assessment and detailed design, and all relevant information, including the technical assessment reports attached to the Paper, was already made available for public information. A Member remarked that the public should be made aware of the above information during the public consultation process.

[Dr Frankie W.C. Yeung joined and Mr Alex T.H. Lai left the meeting during the question and answer session.]

24. After deliberation, the Committee decided to:

- (a) agree to the proposed amendments to the approved Tsuen Wan OZP No. S/TW/33 and that the draft Tsuen Wan OZP No. S/TW/33A at Attachment II of the Paper (to be renumbered as S/TW/34 upon exhibition) and its Notes at Attachment III of the Paper are suitable for exhibition under section 5 of the Ordinance; and
- (b) adopt the revised ES at Attachment IV of the Paper for the draft Tsuen Wan OZP No. S/TW/33A as an expression of the planning intentions and objectives of the Board for various land use zonings of the OZP and the revised ES will be published together with the OZP.

25. Members noted that, as a general practice, the Secretariat of the Board would undertake detailed checking and refinement of the draft OZP including the Notes and ES, if appropriate, before their publication under the Ordinance. Any major revisions would be submitted for the Board's consideration.

[The Chairman thanked the government representatives and the consultants for their attendance to answer Members' enquiries. They left the meeting at this point.]

MPC Paper No. Y/TW/13B
For Consideration by the
Metro Planning Committee
on 1.9.2020

APPLICATION FOR AMENDMENT OF PLAN
UNDER SECTION 12A OF THE TOWN PLANNING ORDINANCE

APPLICATION NO. Y/TW/13

- Applicant** : ENM Holdings Limited represented by Kenneth To & Associates Limited
- Site** : Hilltop Country Club, Hilltop Road, Tsuen Wan (Lot No. 360, Extension to Lot 360, Extension to Lot 360 in DD 454 and the Extension Thereto)
- Site Area** : About 40,024m²
- Lease** : Lots 360 in D.D.454 (171,400ft² i.e. about 15,924m²) (as the parent lot)
- (a) Held under New Grant No. 5399 (varied by two extension letters dated 15.7.1980 and 28.12.1985 and two modification letters dated 9.5.1984 and 22.5.1986)
 - (b) To be expired on 30.6.2047
 - (c) Restricted to use for carrying on the business of proprietary club or clubs of the nature of Country Club and to permit overnight-stay accommodation restricted to use by club members
 - (d) Not more than 68,560ft² (i.e. 6,369.37m²) in gross floor area (GFA)
 - (e) Building height (BH) not exceeding 35 feet (i.e. about 10.66m) above the mean site formation level of the lot nor contain more than 3 storeys. BH of badminton court shall not exceed 11.025m above mean site formation level of the lot for the lifetime of the building
 - (f) Hilltop Road as a non-exclusive Right-of-way (ROW)
- Extension to Lot 360 in D.D. 454 (1st Extension) (about 1,160m²)
- (a) Restricted to car parking purposes only
 - (b) Shall not be taken into account for site coverage and plot ratio (PR) calculation
- Extension to Lot 360 in D.D. 454 and the Extension thereto (2nd Extension) (about 22,940m²)
- (a) Restricted to garden and open space purposes only
 - (b) No structure including boundary walls and fences and no building shall be erected, except with prior approval
- Plan** : Approved Tsuen Wan Outline Zoning Plan (OZP) No. S/TW/33

Zoning : “Other Specified Uses” annotated “Sports and Recreation Club” (“OU(SRC)”)

[**Sub-area (A)**: subject to a maximum GFA of 6,370m² and a maximum BH of 4 storeys including car park, or the GFA and BH of the existing building, whichever is the greater; ‘Place of Recreation, Sports or Culture’ and ‘Private Club’ are Column 1 uses.

Sub-area (B): no PR/GFA/BH restriction; ‘Garden for Private Club’ is the only Column 1 use.]

Proposed Amendment : To rezone the application site from “OU(SRC)” to “Residential (Group B)6” (“R(B)6”)

[Maximum GFA of 49,300m² and maximum BHs of 197mPD, 203mPD and 211mPD]

1. The Proposal

- 1.1 The application site (the Site) (**Plan Z-1**) is zoned “OU(SRC)” on the approved Tsuen Wan OZP No. S/TW/33 and is currently occupied by the Hilltop Country Club with ancillary recreation and overnight accommodation facilities. The applicant proposes to redevelop the Site for residential use. As there is no provision under the OZP for submission of a section 16 planning application to the Town Planning Board (the Board) for residential use in the “OU(SRC)” zone, the applicant submitted the subject section 12A application to rezone the Site from “OU(SRC)” to a new “R(B)” sub-zone, i.e. “R(B)6” zone.
- 1.2 According to the applicant’s proposal, the proposed “R(B)6” zone would be subject to a maximum GFA of 49,300m² and maximum BHs of 197mPD, 203mPD and 211mPD on three sub-areas with a non-building area (NBA) of about 9,630m² along the eastern and southern boundaries of the Site (**Drawing Z-4**). The proposed Notes for the “R(B)6” zone submitted by the applicant is at **Appendix Ic**.
- 1.3 According to the applicant’s indicative scheme, the proposed development comprises 9 residential blocks with a clubhouse on ground floor and one level of basement for car park, clubhouse (portion) and E&M facilities. The BH of the residential towers ranges from 8 to 12 storeys (excluding basement) / 193.3mPD to 210.85mPD¹ (**Drawings Z-1 to Z-5**). The major development parameters of the indicative scheme are set out as follows:

¹ Taking into account various technical concerns raised by the relevant Government departments upon submission of the application, the applicant has reduced the development scale and BH of the proposed development, i.e. total GFA from 60,066m² to 49,300m² (-10,766m² or -18%), maximum BH from 226.65mPD to 210.85mPD (-15.8mPD or -7%), and number of flats from 828 to 458 units (-370 units or -45%).

Development Parameters	Proposed Development
Site Area	
- Gross Site Area	40,024m ²
- NBA	9,630m ²
- Net Site Area (excluding NBA)	30,394 m ²
Total GFA ²	Not more than 49,300m ²
PR	
- PR (based on Gross Site Area)	1.232
- PR (based on Net Site Area)	1.622
Site Coverage (SC)	Not more than 35%
BH	193.3mPD to 210.85mPD
No. of Storeys	
- Residential	8 to 12
- Clubhouse	2 (G/F and portion of basement)
- Basement	1
No. of Blocks	
- Residential	9
- Clubhouse	1
No. of Flats	458
Average Flat Size	About 107m ²
Designed Population	About 1,280
Overall Greening Ratio	About 35%
Private Open Space	Not less than 1,282m ²
No. of Car Parking Spaces	
- Private car	251 to 458 (including not less than 6 visitor parking spaces)
- Motorcycle	5
No. of Loading/Unloading (L/UL) Bay	9 (to be provided on G/F)
Tree Felling/Preservation Proposal	
A. <u>Within the Site</u>	
Existing trees	940
- <i>Trees to be retained</i>	533*
- <i>Trees to be transplanted</i>	33
- <i>Trees to be felled</i>	374**
Compensatory trees	708
B. <u>Within area affected by proposed road widening works</u>	
Existing trees	205
- <i>Trees to be retained</i>	111
- <i>Trees to be transplanted</i>	0
- <i>Trees to be felled</i>	94
Compensatory trees	1,234

* Including two existing incense trees (*Aquilaria sinensis*) protected under Protection of Endangered Species of Animals and Plants Ordinance (Cap.586), which are neither registered nor potential old

² According to the applicant, it is proposed to provide a non-domestic GFA of about 2,465m² (i.e. about 5% of the total GFA) for recreational use, which is largely within the proposed clubhouse for exclusive use by the owners and residents, and thus would be exempted by the Building Authority under APP-104 Exclusion of Floor Areas for Recreational Use.

and valuable trees (“OVTs”) (HT-638 and HT-739); and two potential OVTs (HT-377 and HT-849) (**Plan Z-5**).

- ** Including three potential OVTs, two of which would be affected by the proposed development with tree conditions not viable for transplanting and the remaining one was damaged by Typhoon Manghkut.

Proposed Road Widening and Junction Improvement Works

- 1.4 The Site is located at the foothill of Tai Mo Shan and to the north of Cheung Pei Shan Road. It is accessible via Hilltop Road leading from Lo Wai Road and Yi Pei Chun Road/Sam Tung Uk Road (**Plan Z-3a**). The existing ingress/egress located at the north-western corner of the Site will be maintained. To accommodate the traffic generated from the proposed residential development, the applicant proposed to carry out the following road widening and junction improvement works at his own cost, which will be completed prior to the population intake of the development:
- (a) to widen the Hilltop Road (existing single 2-lane carriageway) from 5m-6m wide to 7.3m-7.9m wide with a 1.5m-wide footpath on the side abutting the southern boundary of the Site (**Drawing Z-8a** and **Plan Z-3f**);
 - (b) to widen a section of Lo Wai Road in between Hilltop Road and Sam Tung Uk Road/Yi Pei Chun Road roundabout from existing 7m-wide single 2-lane carriageway to a 11m-wide 3-lane carriageway with 1.5m to 2m-wide footpaths on both sides of the road, and to provide a right-turning lane from Lo Wai Road for vehicles turning right to Hilltop Road without delaying the following vehicles (**Drawing Z-8b** and **Plan Z-3i**); and
 - (c) to improve the Tsuen Kam Interchange by providing an exclusive left turn lane from the Route Twisk (**Drawing Z-8c** and **Plan Z-3j**).

Proposed Traffic Management Plan

- 1.5 At present, Lo Wai Road is the only vehicular access serving the columbarium sites in the surrounding area of the Site, including Yuen Yuen Institute (YYI) and other monasteries (**Plans Z-1** and **Z-3a**). To improve the local traffic situation during the Ching Ming and Chung Yeung festival periods, Lo Wai Road would be temporarily closed to all vehicular traffic³ by Transport Department (TD). Special traffic management measures⁴ are currently implemented by YYI during these festival periods.
- 1.6 According to the applicant, to mitigate the traffic impact arising from the proposed development on Lo Wai Road during the Ching Ming and Chung Yeung festival periods, it is proposed to implement a traffic management plan by allowing only (i)

³ The traffic management measure has been implemented since 2017. Drivers of all motor vehicles, except franchised buses, taxis, public light buses, emergency vehicles and those with permits issued by TD, would be prohibited from driving into the closed road during the temporary closure period.

⁴ The special traffic management measures implemented by YYI include (i) providing shuttle bus service to/from MTR Tsuen Wan West Station, (ii) requiring all taxis to pick-up and drop-off inside YYI, (iii) providing a Green Mini-bus route No. 81 pick-up point inside YYI, and (iv) providing a franchised bus running between Tsuen Wan West Town Centre and Lo Wai Road outside YYI.

shuttle buses⁵ serving the proposed development; (ii) taxis and other permitted public transport; and (iii) emergency vehicles to access the Site during the Ching Ming and Chung Yeung Festival Days and the immediate weekends before and after (i.e. during the temporary road closure periods to be implemented by the Government).

