

**Minutes of 1181st Meeting of the
Town Planning Board held on 26.10.2018**

Present

Permanent Secretary for Development
(Planning and Lands)
Ms Bernadette H.H. Linn

Chairperson

Professor S.C. Wong

Vice-chairperson

Mr Lincoln L.H. Huang

Mr H.W. Cheung

Dr F.C. Chan

Mr Peter K.T. Yuen

Mr Alex T.H. Lai

Professor T.S. Liu

Ms Lilian S.K. Law

Mr K.W. Leung

Assistant Director (Environmental Assessment)
Environmental Protection Department
Mr C.F. Wong

Chief Traffic Engineer (Hong Kong)
Transport Department
Mr Eddie S.K. Leung

Assistant Director (Regional 3)
Lands Department
Ms Angela S.C. Chan

Deputy Director of Planning/District
Ms Jacinta K.C. Woo

Secretary

Absent with Apologies

Mr Ivan C.S. Fu

Mr Sunny L.K. Ho

Mr Stephen H.B. Yau

Mr David Y.T. Lui

Dr Frankie W.C. Yeung

Mr Philip S.L. Kan

Dr Lawrence W.C. Poon

Mr K.K. Cheung

Mr Wilson Y.W. Fung

Dr C.H. Hau

Mr Thomas O.S. Ho

Dr Lawrence K.C. Li

Mr Stephen L.H. Liu

Miss Winnie W.M. Ng

Ms Sandy H.Y. Wong

Mr Franklin Yu

Mr Stanley T.S. Choi

Mr L.T. Kwok

Mr Daniel K.S. Lau

Professor John C.Y. Ng

Dr Jeanne C.Y. Ng

Professor Jonathan W.C. Wong

Mr Ricky W.Y. Yu

Chief Engineer (Works)
Home Affairs Department
Mr Martin W.C. Kwan

Director of Planning
Mr Raymond K.W. Lee

In Attendance

Assistant Director of Planning/Board
Ms April K.Y. Kun

Senior Town Planner/Town Planning Board
Mr T.C. Cheng

1. The meeting was resumed at 4:15 p.m. on 26.10.2018.

Agenda Item 1

[Open Meeting]

Confirmation of Minutes of the 1181st Meeting held on 2.8.2018, 6.8.2018, 7.8.2018 and 8.8.2018

[The item was conducted in Cantonese.]

2. The minutes of the 1181st meeting held on 2.8.2018, 6.8.2018, 7.8.2018 and 8.8.2018 were confirmed without amendments.

Agenda Item 2

[Closed Meeting]

Consideration of Representations and Comments in respect of Draft Tuen Mun Outline Zoning Plan No. S/TM/34
(TPB Paper No. 10449)

[The item was conducted in Cantonese.]

Deliberation Session

3. The meeting noted that an email from the Hong Kong Dragon Kiln Concern Group (C1120), attaching a revised proposal for conservation of the Dragon Kiln near amendment Site A5 (the Pui Oi Site), was received by Town Planning Board (the Board) on 24.9.2018. The conservation proposal was similar to the comment submitted previously and the oral submission of the commenter made at the meeting held on 8.8.2018. According to section 6A(3) of the Town Planning Ordinance (the Ordinance), comment made to the Board after the first three weeks of the period within which any representation was available for public inspection should be treated as not having been made.

4. The Secretary said that Members' declaration of interests was reported at the hearing sessions and recorded in the relevant minutes of the meeting held on 2.8.2018, 6.8.2018, 7.8.2018 and 8.8.2018. No further declaration of interests had been received from Members since then. Members noted that Mr Ivan C.S. Fu, Dr C.H. Hau, Mr Stephen L.H. Liu, Mr Thomas O.S. Ho, Dr Lawrence W.C. Poon, Mr K.K. Cheung, Mr Wilson Y.W. Fung, Dr Lawrence K.C. Li, Miss Winnie W.M. Ng, Mr Franklin Yu, Mr Daniel K.S. Lau, Dr Jeanne C.Y. Ng, Mr Raymond K.W. Lee and Mr Martin W.C. Kwan had tendered apologies for being not able to attend the meeting. The meeting also noted that the interests of Professor S.C. Wong, Mr Peter K.T. Yuen and Mr Alex T.H. Lai were indirect as they had no involvement in the public housing developments, they should be allowed to stay in the meeting.

5. The Chairperson said that hearing sessions for the consideration of representations and comments on the draft Tuen Mun Outline Zoning Plan (OZP) No. S/TM/34 were held on 2.8.2018, 6.8.2018, 7.8.2018 and 8.8.2018. The video recordings of the various hearing sessions were sent to Members on 28.8.2018 and the relevant draft minutes of the meeting were sent to Members on 24.10.2018. Members should make reference to the relevant TPB Paper and the minutes of meetings for views raised and issues discussed.