- 1.7 To facilitate the implementation of the proposed road widening/junction improvement works and traffic mitigation measures as mentioned in paragraphs 1.4 to 1.6 above, the applicant has committed to submit an updated Traffic Impact Assessment (TIA) to TD during the lease modification/land exchange application stage. Among other considerations from relevant Government departments, TD's 'no objection/no comment' on the updated TIA will be the prerequisite for consideration of the lease modification/land exchange application. If appropriate, Lands Department may incorporate findings/measures in the updated TIA (including but not limited to, car parking provisions, road improvement, traffic management for Ching Ming and Chung Yeung Festivals, etc.) as clauses within the future land grant. The applicant also undertakes to notify the future residents about the future access arrangement as mentioned in paragraph 1.6 above through the Notice to Purchaser on sales brochure/displayed at the show flat, House Rules and Deeds of Mutual Covenant.

Proposed Slope Improvement and Utility Works

- 1.8 The applicant also proposed to carry out the following upgrading works at his own cost to facilitate the proposed development:
- (a) to upgrade all the slopes affected by the proposed road widening works as stated in paragraph 1.4 above (subsequent slope maintenance responsibility and management/maintenance responsibilities for Hilltop Road upon completion of the proposed improvement works would be considered at the lease modification stage);
 - (b) to upgrade the existing pipeworks or constructing new pipeworks for drainage/sewerage/water supplies along Hilltop Road and/or in the catchment of the Site⁶ (**Drawing Z-9**); and
 - (c) to upgrade the existing pump house at Lo Wai Road, which is currently serving the Site under Short Term Tenancy (STT) (**Drawing Z-9** and **Plan Z-3h**), for water supply to the proposed development⁷.

⁵ According to the applicant, the proposed shuttle buses for future residents will also be provided on a daily basis, with pick-up/drop-off points at MTR Tsuen Wan West Station and Kwai Hing Station.

⁶ According to the applicant, based on the current land status, the upper Hilltop Road (**Plan Z-3a**) is owned and managed by the applicant and hence the proposed drainage pipe and proposed sewer laid along the upper Hilltop Road would be maintained by the applicant. The existing drainage pipe and sewer to be upgraded along the lower Hilltop Road would be handed over to and maintained by the Drainage Services Department (DSD) upon completion of the proposed upgrading works.

⁷ According to the applicant, regarding the fresh water supply system upgrade, the existing pump house at Lo Wai Road (**Plan Z-3h**) and the proposed DN150 watermain connecting to the Site would be maintained by the applicant. The proposed and upgraded watermain along Lo Wai Road would be maintained by WSD.

Proposed Temporary Traffic Management (TTM) Scheme for Proposed Utility Works

- 1.9 The applicant prepared a conceptual TTM (Appendix 6 in **Appendix Ib**) in accordance with the “Code of Practice for the Lighting, Signing and Guarding of Road Works” to demonstrate that there would be no insurmountable impact on the existing road networks arising from the proposed construction works as mentioned in paragraph 1.4 above. The conceptual TTM includes four road sections, i.e. upper Hilltop Road section, lower Hilltop Road section, Lo Wai Road section and Cheung Pei Shan Road section. General arrangements of the conceptual TTM are summarised as follows:
- (a) works will be carried out in a stage-by-stage basis at construction stage (e.g. works area of no more than 25m in Hilltop Road and Lo Wai Road sections while 100m along Cheung Pei Shan Road section);
 - (b) conversion of Hilltop Road and Lo Wai Road sections from single-2 lane to one-lane two-way operation to maintain vehicular traffic and to maintain existing footpath for pedestrian/nearby residents;
 - (c) suspension of associated road works during Ching Ming and Chung Yeung festival periods; and
 - (d) temporary traffic signals will be provided and operated in such a manner as to enable vehicles to pass the obstruction or excavation in either direction without risk of accident and without unnecessary delay.

Drainage Aspect

- 1.10 As regards the drainage protection zone for the Tsuen Wan Drainage Tunnel (**Plan Z-2a**), the applicant undertakes to continue observing the Deed of Grant of Easement signed between the applicant and the Government in 2007 on the permission to exercise from time to time the rights for running the Tsuen Wan Drainage Tunnel underneath the Site.
- 1.11 In support of the application, the applicant has submitted the following documents:
- (a) Letters and Application form received on 30.1.2018 (**Appendix I**)
 - (b) Supplementary Planning Statement (SPS) including Master Layout Plan (MLP), architectural drawings, Tree Preservation and Landscape Proposal (TPLP), TIA, Visual Impact Assessment (VIA), Air Ventilation Assessment – Expert Evaluation (AVA-EE), Environmental Assessment (EA), Drainage Impact Assessment (DIA), Sewerage Impact Assessment (SIA), Water Supply Impact Assessment (WSIA), Geotechnical Planning Review Report (GPRR)

- (c) Further Information (FI) 1 to 17 received between June 2018 and July 2020 providing new assessments including Conceptual TTM and Technical Notes of Traffic Analysis; and revised MLP, architectural drawings, TPLP, VIA, photomontages, TIA, DIA, SIA, WSIA and GPRR *(all cover letters of the FIs attached in Appendix Ia)*
- (d) FI 18 received on 16.7.2020 enclosing a consolidated report with an updated SPS and revised technical assessments as contained in FI 1 to 17 **(Appendix Ib)**

1.12 At the request of the applicant, the Metro Planning Committee (the Committee) of the Board on 20.4.2018 and 15.11.2019 agreed to defer making a decision on the application for two months respectively so as to allow more time for the applicant to submit FI to address departmental comments. Upon receipt of the FI on 6.5.2020, the application is scheduled for consideration by the Committee on 24.7.2020. In light of the special work arrangement for Government departments due to the novel coronavirus infection, the meeting originally scheduled for 24.7.2020 for consideration of the application has been rescheduled, and the Committee has agreed to adjourn consideration of the application. The application is now scheduled for consideration by the Committee at this meeting.

2. Justifications from the Applicant

The justifications put forth by the applicant in support of the application are detailed in the updated SPS at **Appendix Ib**, which are summarised below:

In line with the Government Policy

- (a) The application is in line with Government's land use review in optimising use of existing privately-held land and helps to meet the imminent housing need by boosting supply.

Suitable Site to be Rezoned for Residential Use

- (b) The proposed development is located largely on the already formed land, which is about 40% of the Site, and no extensive slope cutting is anticipated. Besides, the Site is well-supported by various infrastructures with vehicular access. Locating at the foothill of Tai Mo Shan at about 1km away from Tsuen Wan New Town, the Site enjoys a peaceful and quiet environment and possesses a stunning view. Redeveloping the Site for residential use is considered appropriate.

Appropriate and Optimum Development Quantum

- (c) The indicative development scheme strikes a balance between maximising the number of units and respecting the existing green setting. The proposed PR, given the site context, is considered appropriate and optimised. It is comparable to medium-density residential developments, The Cairnhill and The Cliveden (**Plan Z-6**) on Route Twisk which share similar site characteristics. Besides, the

incorporation of wind corridors and NBA is able to improve the amenity of the Site.

Sustaining the Existing Landscape Amenity

- (d) The proposed landscape design aims to maximising the opportunity for soft landscape and establish pleasant landscape areas to meet the varying needs of the residents and satisfy the active and passive recreational requirement. Based on the tree survey, a total of 533 trees will be retained in-site, 33 will be transplanted and 708 numbers of heavy standard trees are proposed to compensate for the 374 trees to be felled. The quantity compensation ratio is about 1 to 1.89.

Acceptable Visual Impact

- (e) The submitted VIA (Appendix 3 in **Appendix Ib**) demonstrated that the proposed development will in overall terms have some negative visual effects to most of the identified key public viewpoints (**Drawings Z-7a to Z-7k**). Nevertheless, the proposed development will provide 15-25m building separations, a distinct stepped height profile and sensible BHs respecting to the topography, which altogether helps to improve the visual permeability and visual openness.

No Adverse Technical Impacts

- (f) The proposed development, with a PR and BH reduced from 1.5 to 1.232 (based on gross site area) and from 8-17 storeys to 8-12 storeys respectively as compared to the original scheme, is a compromised scheme with an aim to strike a balance between various technical issues and housing supply.
- (g) The submitted TPLP, VIA, TIA, AVA-EE, EA, DIA, SIA, WSIA and GPRR (all in **Appendix Ib**) have demonstrated that, with implementation of proposed mitigation measures, the proposed development will not cause any significant adverse impacts.
- (h) The TIA (Appendix 6 in **Appendix Ib**) reveals that all critical junctions in the vicinity will continue to be operating within capacities upon occupation. The conceptual TTM has demonstrated that no insurmountable impact on the existing road network due to the construction works for the proposed development is anticipated.
- (i) In response to public comments extracted in **Appendix V** concerning about the potential visual impact to be created by the proposed development, the applicant indicated that the indicative scheme aims to strike a balance between various technical issues and housing supply. As for the concern about possible impact during the construction stage, the applicant will ensure that the construction works of the proposed development shall adhere to all relevant regulations and guidelines and will work with all relevant authorities including the District Council to minimise the impact as far as practicable. The applicant will continue to maintain a good relationship with the neighbours and keep close liaison with stakeholders in the neighbourhood during construction stage to ease public's concern.

3. Compliance with the “Owner’s Consent/Notification” Requirements

The applicant is the sole “current land owner” of the Site. Detailed information would be deposited at the meeting for Members’ inspection.

4. Background of the Site

- 4.1 Before 1967, the Site was held under Block Government Lease and marked as agricultural land. In 1967, the Site was granted by way of land exchange for the purposes of animal husbandry and bird farming. Upon the Board’s approval for the first s.16 application (No. A/KC/1) for proposed country club with ancillary facilities on 16.7.1976 (paragraph 5.1 below refers), the Site was granted by way of land exchange for the purposes of carrying on the business of proprietary club(s) of the nature of country club.
- 4.2 The Site was zoned “Green Belt” (“GB”) on the then Tsuen Wan & District Outline Development Plan No. LTW/75 gazetted on 11.7.1963. In 1972, the Site was excised from the then Tsuen Wan & District Planning Scheme Area and zoned “GB” on the then Kwai Chung OZP No. LTW/132. Subsequently in 1986, the Site was excised from the then Kwai Chung Planning Scheme Area and included in the Tsuen Wan Planning Scheme Area, and was zoned “GB” on the Tsuen Wan OZP No. S/TW/2.
- 4.3 The Site is the subject of three approved planning applications for country club development and four rejected planning applications as mentioned in paragraph 5 below. The existing clubhouse building was firstly completed in 1979 with subsequent expansion in relation to the approved development schemes under various planning applications. To reflect the existing use, the Site was rezoned from “GB” and a minor portion zoned “Village Type Development” (“V”) to “OU(SRC)” on 5.9.2003. The country club portion together with its open-air carparking area was designated as sub-area (A) of the “OU” zone while the extension area was designated as sub-area (B) of the same “OU” zone. Under the sub-area (A), ‘Place of Recreation, Sports or Culture’ and ‘Private Club’ are always permitted subject to maximum GFA of 6,370m² and maximum BH of 4 storeys including carpark, whilst the sub-area (B) has no PR/GFA/BH restriction and ‘Garden for Private Club’ is the only always permitted use in this sub-area. The “OU(SRC)” zoning of the Site remains unchanged since then.

5. Previous Applications

- 5.1 The Site is the subject of three approved planning applications for country club development (**Plan Z-2b**). The first application (No. A/KC/1) was approved by the Board on 16.7.1976 for development of country club with ancillary facilities (e.g. miniature golf, swimming pools, tennis courts, badminton courts, etc.). On 16.7.1982, the second application (No. A/KC/36) was approved for development of club members’ stay over-night quarters and other ancillary club facilities. The third application (No. A/TW/112) was approved on 23.2.1990 for tennis court above a single storey carpark building.

- 5.2 Apart from the three approved applications mentioned above, the Site is the subject of four rejected planning applications (No. A/TW/97, A/TW135, A/TW/178 and A/TW/263) (**Plan Z-2b**). On 17.3.1989, the Board rejected an application (No. A/TW/97) upon review for further extension of the existing country club eastward for stay-overnight quarters and recreational facilities mainly on the grounds that the increase in area was excessive for the “GB” zone.
- 5.3 The remaining three applications (No. A/TW/135, A/TW/178 and A/TW263) were rejected on 6.12.1991, 15.10.1993 and 3.10.1998 for golf driving range and place of recreation, sports or culture; international school with dormitory and staff quarters; and residential and private club development respectively. These applications were rejected mainly on the grounds that there were no strong justifications for the proposed developments in the “GB” zone. Application No. A/TW/135 was rejected upon review on 24.4.1992.

6. Similar Applications

There is no similar rezoning application from recreational related-use to residential use in Tsuen Wan.

7. The Site and Its Surrounding Area

7.1 The Site (**Plans Z-1, Z-2a, Z-3b to 3e and Z-4**):

- (a) is located at the foothill of Tai Mo Shan and at a prominent location up the knoll at Lo Wai overlooking the Tsuen Wan New Town;
- (b) is accessible through Hilltop Road, as the only access, which leads to Lo Wai Road to the south;
- (c) has been operated as a country club for more than three decades;
- (d) comprises two major parts, the country club with ancillary facilities portion (sub-area (A) on the OZP) and the garden portion (sub-area (B) on the OZP). Sub-area (A) is occupied by a clubhouse building accommodating guestrooms, catering facilities, carparks, function rooms, etc., with the open area providing various recreational facilities such as swimming pool and tennis court, while sub-area (B) is mainly vegetated terrace; and
- (e) has a protection zone for the existing Tsuen Wan Drainage Tunnel running across its southern portion (**Plan Z-2a**).

7.2 The surrounding area has the following characteristics (**Plans Z-1, Z-3a and Z-4**):

- (a) the Site is surrounded by vegetated slopes which are zoned “GB” on the OZP, with Shing Mun and Tai Mo Shan Country Parks located to its northeast and northwest respectively;

- (b) to the west of the Site over Sheung Kok Shan Road are clusters of “Government, Institution or Community” (“G/IC”) zones including the YYI and Western Monastery (WM); and
- (c) to the immediate southeast and south of the Site is the “V” zone of Lo Wai.

8. Planning Intention

The planning intention of the “OU(SRC)” zone is primarily for the provision of land for the development of recreation club with ancillary overnight accommodations, sports and recreational facilities. The zoning is divided into two sub-areas. As mentioned in paragraph 8.11.18 of the Explanatory Statement of the OZP, sub-area (A) is to reflect the existing club facilities and its associated parking areas, while sub-area (B) should be restricted to uses including garden and open space only for conserving its existing landscape character which is mainly of hilly topography. Building development at sub-area (B) is not envisaged.

9. Comments from Relevant Government Departments

- 9.1 The following Government departments have been consulted and their views on the application are summarised as follows:

Land Administration

- 9.1.1 Comments of the District Lands Officer/Tsuen Wan and Kwai Tsing, LandsD (DLO/TW&KT, LandsD):

- (a) it is noted that the applicant has committed to submit an updated TIA to address the traffic impact arising from and in connection with the site being developed for residential purposes during the land exchange application stage if the subject s.12A application is approved by the Committee. The applicant acknowledges/accepts that they will have to secure TD’s “no objection / no comment” on the updated TIA prior to submission to the District Lands Conference (DLC);
- (b) if the subject s.12A application is approved by the Board, the lot owner will have to apply for a lease modification (or land exchange as appropriate) for implementation of the proposal as residential use is in breach of the existing lease conditions. The lease modification (or land exchange) application will only be considered upon LandsD’s receipt of the formal application from the lot owner. There is no guarantee that the application, if received by LandsD, will be approved and DLO/TW&KT, LandsD reserves her comments on such. The application upon receipt will be considered by LandsD acting in the capacity as the landlord at its sole discretion. In the event that the application is approved, it would be subject to such terms and conditions as the Government shall deem fit to do so,

including, among others, charging of premium and administrative fee;

- (c) lease modification (or land exchange) as mentioned involves variation of contractual matters, an application has to be submitted by the lot owner. Assuming that there will be no time limit imposed by the Board on implementation of the residential use upon successful rezoning, it is then entirely at the lot owner's sole decision on the timing of submission of lease modification application to LandsD for implementation of their proposed residential development in accordance with the OZP. Since the applicant is free to sell the lot to other developer at any time, lease modification (or land exchange) application to implement residential development upon rezoning approved by the Board may be submitted by another party being the lot owner, rather than the applicant. In this connection, it is essential to ascertain with TD that a satisfactory updated TIA with appropriate and feasible road improvement works and traffic mitigation/remedial measures is a pre-requisite for TD's consideration of the lease modification (or land exchange) application;
- (d) when an updated TIA is submitted by the lot owner in supporting of their lease modification (or land exchange) application, presumably it is required to be prepared based on the most up-to-date traffic data, on-site traffic conditions and the latest development in the surrounding at the time of lease modification (or land exchange) application, and should comply with Government departments' prevailing requirement and standards. Traffic mitigation/remedial measures as proposed, which may or may not be entirely the same as those suggested in the current TIA for rezoning purpose, will have to be agreed by TD and relevant departments during the lease modification (or land exchange) application stage;
- (e) generally speaking, mitigation measures that touches and concerns the land and capable to amount as a land covenant may be considered for incorporating into the land lease as requirements if practicable and enforceable, bearing in mind the limited sanctions under lease. Government department(s) seek and proposes to include certain requirements into the land lease shall assume responsibilities as the authority of administering the requirements under lease including checking or monitoring compliance. For measures concerning improvement of existing roads outside the Site (i.e. at Hilltop Road⁸, Lo Wai Road and Tsuen Kam Interchange), such proposed road widening/improvement works would be required to be considered and processed in accordance with the provisions and procedures under the Roads (Works, Use and Compensation) Ordinance Cap. 370 with necessary authorization under Cap. 370 obtained before

⁸ Hilltop Road is currently partly designated as a non-exclusive right-of-way ("ROW") of the lot and partly under Highways Department (HyD)'s purview and maintained by HyD. The maintenance responsibility of the overlapping portion as shown in Plan Z-3a is to be resolved at the lease modification stage.

such could be incorporated into the land lease. There is no guarantee that all the endorsed measures would be incorporated as land lease requirements and it is pre-mature at this planning stage to determine and specify the implementation/enforcement means as the mitigation/remedial measures are subject to submission of an updated TIA and departmental discussions during the lease modification (or land exchange) application stage. The implementation/enforcement matter for mitigation measures will be considered upon receipt of the updated TIA during the lease modification (or land exchange) application stage;

- (f) the applicant should note that the approving authority of the Deed of Mutual Covenant (DMC) is Legal Advisory and Conveyancing Office (LACO) of LandsD. The applicant should observe the relevant LACO Circular Memoranda in submitting any DMC for approval;
- (g) details of the proposed sewerage works and the alternative water supply proposal, including how the proposed watermain underneath public road between the private pump house within “V” zone and the Site (which WSD regards as inside service) would be documented, would be considered upon her receipt of formal lease modification (or land exchange) application from the owner. There is no guarantee that the application and also that in connection with the proposed sewerage works, the proposed upgraded pump house and possible laying of private watermain/pipeline on public road, if received by LandsD, will be approved and she reserves her comment on such;
- (h) in response to public comments concerning the structural safety of the nearby squatters would be affected by the proposed development, she advises that under prevailing Squatter Control Policy, rebuilding of both domestic and non-domestic Surveyed Squatter Structure in urban area is not allowed while repair of a Surveyed Squatter Structure on Government land may be allowed subject to certain conditions and approval by the LandsD. Pamphlet of LandsD on “Squatter Control Policy on Surveyed Squatter Structures” can be referred to; and
- (i) other detailed comments are set out in **Appendix II**.

Traffic Aspect

9.1.2 Comments of the Commissioner for Transport (C for T):

- (a) has no in-principle objection to the proposed development;
- (b) traffic congestion was observed along Lo Wai Road during the Ching Ming and Chung Yeung festival periods. In this regard, TD and Police have implemented special traffic management measures at Lo Wai Road since 2017 during the above festival periods. Drivers of

all motor vehicles, except franchised buses, taxis, public light buses, emergency vehicles and those with permits issued by TD, would be prohibited from driving into the closed road during the temporary closure period. Apart from the traffic congestion on Lo Wai Road mentioned above, it is noted that the Tsuen Kam Interchange is busy in the morning and evening rush hours;

- (c) to improve road conditions and mitigate the traffic impact arising from the proposed development on Lo Wai Road and the nearby roads, the applicant proposed to carry out road widening and junction improvement works at Hilltop Road, Lo Wai Road and Tsuen Kam Interchange at his own cost, and mitigation measures including the TTM scheme for implementing the proposed utility works as well as the traffic management plan during the Ching Ming and Chung Yeung festival periods to restrict access to the Site (paragraph 1.6 above refers);
- (d) having considered that the TIA (Appendix 6 in **Appendix Ib**) has demonstrated that all critical junctions will operate within their capacities in design year 2028 upon implementation of the proposed road improvement works and mitigation measures (including the traffic management plan which may be operated through permit system similar to the traffic management measures at Lo Wai Road during the Ching Ming and Chung Yeung festival periods, where the future residents of the development will not be issued a permit), it is anticipated that the proposed development would not induce insurmountable traffic impact onto the surrounding road network during construction and operation stages; and
- (e) it is considered necessary that the applicant's implementation proposal of the traffic management plan should be stated in the lease. The applicant should also notify future residents about the access restrictions under traffic management plan (which would be enforced through TD's permit system) through the future Notice to Purchaser, House Rules and Deed of Mutual Covenant etc.

9.1.3 Comments of the Commissioner of Police (C of P):

has no objection in principle to the application given that the proposed development would not affect the public and road safety incurred from the proposed works as well as the measures of TIA to be taken duly.

9.1.4 Comments of the Chief Highway Engineer/New Territories West, HyD (CHE/NTW, HyD):

- (a) has no comment on the application from highways maintenance perspective;
- (b) as part of the Hilltop Road is within Government land but not maintained by HyD (**Plan Z-3a**), the applicant has to identify the current maintenance party and seek comments and approval from

DLO/TW&KT, LandsD regarding the proposed widening works;

- (c) for the proposed water supply works at Lo Wai Road and Hilltop Road, there should not be any private installation laid under the roads maintained by his Region unless permission from DLO/TW&KT, LandsD has been granted; and
- (d) other detailed comments are set out in **Appendix II**.

Urban Design, Visual, Air Ventilation and Landscape Aspects

Urban Design and Visual

9.1.5 Comments of the Chief Town Planner/Urban Design and Landscape, Planning Departments (CTP/UD&L, PlanD):

- (a) the Site, currently occupied by a 3-storey recreational club (Hilltop Country Club), is located at the foothill of Shing Mun Country Park surrounded by a number of temples, monasteries and village houses (**Plan Z-2a**). To the west of the Site down the slope are the YYI and WM with BH ranging from 120mPD to 160mPD. To its immediate southeast is Lo Wai Tsuen where clusters of 1 to 3-storey village houses stand on a gently slope hill ranging from 60mPD to 110mPD; and
- (b) according to the indicative scheme, the proposed development comprises 9 domestic blocks ranging from 8 to 12 storeys. According to the submitted photomontages (**Drawings Z-7a to Z-7k**), the latest revised scheme of the proposed development with BH profile ranging from 193.3mPD to 210.85mPD seems to be visually less imposing comparing to the original scheme. The building design has also adopted a stepped BH profile responsive to the topography and the mountainous backdrop. Nevertheless, accommodation of the proposed development will introduce a different built form and land use character to the area north of Cheung Pei Shan Road. The resulting development will bring a relatively substantial increase in scale and massing to the surrounding traditional townscape characterised by low-rise temples and village houses.

9.1.6 Comments of the Chief Architect/Central Management Division 2, Architectural Services Department (CA/CMD2, ArchSD):

the proposed development consists of 9 residential blocks with height ranging from 8 to 12 domestic storeys (excluding basement) which is about 167% to 300% higher than adjacent Lavender Garden, Chuen Yiu Terrace, Lo Wai Village, Hoi Pa Resite Village and Sam Tung Uk Resite Village with a BH of 3 storeys. It is undesirable from visual impact and architectural context point of view and may not be compatible to adjacent village type developments in terms of BH, massing, architectural context and character.

Air Ventilation

9.1.7 Comments of CTP/UD&L, PlanD:

- (a) according to the indicative scheme, there are several building gaps and building setbacks incorporated in the proposal (**Drawing Z-10**) to alleviate the potential impact on pedestrian wind environment. The six building separations include (i) about 18m between Block 2 and 9; (ii) about 15m between Block 2 and 3; (iii) about 24m between Block 4 and 5; (iv) about 16m between Block 6 and 7; (v) about 17m between Block 7 and 8; (vi) about 16m between Block 8 and 9. The three setbacks include (i) 28m from the northern boundary; (ii) 51m from the south-eastern boundary and (iii) 42m from the southern boundary;
- (b) other design principles would be further considered at the detailed design stage which include, building permeability, building setback, greenery and ground coverage; and
- (c) with the incorporation of the above features in the proposal, no significant adverse impact is anticipated to the surrounding pedestrian wind environment when compared to the existing development.

Landscape

9.1.8 Comments of CTP/UD&L, PlanD:

- (a) has reservations on the application from the landscape planning perspective;
- (b) the Site is located at the hillslope of Tai Mo Shan along Hilltop Road in Lo Wai, Tsuen Wan, with an area of about 40,024m². To the immediate north is Shing Mun Country Park, while to the immediate south is village clusters. Religious developments are found at the west of the Site. With reference to Landscape Value Mapping in Hong Kong, the surrounding area is of urban peripheral village landscape character, characterised by wooded slope and shrubland with scattered village houses and squatter settlement. The proposed development involves a BH ranging from 8 to 12 storeys (excluding basement). Public housing developments are located at the southbound of Cheung Pei Shan Road and are not in proximity to the Site. The proposed development is considered incompatible with the existing landscape setting; and
- (c) around 1/3 of the Site is undisturbed vegetated woodland and the rest is currently used as country club with private open space and amenity planting. The proposed development sits largely on existing platform with the north-east portion cutting into existing

vegetated slope. According to tree felling proposal (Appendix 2 in **Appendix Ib**), the major vegetation loss within the Site is on the re-graded slope/terrace and slope cutting due to the road widening. Although individual tree survey revealed that most trees are in fair conditions, those trees are of high landscape value as a group within the club area. The applicant should further explore the possibility of retaining trees at the club area.

9.1.9 Comments of Director of Leisure and Cultural Services (DLCS):

- (a) has no comment from district management, tree management and landscape perspective;
- (b) given no existing LCSD's facilities and/or roadside amenity would be affected, there is no particular comment from district operation perspective; and
- (c) other detailed comments are set out in **Appendix II**.

Environment

9.1.10 Comments of the Director of Environmental Protection (DEP):

- (a) has no objection to the application; and
- (b) has no further comment on the technical content of the submitted Environmental Assessment and Sewerage Impact Assessment (Appendices 5 and 8 in **Appendix Ib**).

Nature Conservation

9.1.11 Comment of the Director of Agriculture, Fisheries and Conservation (DAFC):

- (a) has no objection to the application;
- (b) it is noted from the MLP (**Drawing Z-1**) and the SPS (**Appendix Ib**) that the natural slope at the south and the northeast which contain native trees of various sizes will be left untouched, and that the former will be reserved as a NBA;
- (c) the Site has existed as a built-up area outside Shing Mun Country Park for a long time. While it is located downhill tangential to Shing Mun Country Park at its northeast corner, most of the wildlife recorded in the proximity are widely distributed in Hong Kong. According to the applicant's submitted documents, trees on the vegetated slope at the northeast will be left untouched with additional tree compensation, together of which may serve as a vegetated buffer between the proposed development and the Shing Mun Country Park;

- (d) according to the landscape proposal (Appendix 2 in **Appendix Ib**), proposed tree felling are largely confined to the existing developed area. It is also noted in the submission that the natural slope at the south and southeast will be left untouched with no tree felling proposed;
- (e) it is gathered from the submitted documents that the locations of the drainage channel and pump house are indicative and that they will be locally adjusted to avoid and minimise impact to the natural slope and existing trees; and
- (f) it is noted that the proposed drainage works had been updated such that there will not be any new pump house within the Site, and the proposed drainage works and manholes would fall along Hilltop Road instead of the natural slope at the south of the Site.

Drainage Aspect

9.1.12 Comments of the Chief Engineer/Mainland South, Drainage Service Department (CE/MS, DSD):

- (a) has no adverse comment on the proposed development from drainage maintenance perspective provided that the applicant illustrates that the proposal complies with the requirements as stipulated in DSD Practice Note (PN) No. 2/2017 “Assessment on the Effects of Construction Activities on Drainage and Sewerage Tunnels and their Associated Structures (Dec 2017)”;
- (b) in this connection, the applicant should be reminded to provide drawings showing the minimum clearance between the proposed works and the Tsuen Wan Drainage Tunnel before implementation of the proposed development. Calculations should also be submitted demonstrating that the change in pressure and differential movement, etc. are in compliance with DSD PN No. 2/2017; and
- (c) other detailed comments are set out in **Appendix II**.

Geotechnical Aspect

9.1.13 Comments of the Head of Geotechnical Engineering Office, CEDD (H(GEO) CEDD):

- (a) has no geotechnical objection to the application;
- (b) it is noted that the applicant will undertake to carry out a Natural Terrain Hazard Study (NTHS) before implementation of the proposed development for the proposed road widening works at Hilltop Road based on the latest findings of the submitted TIA;
- (c) in regard to the public’s concern (**Appendix V**) on slope stability

relating to proposed widening of the existing roads and the water/drainage upgrading works, it should be noted that the applicant's agents have submitted supporting information and GPRR indicating (i) the feasibility of the proposed widening of the existing roads, (ii) the proposed works for drainage and water supply is geotechnically feasible and it will not involve deep excavation, and (iii) that a leakage collection system will be provided in future drainage and water supply design to ensure adjacent sloping ground will not be adversely affected; and

- (d) other detailed comments are set out in **Appendix II**.

Water Supply

9.1.14 Comments of Chief Engineer/Construction, WSD (CE/C, WSD):

- (a) has no objection to the application;
- (b) no further comment on the proposed mitigation measures including the upgrading of existing water mains, construction of upgraded pump house with water tank (to break pressure) and the proposed inside service;
- (c) it should be noted that the “upgraded pump house with water tank (to break pressure)” is owned, managed and maintained by the applicant;
- (d) future water supply application for the Site will not be approved if the consent from HyD/LandsD for the laying of the inside services along Lo Wai Road and Hilltop Road cannot be obtained; and
- (e) other detailed comments are set out in **Appendix II**.

Building Matters

9.1.15 Comments of the Chief Building Surveyor/New Territories West, Buildings Department (CBS/NTW, BD):

has no objection to the application subject to the following comments:

- (a) the Site shall be provided with means of obtaining access thereto from a street under the Building (Planning) Regulation (B(P)R) 5 and emergency vehicular access shall be provided for all the buildings to be erected on the Site in accordance with the requirements under B(P)R 41D; and
- (b) detailed comments will be given in the building plan submission stage.

Fire Safety

9.1.16 Comments of the Director of Fire Services (D of FS):

- (a) has no in-principle objection to the application subject to water supplies for fire-fighting and fire service installations being provided to the satisfaction of D of FS;
- (b) detailed fire safety requirements will be formulated upon receipt of formal submission of general building plans; and
- (c) the emergency vehicular access provision in the Site shall comply with the standard as stipulated in Section 6, Part D of the Code of Practice for Fire Safety in Buildings 2011 under the Building (Planning) Regulation 41D which is administered by the BD.

Civil Aviation Safety

9.1.17 Comments from the Director-General of Civil Aviation (DG of CA):

in response to concern from the public comments over the impact of the proposed development on flight path and that of the future 3rd runway (**Appendix V**), he has the following comments:

- (a) the flight paths for the Hong Kong International Airport (HKIA) are all developed through careful studies in compliance with international standards and recommended practices promulgated by the International Civil Aviation Organisation;
- (b) it is noted that the maximum levels of the proposed development will not exceed +211mPD. On this understanding, the proposed development will not exceed the restricted height [more commonly known as the Airport Height Restriction (AHR) as prescribed under the Hong Kong Airport (Control of Obstructions) Ordinance (Cap.301)]; and
- (c) while the Three-Runway System (3RS) of the HKIA is under development, it is understood that the safeguarding requirement for the subject area under the operation of the 3RS would not be more stringent than the existing AHR.

District Officer's Comments

9.1.18 Comments of the District Officer (Tsuen Wan), Home Affairs Department (DO(TW), HAD):

- (a) members of the community are very concerned with the traffic conditions around Hilltop Road, and they have strong reservations on the feasibility of the application if no major improvements on traffic are brought about;

- (b) the application was discussed in the meetings of the Community Building, Planning and Development Committee (CBPDC) under the Tsuen Wan District Council (TWDC) of the previous term held on 13.3.2018, 15.5.2018, 10.7.2018, 4.9.2018, 13.11.2018, 15.1.2019, 12.3.2019 and 9.7.2019. Extract of minutes are at **Appendices III-a to III-h**; and
- (c) villagers of Lo Wai expressed strong objection to the application in view that the proposed development would bring adverse impacts to the surrounding villages, country park and green belt, as well as on the environment, traffic and traditional village living style (**Appendix IV**).

9.2 The following Government department has no comment on the application:

Project Manager (West), Civil Engineering and Development Department (PM(W), CEDD)

10. Public Comments Received During Statutory Publication Periods

- 10.1 During the public inspection periods, a total of 224 public comments were received⁹. A full set of the public comments is deposited at the meeting for Members' inspection.
- 10.2 Among the 224 public comments (of which 36 comments were submitted in 8 standard formats), 99 (44.2%) supported the application (samples at **Appendix V-a**), 101 (45.1%) objected the application (samples at **Appendix V-b**), 16 (7.1%) provided comments/had reservation on the application (samples at **Appendix V-c**) and 8 (3.6%) had no comment on the application (samples at **Appendix V-d**). These public comments were submitted by the following parties:
 - (a) 17 comments submitted by the former Chairman and Members of TWDC (2016-2019), and the former Chairman of CBPDC of TWDC (2016-2019) expressing reservation / objection to the proposal;
 - (b) 35 comments submitted by the villagers of Lo Wai, Lo Wai Village Office and a village group named 老圍同和社, Hilltop Rezoning Concern Group (顯達改劃關注組), World Wide Fund for Nature Hong Kong and Designing Hong Kong Limited raising objection to the proposal;
 - (c) 5 comments submitted by Lavender Garden and Chuen Yiu Terrace, resite villages in the vicinity of the proposed development, raising objection to the proposal;
 - (d) 3 comments submitted by Yuen Yuen Care & Attention Home for the

⁹ Duplicated comments were only counted once.

Aged (located at the further west of the Site in an area zoned “G/IC(2)”) (**Plan Z-1**) expressing no comment; and

- (e) the remaining 164 public comments were submitted by individuals with a mix of supporting and objecting comments as well as general comment and no comment.

Supporting Views (99 public comments) (**Appendix V-a**)

10.3 The supporting grounds are mainly as follows:

- (a) only few people can use the Hilltop Country Club currently. The proposal can increase housing and land supply;
- (b) the convenient location and pleasant surrounding environment makes the Site suitable for residential development;
- (c) agree with the proposed development provided that the density would not be too high and greenery to be maintained;
- (d) the proposal has already considered nearby environmental and traffic conditions with a road widening scheme proposed; and
- (e) it is reasonable to expect more environmental/noise impacts to the surrounding during the construction stage.

Objecting Views (101 public comments) (**Appendix V-b**)

10.4 The objecting grounds are mainly as follows:

Proposed development is not justified

- (a) the Site serves as a buffer between the urban development and the country park. The proposed development intensity is incompatible with the surrounding tranquil and natural environment, and rezoning the Site for an out-of-context development in the urban fringe areas and rural areas should be avoided;
- (b) rezoning the Site for the proposed development is not in line with Chapter 11 of the Hong Kong Planning Standards and Guidelines, which states that out-of-context development should be avoided in the urban fringe and rural areas;
- (c) “The Cairnhill” to the further northwest zoned “R(B)3” cannot be taken as a valid justification for the proposed development because it is supported by a much wider road (i.e. Route Twisk) while the Site’s access is the much narrower Hilltop Road;
- (d) there was no prior consultation with the existing members of Hilltop Country Club or the residents in the nearby area (i.e. residents of Lavendar Garden and Hermita Villa) regarding the proposed

development;

- (e) the proposed development would only provide accommodation and club facilities for its future residents without offering community benefits to existing residents in Lo Wai and Tsuen Wan; and
- (f) the right of the existing members of Hilltop Country Club would be affected by the proposed rezoning. If the applicant is no longer interested in operating recreational facilities at the Site, the Government should consider taking back the Site for public enjoyment.

Adverse traffic/visual/environmental impacts

- (g) there is inadequate provision of car parking spaces in the proposed development which would result in illegal parking in the area. Hilltop Road is narrow and may not be able to accommodate the future traffic;
- (h) there are limited public transport access to the Site. The minibus service may not support the sudden increase of passengers who will travel to religious institutes and residences along Yi Pei Chun Road and Shek Wai Kok Road;
- (i) the proposed development will intensify the traffic congestion of Lo Wai Road during Ching Ming and Chung Yeung festival periods;
- (j) the proposed development will block the ridgeline and view of nearby mountains, and the Fung Shui of Lo Wai will also be adversely affected; and
- (k) massive tree felling and vegetation clearance would cause adverse ecological impacts, and light brought by the proposed development will adversely affect the wildlife of Shing Mun Country Park. No ecological impact assessment has been conducted for the proposed development.

Other adverse impacts

- (l) construction of the proposed development would create noise impacts to the nearby residences, and affect structural safety of nearby squatters and the licence status of the squatters;
- (m) public fund should not be used for upgrading infrastructure works for private development;
- (n) the proposed development would affect the flight path and the future 3rd Runway System; and
- (o) approval of the application would create undesirable precedent for lot owners in “Open Space”, “V”, “GB” and “OU” zones to apply for rezoning.

Providing Views (16 public comments) (Appendix V-c)

10.5 Other comments on the application include the followings:

- (a) the intention of the application is good but the scale and intensity of the development should be reduced to avoid adverse traffic and visual impacts. Mitigation measures to minimize the adverse impacts on residents nearby should be proposed;
- (b) the traffic generated by the proposed development would lead to wear and tear of the Hilltop Road. In addition, Lo Wai Road is congested during grave sweeping seasons and widening of the road would be difficult in view of the sloping topography in the area;
- (c) the Site is located at a prominent location and it is in doubt that the proposed flats would be affordable;
- (d) more time should be allowed to consult the TWDC and the affected stakeholders; and
- (e) ownership of the Hilltop Country Club should be clarified that if it still belongs to Nina Wang's estate then it should be part of the charitable trust over which the Financial Secretary has ultimate say¹⁰.

11. Planning Considerations and Assessments

11.1 The application is for rezoning the Site from "OU(SRC)" to "R(B)6" for residential development subject to a maximum GFA of 49,300m² and maximum BHs of 197mPD, 203mPD and 211mPD for three sub-areas respectively with an NBA covering the natural slope at the southern and south-eastern parts of the Site (**Drawing Z-4**). Under the proposed "R(B)6" zone, residential development is always permitted and thus planning application is not required from the Board if the proposed rezoning is approved. The proposed Notes for the "R(B)6" zone submitted by the applicant is at **Appendix Ic**. According to the indicative scheme submitted by the applicant, the proposed development comprises 9 residential blocks on top of a level of basement providing a total of 458 flats (**Drawings Z-1 and Z-5**). Stepped BHs descending from north to south (from 210.85mPD to 193.3mPD) respecting to topography is proposed (**Drawings Z-2 and Z-3**).

Land Use Compatibility

11.2 The Site adjoins an area comprising mainly low-rise/low-density institutional and residential development in its immediate surroundings. To the south, southeast and southwest of the Site are a number of village clusters including Lo Wai, Sam Tung Uk Resite Village, Hoi Pa Resite Village, Sai Lau Kok Tsuen

¹⁰ In response to this public comment, the applicant clarified that the company is the sole owner of the Site.

and Pak Tin Pa Tsuen (**Plan Z-1**). To the west of the Site are clusters of “G/IC” zones covering a number of long-established religious institutions including YYI and WM. To the further south of the Site across Cheung Pei Shan Road, high-rise public housing estates (e.g. Cheung Shan Estate and Shek Wai Kok Estate) are located. The proposed residential use at the Site is considered not incompatible with the surrounding land uses.

Development Intensity

- 11.3 In terms of development intensity, the proposed “R(B)6” zone with a PR of 1.622 (based on the net site area), is on the low side as compared with the PR of other “R(B)” sites in the Tsuen Wan planning scheme area ranging from 2.1 to 3.3. Currently, there is no other “R(B)” development in the vicinity of the Site apart from the low-density village houses/religious institutions and the high-density public housing to the further south across Cheung Pei Shan Road as mentioned in paragraph 11.2 above. The closest “R(B)” developments in the area are found across the Tai Mo Shan Country Park to the west of the Site at similar altitude, namely The Cairnhill and The Cliveden (**Plan Z-6**), the PR of which is about 3. These two developments are also located adjacent to low-rise squatter development in the Route Twisk area. The proposed development with a total GFA of 49,300m² or PR of 1.622, which is generally in line with the PR restriction for “R(B)” zone, is not considered as exceptional for residential development in the Tsuen Wan area, subject to no insurmountable technical issues.

Urban Design, Landscape and Air Ventilation

Urban Design

- 11.4 The Site is located in a predominantly low-rise and low-density area, with village houses, temples and vegetated slopes in the vicinity (**Plans Z-3a** and **Z-4**). While the proposed residential use is compatible with the surrounding land uses, CA/CMD2, ArchSD comments that the proposed development may not be compatible to adjacent 3-storey village type developments in terms of BH, massing, architectural context and character. CTP/UD&L, PlanD advises that the building design in the indicative scheme has adopted a stepped BH profile in responsive to the topography and mountainous backdrop. However, she considers that with a different built form and land use character to the area north of Cheung Pei Shan Road introduced, the proposed development will bring a relatively substantial increase in scale and massing to the surrounding traditional townscape characterised by low-rise temples and village houses.
- 11.5 From district planning perspective, whilst currently there is no other “R(B)” development to the north of Cheung Pei Shan Road, the proposed 8 to 12-storey residential development transformed from the existing 3-storey country club at the Site is considered not unacceptable given that the stepped BH profile of the proposed development is responsive to the topography and the mountainous backdrop, and that the NBA along the eastern and southern boundaries of the Site will serve as a visual buffer between the Site and the existing low-rise village type development to the south. There is no significant visual impact caused by the proposed development according to the submitted VIA (**Drawings**

Z-7a to Z-7k). In general, the potential visual impact of the proposed development at a maximum BH of 211mPD is considered not substantial in the wider context of the Tsuen Wan New Town.

Landscape

- 11.6 The Site sits up the knoll of Lo Wai at the foothill of the Shing Mun and Tai Mo Shan Country Parks and is surrounded by vegetated green slopes. With reference to Landscape Value Mapping in Hong Kong, the surrounding area is of urban peripheral village landscape character, characterised by wooded slope and shrubland with scattered village houses and squatter settlement. CTP/UD&L, PlanD considers that the proposed development is incompatible with the existing landscape setting and thus has reservation from landscape planning perspective.
- 11.7 According to the applicant's proposal, the proposed development is largely located at the existing formed land (about 40% of the gross site area). With reference to the submitted Landscape Master Plan (**Drawing Z-6**), the applicant has demonstrated genuine effort in maximising greening opportunity within the Site by adopting a higher greening ratio of about 35% and tree compensation ratio of 1 to 1.89. The applicant has confined tree felling within the existing developed area and left the natural slopes at the northeast, southeast and south largely intact so as to minimise any possible adverse impact on the existing landscape resources, which also serve as landscape buffer (about 40m to 50m wide) between the proposed development and Shing Mun Country Park as well as the wooded hillside to the east and south. In this regard, DAFC has no objection to the proposed development. Generally speaking, considering that the applicant has proposed landscape mitigation measures and that the proposed development is designed in a way to respect the natural landscape and topography, the impact on the overall landscape character of the area is considered acceptable.

Air Ventilation

- 11.8 To alleviate the potential impact on pedestrian wind environment, the applicant has incorporated several building gaps and building setbacks in the proposal (**Drawing Z-10**). CTP/UD&L, PlanD advises that with the incorporation of the above features as proposed in the indicative scheme, significant adverse air ventilation impact to the surrounding wind environment is not anticipated.

Traffic

- 11.9 The Site is accessible via Hilltop Road leading from Lo Wai Road and Yi Pei Chun Road/Sam Tung Uk Road (**Plan Z-3a**). At present, Lo Wai Road is the only vehicular access serving the columbarium sites in the surrounding area of the Site, including YYI and WM. Traffic congestion was observed along Lo Wai Road during the Ching Ming and Chung Yeung festival periods. To improve the local traffic situation during the festival periods, traffic management measure has been implemented at Lo Wai Road since 2017 by temporarily closure to all vehicular traffic by TD, except public transport, emergency vehicles and those with permits issued by TD. Special traffic management measures are also currently implemented by YYI during the festival periods

(paragraph 1.5 above refers). Apart from the traffic congestion on Lo Wai Road mentioned above, the Tsuen Kam Interchange is busy in the morning and evening rush hours.

- 11.10 According to the applicant's indicative scheme, the proposed development involves 458 flats for a designed population of about 1,280. Considering the current traffic situation at the nearby road network, and that there is no guarantee that the YYI would continue to implement its own special traffic management measures, the applicant has proposed to carry out various road widening and junction improvement works (i.e. at Hilltop Road, Lo Wai Road and Tsuen Kam Interchange as mentioned in paragraph 1.4 above) at his own cost (**Drawings Z-8a to Z-8c**) so as to accommodate the traffic generated from the proposed development. In addition, the applicant has proposed to undertake a temporary traffic management scheme to facilitate the implementation of road/infrastructure upgrading works as well as a traffic management plan to mitigate the traffic impact on Lo Wai Road during the Ching Ming and Chung Yeung festival periods (paragraphs 1.6 and 1.7 above refer). Such traffic management plan, according to C for T, may be operated through permit system similar to the traffic management measure at Lo Wai Road during the Ching Ming and Chung Yeung festival periods, where the future residents of the development will not be issued a permit. In this regard, C for T has no objection to the application considering that the proposed development would not induce insurmountable traffic impact upon implementation of the proposed road widening/junction improvement works and traffic mitigation measures.

Other Technical Aspects

- 11.11 To facilitate the proposed development, the applicant proposed to carry out at his own cost various off-site utility works, including slope improvement works, upgrade of existing pipeworks or construction of new pipeworks for drainage/sewerage/water supplies, and upgrade of existing pump house at Lo Wai Road. The technical feasibility of these upgrading works has been demonstrated through the submitted GPRR, WSIA, DIA and SIA, and relevant Government departments (i.e. H(GEO), CEDD; CE/C, WSD; CE/MS, DSD and DEP) have no objection to the application. DLO/TW&KT, LandsD advises that since the proposed road widening works and utility works fall outside the Site, they would be required to be considered and processed in accordance with the provisions and procedures under the Roads (Works, Use and Compensation) Ordinance, Cap. 370.

Implementation

- 11.12 According to the submitted proposal, to facilitate the implementation of the proposed road widening/junction improvement works and traffic mitigation measures, the applicant is committed to submit an updated TIA to TD during the land exchange stage and TD's 'no objection/no comment' on the updated TIA will be the prerequisite for the lease modification (or land exchange) application to be considered by the Government. If appropriate, LandsD may incorporate findings/measures in the updated TIA (including but not limited to, car parking provisions, road improvement, traffic management for Ching Ming and Chung Yeung Festivals, etc.) as clauses in the future land grant.

- 11.13 In response to C for T's comment that the applicant's implementation proposal of the traffic management plan should be stated in the lease, DLO/KW&KT, LandsD advises that an updated TIA has to be submitted by the lot owner in support of the lease modification/land exchange application and the traffic mitigation/remedial measures proposed in the updated TIA will have to be agreed by TD and relevant departments. In general, mitigation measures that touches and concerns the land and capable to amount as a land covenant may be considered for incorporating into the land lease as requirements if practicable and enforceable, bearing in mind the limited sanctions under lease. The implementation/enforcement matter for mitigation measures will be considered upon receipt of the updated TIA during the lease modification/land exchange application stage. Generally speaking, the proposed traffic mitigation/remedial measures, if included into the lease on the advice of TD, will be checked and monitored by TD. In this regard, C for T advises that the traffic management plan on access restrictions to the Site can be operated through TD's permit system similar to the current traffic management measure undertaken at Lo Wai Road during the Ching Ming and Chung Yeung festival periods.

Public Comments

- 11.14 Among the 224 public comments received, there are 99 supportive, 101 opposing, 16 providing comments/having reservation and 8 having no comment. As for the adverse public comments, the planning assessment above and the departmental comments in paragraph 9 above are relevant.

12. Planning Department's Views

- 12.1 Based on the assessment made in paragraph 11 above and having taken into account the public comments mentioned in paragraph 10 above, the Planning Department has no in-principle objection to the application and recommend the Committee to agree the application by rezoning the Site from "OU(SRC)" to "R(B)6" with stipulation of appropriate development restrictions and requirements on the OZP.
- 12.2 Should the Committee decide to agree or partially agree to the application, the relevant proposed amendments to the Tsuen Wan OZP would be submitted to the Committee for agreement prior to gazetting under the Town Planning Ordinance.
- 12.3 Alternatively, should the Committee decide to reject the application, the following reasons for rejection are suggested for Members' reference:
- (a) the development parameters of the proposed "R(B)6" zone including the building height and scale are significantly higher than the surrounding developments and incompatible with the present low-rise and low-density character of the area;
 - (b) there are insufficient planning merits to justify the proposed rezoning for residential development at the site; and

- (b) the approval of the application would set an undesirable precedent for similar rezoning applications in the area, the cumulative effect of which would affect the existing character of the area.

13. Decision Sought

- 13.1 The Committee is invited to consider the application and decide whether to agree, partially agree, or not to agree to the application.
- 13.2 Should the Committee decide not to agree to the application, Members are invited to advise what reason(s) for the decision should be given to the applicant.

14. Attachments

Appendix I	Application form received on 30.1.2018
Appendix Ia	Cover letters of FIs 1 to 17
Appendix Ib	FI 18 received on 16.7.2020 with consolidated report of updated SPS and revised technical assessments
Appendix Ic	Remarks for “R(B)6” zone proposed by the applicant
Appendix II	Detailed Departmental Comments
Appendices III-a to III-h	Extract of the confirmed minutes of the CBPDC meetings
Appendix IV	Letter from Lo Wai Villagers to DO/TW, HAD
Appendix V	Samples of Public Comments
Drawing Z-1	Master Layout Plan
Drawings Z-2 to Z-3	Sections
Drawing Z-4	Proposed Height Band
Drawing Z-5	Basement Plan
Drawing Z-6	Landscape Master Plan
Drawings Z-7a to Z-7k	Photomontages
Drawings Z-8a to Z-8c	Proposed Road Widening Works
Drawings Z-9	Proposed Water Supply Works
Drawing Z-10	Building Separations
Plan Z-1	Location Plan
Plans Z-2a to Z-2b	Site Plans
Plans Z-3a to Z-3j	Location Plan - Viewing Points and Site Photos
Plan Z-4	Aerial Photo
Plan Z-5	Applicant’s Proposed Road and Utility Works
Plan Z-6	Location Plan of The Cairnhill and The Cliveden

Opening Remarks

1. The Chairman said that the meeting would be conducted with video conferencing arrangement.

Agenda Item 1

Matters Arising

[Open Meeting]

2. The Secretary reported that there were no matters arising.

Tsuen Wan and West Kowloon District

Agenda Item 2

Section 12A Application

[Open Meeting (Presentation and Question Sessions only)]

Y/TW/13 Application for Amendment to the Approved Tsuen Wan Outline Zoning Plan No. S/TW/33, To Rezone the Application Site from “Other Specified Uses” annotated “Sports and Recreation Club” to “Residential (Group B) 6”, Hilltop Country Club, Hilltop Road, Tsuen Wan, New Territories
(MPC Paper No. Y/TW/13B)

3. The Secretary reported that the application site was located in Tsuen Wan and the application was submitted by ENM Holdings Limited (ENM). Kenneth To & Associates Limited (KTA), Wong & Ouyang (HK) Limited (WOL), MVA Hong Kong Limited (MVA) and Mott MacDonald HK Limited (MMHK) were four of the consultants of the applicant. The following Members had declared interests on the item:

Mr Alex T.H. Lai - his former firm had business dealings with ENM, WOL, MVA and MMHK;

- Mr Thomas O.S. Ho - having current business dealings with MVA and MMHK;
- Mr Franklin Yu - having current business dealings with WOL;
- Mr Daniel K.S. Lau - being an ex-employee of the Hong Kong Housing Society which had business dealings with KTA;
- Professor John C.Y. Ng - his spouse owning a flat in Tseun Wan; and
- Mr Stanley T.S. Choi - his spouse being a director of a company which owned a property in Tseun Wan.

4. The Committee noted that Professor John C.Y. Ng and Mr Stanley T.S. Choi had tendered apologies for being unable to attend the meeting. As Messrs Alex T.H. Lai, Thomas O.S. Ho, Franklin Yu and Daniel K.S. Lau had no involvement in the application, the Committee agreed that they could stay in the meeting.

Presentation and Question Sessions

5. The following representatives from the Planning Department (PlanD), the Transport Department (TD) and the applicant were invited to the meeting at this point:

- Ms Katy C.W. Fung - District Planning Officer/Tsuen Wan and West Kowloon (DPO/TWK), PlanD
- Mr Ng Kar Shu - Senior Town Planner/Tsuen Wan and West Kowloon (STP/TWK), PlanD
- Miss Cheryl H.L. Yeung - Town Planner/Tsuen Wan and West Kowloon (TP/TWK), PlanD
- Mr Michael K.H. Cheung - Engineer/Tsuen Wan 2, (Engr/TW), TD

ENM Holdings Limited

Mr David Charles Parker

Mr Derek Leung

Kenneth To & Associates Limited

Mr Kenneth To

Ms Gladys Ng

Knight Frank Hong Kong Limited

Mr Alnwick Chan

Mr Calvin Kan

CTA Consultants Limited

Mr Kelvin Leung

Wong & Ouyang (HK) Limited

Ms Margaret Wong

Mott MacDonald HK Limited

Mr Gary Chow

Mr Javin Lam

Landes Limited

Mr Ted Lam

*Ramboll Environ Hong Kong
Limited*

Mr Billy Fan

Applicant's representatives

6. The Chairman extended a welcome and explained the procedures of the meeting. He then invited PlanD's representative to brief Members on the background of the application. With the aid of a PowerPoint presentation, Mr Ng Kar Shu, STP/TWK,

presented the applications and covered the following aspects as detailed in the Paper :

- (a) the background to the application;
- (b) the proposed rezoning of the application site (the Site) from “Other Specified Uses” annotated “Sports and Recreation Club” (“OU(SRC)”) to “Residential (Group B) 6” (“R(B)6”), subject to a maximum gross floor area (GFA) of 49,300m², maximum building height (BH) of 211mPD, 203mPD and 197mPD on three platforms and a non-building area (NBA);
- (c) departmental comments – department comments were set out in paragraph 9 of the Paper;
- (d) during the statutory publication periods, a total of 224 public comments were received, with 99 supporting, 101 objecting, 16 providing comments/having reservation and eight having no comment on the application. Major views were set out in paragraph 10 of the Paper; and
- (e) PlanD’s views – PlanD had no in-principle objection to the proposed amendment to the Plan based on the considerations set out in paragraph 11 of the Paper. The proposed residential use with a plot ratio (PR) of 1.622 at the Site was considered not incompatible with the surrounding land uses and generally in line with the PR restriction for “R(B)” zone in the Tsuen Wan area. Although the Chief Architect/Central Management Division 2, Architectural Services Department (CA/CMD2, ArchSD) and the Chief Town Planner/Urban Design and Landscape (CTP/UD&L), PlanD advised that the proposed development might not be compatible with the adjacent developments, the stepped BH profile of the proposed development was responsive to the topography and the mountainous backdrop, and that the NBA along the eastern and southern boundaries of the Site would serve as a visual buffer between the Site and the existing low-rise village type development. In general, the potential visual impact of the proposed development at a maximum BH of 211mPD was considered not substantial in the wider context of the Tsuen Wan New Town. From landscape

planning perspective, given the proposed landscape mitigation measures and that the proposed development was designed in a way to respect the natural landscape and topography, the impact on the overall landscape character of the area was considered acceptable. Regarding the traffic impact, the Commissioner for Transport (C for T) had no objection to the application, having considered that the proposed development would not induce insurmountable traffic impact upon implementation of the proposed road widening/junction improvement works and traffic mitigation measures. Concerned government departments had no adverse comment on the application. Regarding the public comments, the comments of government departments and the planning assessments above were relevant.

7. The Chairman then invited the applicant's representatives to elaborate on the application. With the aid of a PowerPoint presentation, Ms Gladys Ng, the applicant's representative, made the following main points:

- (a) the Site was located in the well-developed Tsuen Wan New Town. In the 1950s, Tsuen Wan District was the textile centre for Hong Kong and attracted many entrepreneur and businessmen to stay there. The Hilltop Country Club (HCC), located about 15 km away from the Tsuen Wan town centre, was established in 1976 to provide a gathering place for the social elite, entrepreneur and businessmen;
- (b) with the maturity of the Tsuen Wan New Town in the past decades, there were many places in the town centre area providing similar facilities, the demand for the private club use had been diminished and thus the Site could be used for other alternative purposes;
- (c) the proposed residential use was compatible with the surroundings as shown in the photomontages from different vantage points including the Lung Mun Country Trail, Shing Mun Catchwater Jogging Trail, Shek Wai Kok Estate, Tsuen Wan Mass Transit Railway (MTR) Station and Yuen Yuen Institute (YYI);

- (d) to facilitate the proposed development, the applicant would undertake at its own cost to upgrade the existing pipeworks and construct new pipeworks for drainage, sewerage and water supplies as well as to carry out road widening and junction improvement works;
- (e) the proposed development would have a total GFA of 49,300m² and would adopt a stepped height profile with three maximum BHs of 211mPD, 203mPD and 197mPD. The future residential blocks would be built on the existing site platform with appropriate building separations, with a NBA in the southern part of the Site; and
- (f) the proposed residential development could contribute to housing land supply in the territory and was also in line with the recommendation by the Task Force on Land Supply.

8. As the presentations of the representatives from PlanD and the applicant were completed, the Chairman invited questions from Members.

Proposed Building Height, GFA and Flat Size

9. In response to Members questions on the nearby BH profile, Ms Katy C.W. Fung, DPO/TWK, said that to the immediate south of the Site was the “Village Type Development” (“V”) zone of 3 storeys, namely the Lavender Garden and Hermita Villa with BH of 131mPD and 127mPD respectively. To the west was a cluster of “Government, Institution or Community” (“G/IC”) zones including the Western Monastery and YYI with BH in the range of about 115 to 175mPD and 130 to 159mPD respectively. The highest point of the nearby Western Monastery was about 175mPD, which was about the same level of the platform of the Site.

10. In response to a Member’s question, Ms Katy C.W. Fung, DPO/TWK, said there was no similar development in the vicinity but, to further west of the Site within the same OZP and next to Tsuen Kam Road, there were two other sites zoned “R(B)” with PR of about 3 and BH of 213mPD to 256mPD. From district planning point of view, taking into consideration the development parameters of similar “R(B)” zones, the proposed PR of 1.622

(based on net site area) was considered acceptable and the visual impact assessment (VIA) submitted by the applicant had demonstrated that there was no substantial visual impact. She further pointed out that the proposed NBA of about 40 to 50m in width would offer a buffer to the village type development to its immediate south and there was a separation distance of over 100m from the nearby “G/IC” cluster. With reference to a Member’s question on whether approval of the subject application would attract applications for increasing BHs in the vicinity, Ms. Katy C.W. Fung responded that the “V” and “G/IC” zones in the vicinity had been well-developed and thus approval of the subject application would unlikely set a precedent.

11. Some Members raised the following enquiries:

- (a) the floor to floor height of the proposed residential blocks; and
- (b) whether there were any measures to address the visual impact.

12. Mr Kenneth To, the applicant’s representative, made the following main responses:

- (a) the floor to floor height of 3.15m was assumed for the proposed development which was similar to most private residential developments; and
- (b) since the application was first submitted in 2018, the applicant had discussed with relevant government departments and the proposal had been revised accordingly. The initial proposal was to develop more than 800 flats with smaller flat size. However, having considered TD’s concern on the traffic impact, the number of flats had been reduced. The GFA was substantially reduced from about 60,000m² to 49,300m² and the BH from 9 to 18 storeys to 8 to 12 storeys. With respect to visual impact, given the proposed total GFA of 49,300m², there was scope for further reducing the BH by 1 to 2 storeys (i.e. from 8 to 12 storeys to 7 to 10 storeys) as the proposed layout could be revised by shifting the building blocks towards the garden area without affecting the NBA and the slopes.

Road and Other Utility Upgrading Works

13. Some Members raised the following questions:
- (a) the walking distance and elevation from the junction of Lo Wai Road and Hilltop Road to the Site;
 - (b) whether the whole section of Hilltop Road would be widened with provision of pedestrian path;
 - (c) details of widening of Hilltop Road and Lo Wai Road and whether the construction works and maintenance works would be carried out by the applicant;
 - (d) traffic improvement works on Tsuen Kam Interchange;
 - (e) whether the traffic impact during the construction period was acceptable; and
 - (f) whether the construction/enhancement of pipeworks for utilities required for the proposed development would be carried out together with the road upgrading works and whether the cost for road upgrading and future maintenance would be borne by the applicant or deducted from land premium.
14. In response, Mr Kenneth To, the applicant's representative, made the following main points:
- (a) the walking distance from the junction of Lo Wai Road and Hilltop Road to the Site was about 600m and the elevation was about 100m;
 - (b) the whole section of Hilltop Road would be widened with provision of pedestrian pavement;

- (c) the applicant would carry out the Road gazette procedure and the road upgrading works. The part of Lo Wai Road near the junction of Hilltop Road would be widened to provide an additional lane for vehicles waiting to turn uphill onto Hilltop Road;
- (d) whilst the proposed development would only generate very limited traffic to the existing road network, it was suggested in the traffic impact assessment (TIA) to improve the Tsuen Kam Interchange by providing an exclusive left turn lane from Route Twisk so as to mitigate the existing traffic problem;
- (e) the TIA had taken into account the traffic during construction stage. A conceptual temporary traffic management scheme for the proposed upgrading works was initially accepted by TD; and
- (f) the construction/enhancement of pipeworks for utilities required for the proposed development would be carried out together with the road upgrading works. Under the current lease, the upper section of Hilltop Road from south-eastern part of the Site to the entrance of the Site was designated as a brown area and the land owner was required to undertake the construction and maintenance works. For the lower section of Hilltop Road from the junction of Lo Wai Road to the south-eastern part of the Site, the maintenance works was undertaken by the Highways Department. For future maintenance responsibility of Hilltop Road, it would be discussed during the lease modification stage if the rezoning application was agreed by the Committee. Regarding the land premium issue, it would be subject to future negotiation with the Lands Department (LandsD).

Traffic Management Plan

15. Some Members raised the following questions:

- (a) details of the current and the proposed temporary traffic management plan during Ching Ming and Chung Yeung periods and how they would be

implemented; and

- (b) whether the future residents of the proposed development would be allowed to drive on Lo Wai Road during the two festival periods and the duration of temporary road closure each year.

16. Mr Michael K.H. Cheung, Engr/TW, TD, responded as follows:

- (a) during the Ching Ming and Chung Yeung festivals and the shadow periods, the portion of Lo Wai Road leading to YYI would be temporarily closed except for franchised buses, taxis, public light buses, emergency vehicles and those with permits issued by TD. All public parking spaces along Lo Wai Road would also be closed. Police would be responsible for road closure enforcement to prevent drivers from entering Lo Wai Road without the said permit. Signage would be displayed at appropriate locations to notify drivers of the temporary road closure arrangement. Each year, TD would meet with the key stakeholders, including the representatives of YYI, operators of franchised buses and public light buses and district officer to discuss and agree on the details of the temporary traffic management plan. To facilitate visitors going to YYI during the two festival periods, additional shuttle bus and franchised bus services would be provided; and
- (b) the temporary closure of Lo Wai Road would be implemented for about 8 to 10 days each year, usually from 8:00 a.m. to 5:00 p.m.. Under the current proposal, the future residents of the proposed development would not be issued with a permit and thus they would not be able to drive on Lo Wai Road during the temporary road closure periods.

Statutory Procedures and Timeline for Development

17. In response to a Member enquiry, Ms Katy C.W. Fung, DPO/TWK, said if the Committee agreed to the rezoning application, PlanD would propose amendments to the Tsuen Wan Outline Zoning Plan (OZP) which would take about one year to complete the statutory procedures. In response to another Member's enquiry about the proposed

development restrictions to be included in the relevant OZP amendments, Ms Katy C.W. Fung, by referring to Drawing Z-4 of the Paper, said that the Site would be subject to a of maximum GFA of 49,300m², maximum BHs of 211mPD, 203mPD and 197mPD as well as a NBA requirement at the eastern and southern parts of the Site.

18. In response to a Member's question about the timeframe for the proposed development, Mr Kenneth To, the applicant's representative, said the overall development timeframe was about eight years including the amendment procedure of the OZP, lease modification, road gazette procedures and the construction works.

Consultation

19. In response to Members' enquiry about the consultation with the Tsuen Wan District Council (TWDC), Mr Ng Kar Shu, STP/TWK, said that the application had been discussed in various meetings of the Community Building, Planning and Development Committee (CBPDC) under the TWDC of the previous term in 2018 and 2019. There was no further discussion on the application in the new term of CBPDC in 2020.

20. Members further enquired whether the applicant had consulted members of the HCC and the local residents, whether HCC was funded by a charitable trust and whether its members had the veto power on the proposal. Mr David Charles Parker, the applicant's representative, said that the Site was wholly owned by the applicant and it was not under a recreational lease granted by the Government. Currently, the HCC had about 300 members with 70 of them being long term members and these members did not have any legal right to veto the proposed development. However, HCC had discussed with its members about the application and they were aware that the HCC would be closed eventually. In addition, HCC had consulted other stakeholders in the vicinity such as YYI and they had no objection to the proposed development while some local villagers had expressed concerns on the possible impacts during the construction period. The applicant had agreed that on-site concrete batching plant would be used to minimise possible adverse impact from the construction traffic.

G/IC Facilities and Others

21. Some Members raised the following questions:

- (a) the planning merit for the subject rezoning application;
- (b) the average flat size of the proposed development and its target group; and
- (c) the planning background of the Site.

22. In response, Ms Katy C.W. Fung, DPO/TWK, made the following main points:

- (a) the proposed development would increase the private housing land supply in the short to medium terms. In addition, the applicant would undertake the road improvement works in the vicinity which would also benefit the nearby residents;
- (b) the average flat size of the proposed development was about 107m² and could cater for different housing needs in the society; and
- (c) the Site had previously been zoned “Green Belt” (“GB”) on the then Tsuen Wan & District Outline Development Plan. As shown on Plan Z-2b of the Paper, the first application (No. A/KC/1) was approved for the development of a country club with ancillary facilities in 1976. In 1982, the second application (No. A/KC/36) was approved for club members’ over-night stay and other ancillary club facilities. The third application (No. A/TW/112) was approved in 1990 for a tennis court above the carpark building. The Site was subsequently rezoned from “GB” to “OU(SRC)” in 2003 to reflect the existing club house use with the country club portion together with its open-air carparking area designated as sub-area (A) while the extension area designated as sub-area (B) on which only ‘Garden for Private Club’ use was permitted. As for the function of the adjacent “GB” zone, it was intended to be a buffer area between the Shing Mun Country Park and the urban area.

23. Some Members raised the following questions:

- (a) whether there were any village burial grounds in the vicinity and whether there was any similar country club in Hong Kong which was not on recreational lease;
- (b) the difference between gross and net site areas;
- (c) whether there was any shortfall for G/IC facilities in the area and the provision in the vicinity; and
- (d) whether the land owner was required under the current lease of the Site to open the club facilities for public use.

24. In response, Ms Katy C.W. Fung, DPO/TWK, made the following main points:

- (a) information about any nearby village burial ground and other similar country club in Hong Kong was not at hand;
- (b) the gross site area was the sum of the net site area and the proposed NBA;
- (c) taken into account the planned population of the Tsuen Wan planning scheme area, there were deficits in elderly community care facilities and child care centre. In the vicinity of the Site, there were the Yuen Yuen Home for the Aged and the Hong Kong Bodhi Siksa Society Care and Attention Home for the Aged; and
- (d) there was no requirement under the lease of the Site for the land owner to open the club facilities for public use.

25. As the applicant's representatives had no further points to raise and there were no further questions from Members, the Chairman informed the applicant's representatives that the hearing procedure for the application had been completed and the Committee would

deliberate on the application in their absence and inform them of the Committee's decision in due course. The Chairman thanked the representatives from PlanD, TD and the applicant for attending the meeting. They left the meeting at this point.

Deliberation Session

26. The Chairman recapitulated that the application was for rezoning the Site from "OU(SRC)" to "R(B)6" to facilitate the applicant's proposal to change the current country club to residential use with a maximum GFA, BH and the stipulation of NBA. He further recapitulated from the questions and answer session that Members mainly had concerns on traffic and visual impacts of the proposed development.

27. Some Members raised concern on the feasibility of imposing the traffic management measures under the lease. In response, Mr Simon S.W. Wang, Assistant Director (R1), LandsD said it might not be feasible to impose such requirement in the lease. Mr Tony K.T. Yau, Assistant Commissioner for Transport (Urban), TD, clarified that the intention was to let the future residents well-notified about the access restrictions under the traffic management measures. This could help managing the expectation of the future residents. The implementation of the traffic management measures during the festival periods would be under the purview of the Police and TD. C for T had the authority to issue the permit or not.

28. A Member raised concern on the adverse visual impact caused by the proposed development and suggested to reduce the maximum GFA by half, whilst some Members considered that the visual impact should be minimised by lowering the BH restriction. Another Member considered that as advised by CTP/UD&L, PlanD and CA/CMD2, ArchSD, the proposed development had adverse visual impact and in view of the Site's "GB" buffering function for the Shing Mun and Tai Mo Shan Country Parks, the application should be rejected.

29. A Member opined the new development could help improve the overall community profile by providing a more balanced social mix with different strata of social class, which in turn would improve the socio-economic development of the area. Some Members also considered that the current country club use of the Site was not the most

efficient use of the scarce land resources and residential development could increase housing land supply which could be more beneficial to the society. A Member suggested that if the Committee decided to agree to the application, the applicant should conduct more local consultation including the District Council on the proposal.

30. Most Members generally supported the proposed rezoning of the Site to “R(B)6” with the stipulation of maximum GFA and NBA restrictions as proposed by the applicant, while some Members raised concerns on the visual impact arising from the proposed BH. Noting the reply from the applicant’s representative during the question and answer session that there was scope for reducing the BH for up to 2 storeys in the higher zone and 1 storey in the middle and lower zones, a Member suggested and the meeting agreed that the proposed maximum BH restriction could be reduced from 211mPD, 203mPD and 197mPD to 205mPD, 200mPD and 194mPD respectively on the three different platforms.

[Mr Alex T.H. Lai left the meeting at this point.]

31. After deliberation, the Committee decided to partially agree to the application for rezoning the Site from “Other Specified Uses” annotated “Sports and Recreation Club” to “Residential (Group B)6” (“R(B)6”) with a maximum gross floor area (GFA) of 49,300m², a non-building area (NBA) in the eastern and southern parts of the Site and the maximum building height of 205mPD, 200mPD and 194mPD respectively on three different platforms, and that an amendment to the approved Tsuen Wan Outline Zoning Plan (OZP) No. S/TW/33 would be submitted to the Committee for agreement prior to gazetting under section 5 of the Town Planning Ordinance after reference back of the OZP for amendment by the Chief Executive in Council.

[Messrs Thomas O.S. Ho and Daniel K.S. Lau left the meeting at this point.]

[Mr Stephen C.Y. Chan, Senior Town Planner/Tsuen Wan & West Kowloon (STP/TWK), was invited to the meeting at this point.]

Provision of Major Community Facilities and Open Space in Tsuen Wan

Type of Facilities	Hong Kong Planning Standards and Guidelines (HKPSG ¹)	HKPSG Requirement (based on planned population)	Provision		Surplus/ Shortfall (against planned provision)
			Existing Provision	Planned Provision (including Existing Provision)	
District Open Space	10 ha per 100,000 persons [#]	26.98 ha	27.48 ha	39.95 ha	+12.97 ha
Local Open Space	10 ha per 100,000 persons [#]	26.98 ha	31.58 ha	33.86 ha	+6.88 ha
Secondary School	1 whole day classroom per 40 persons aged 12-17	322 classrooms	301 classrooms	301 classrooms	-21 classrooms
Primary School	1 whole day classroom for 25.5 persons aged 6-11	379 classrooms	431 classrooms	491 classrooms	+112 classrooms
Kindergarten/ Nursery	34 classrooms for 1,000 persons aged 3 to under 6	122 classrooms	168 classrooms	182 classrooms	+60 classrooms
District Police Station	1 per 200,000 to 500,000 persons	0	1	1	+1
Divisional Police Station	1 per 100,000 to 200,000 persons	1	0	0	-1
Hospital	5.5 beds per 1000 persons	1,560	1,143	1,443	-117 ²
Clinic/Health Centre	1 per 100,000 persons	2	3	4	+2
Magistracy (with 8 courtrooms)	1 per 660,000 persons	0	0	0	0
Integrated Children and Youth Services Centre	1 for 12,000 persons in 6-24 age group	3	6	6	+3

Type of Facilities	Hong Kong Planning Standards and Guidelines (HKPSG ¹)	HKPSG Requirement (based on planned population)	Provision		Surplus/ Shortfall (against planned provision)
			Existing Provision	Planned Provision (including Existing Provision)	
Integrated Family Services Centre	1 per 100,000 to 150,000 persons	1	2	2	+1
District Elderly Community Centres	One in each new development area with a population of around 170,000 or above	N.A.	1	1	N.A.
Neighbourhood Elderly Centres	One in a cluster of new and redeveloped housing areas with a population of 15,000 to 20,000 persons, including both public and private housing	N.A.	6	10	N.A.
Community Care Services Facilities	17.2 subsidised places per 1,000 elderly persons aged 65 or above	1,527 ³	640	980 [@]	-547 ⁴
Residential Care Homes for the Elderly	21.3 subsidised places per 1,000 elderly persons aged 65 or above	1,892	2,035	2,385	+493 ⁴
Child Care Centre	100 aided places per 25,000 persons	1,079	228	628	-451 ⁴
Library	1 district library for every 200,000 persons	1	2	2	+1
Sports Centre	1 for 50,000 to 65,000 persons	4	5	6	+2
Sports Ground/ Sports Complex	1 per 200,000 to 250,000 persons	1	1	1	0

Type of Facilities	Hong Kong Planning Standards and Guidelines (HKPSG ¹)	HKPSG Requirement (based on planned population)	Provision		Surplus/ Shortfall (against planned provision)
			Existing Provision	Planned Provision (including Existing Provision)	
Swimming Pool Complex - standard	1 complex per 287,000 persons	0	2	2	+2

Note:

1. The planned population of Tsuen Wan OZP would be above 269,800 persons. If including transients, the overall planned population is about 283,800. All population figures have been adjusted to the nearest hundred.
2. Provision of hospital services are assessed by Hospital Authority on a separate regional basis.
3. There is no rigid distribution between centre-based CCS and home-based CCS stated in the Elderly Services Programme Plan. Nonetheless, in general, 60% of CCS demand will be provided by home-based CCS and the remaining 40% will be provided by centre-based CCS.
4. These are the long-term targets toward which the provision of services and facilities would be adjusted subject to the consideration of the SWD in the planning and development process. It may not be appropriate to compare the standards with the provision of services and facilities which are assessed by SWD on a separate cluster/district basis. PlanD and SWD will work closely together to ensure that additional GIC facilities will be included in new and redevelopment proposals from both public and private sectors.

The requirements exclude planned population of transients.

@ The number of places for the proposed home-based CCS at the proposed public housing site Near Cheung Shan Estate (Amendment Item C) has not yet been taken into account since it is subject to confirmation by relevant Government bureau/departments at detailed design stage.

OCTOBER 2021

**Written Representation in Respect of
the Draft Tsuen Wan Outline Zoning Plan No. S/TW/34**

Representation Statement

April 2021

**llewelyn
davies**

On behalf of Top Merchant Investments Limited