6. With the aid of a PowerPoint presentation, the Secretary recapitulated the major points made by the representers and commenters in their written and oral submissions, and the responses of relevant government departments as summarised below :

- (a) the amendments to the draft Tuen Mun OZP were made mainly to rezone five sites for public housing developments (Items A1 to A5) and one site for private residential development (Item B), to rezone a site for post-secondary education use (Item C), to rezone two sites to take forward the decision of the Rural and New Town Planning Committee (RNTPC) in approving two applications under section 12A of the Ordinance (Items D1 and D2), and other technical amendments including rezoning of sites to reflect the existing use (Item E1), to rationalize the zoning boundaries (Items A6, E2 and F5) and to revise the proposed road alignments (Items F1 to F4);

- (b) the draft Tuen Mun OZP was gazetted under section 5 of the Town Planning Ordinance on 3.11.2017 for public comments. A total of 4,409 valid representations and 2,859 valid comments were received during the statutory public exhibition period, of which, 100 representations were supportive in nature. Two representations provided views and 26 indicated no comments on particular items. The remaining 4,281 representations opposed some or all amendment items on the OZP. Of the 2,859 comments, one supported Item D2 while the remaining opposed all or individual items;

Supportive Representations and Comments

- (c) the public housing development at the Wu Shan Site (Item A1) could be used for subsidised housing. The public housing development at the Kau Hui Site (Item A2) would provide more shops and eating places with the addition of population. The lease for the future school under Item C should require the school to open its facilities for public use.

Government's responses

- (d) the supportive views were noted. The type of housing development at the Wu Shan Site would be determined at detailed design stage. The Education Bureau (EDB) advised that the suggestion to open some school facilities for public use could be conveyed to the future operator;

Adverse Representations and Comments

- (e) Comprehensive Planning and Housing Supply/Mix :
- (i) the technical assessments for supporting the rezoning did not comprehensively examine the overall impact on Tuen Mun;

- (ii) the Long Term Housing Strategy (LTHS)'s housing target of 460,000 flats for the next decade and the private-public housing mix was questionable;
- (iii) the Government should consider other land resources/alternative for housing development, e.g. brownfield sites, the Fanling golf course, ex-military camps etc;
- (iv) the rezoning of "Green Belt" ("GB") sites for housing development would set an undesirable precedent;
- (v) there were alternative sites in Tuen Mun that could be used for housing development, e.g. the bus depot in Area 16, Tuen Mun Golf Centre, Tuen Mun Swimming Pool, Tuen Mun Public Riding School and Tuen Mun Archery Range etc;

Government's responses

- (vi) technical studies had been undertaken by the Government and concluded that there was no insurmountable technical problems in developing the sites for housing developments;
- (vii) the existing and planned provision of government, institution or community (GIC) facilities and open space were in accordance with the requirements of the Hong Kong Planning Standards and Guidelines (HKPSG). According to LTHS, the Government had adopted a public/private split of 60:40 for the supply of new housing units. For Tuen Mun, the public/private housing mix would be about 56:44, taking into account the proposed housing developments on the OZP;
- (viii) the Government had adopted a multi-pronged approach for increasing land supply. The "GB" sites, though vegetated, had relatively less buffering effect and lower conservation value, and

were close to supporting infrastructure facilities. They were considered having good potential to be rezoned for housing purpose and suitable for urban expansion;

(ix) the alternative sites in Tuen Mun suggested by representers were not suitable/available for development because they were either currently occupied by existing government facilities, already committed for other uses, subject to development constraints or privately owned;

(f) Development Scale and Building Design :

(i) the plot ratio (PR) of some representation sites was 6.5, which exceeded the maximum PR of 6 for new towns stated in HKPSG. The proposed building height (BH) was not in line with the urban design guidelines for new town set out in HKPSG in that the BH should be tallest in the central part and descending towards the fringe of the new town;

Government's responses

(ii) the domestic PR of the proposed development was 6, which was the maximum domestic PR for developments in new towns set out in HKPSG. The remaining PR of 0.5 would be used for the provision of commercial and community/welfare facilities. The housing sites were located within Tuen Mun new town. The visual impact assessment (VIA) concluded that the proposed developments would inevitably impose visual changes to the townscape but the proposed housing developments were not incompatible with the existing urban context of Tuen Mun Central;

(g) Traffic and Transport

- (i) the traffic impact assessment (TIA) was incomprehensive as it had omitted the traffic impact on the existing road network and the traffic generated from the Hong Kong Zhuhai Macau Bridge (HKZMB) and other areas/districts. The effectiveness of the proposed traffic improvement measures and infrastructure in the TIA was in doubt;
- (ii) the road network of Tuen Mun was overloaded, particularly the connection with the urban area. Traffic congestion at major road junctions was severe;
- (iii) public transport services, including buses, light rail transit (LRT) and west rail (WR) were seriously insufficient;

Government's responses

- (iv) the TIA had taken into account the changes of traffic pattern as a result of the commissioning of Tuen Mun-Chek Lap Kok Link and HKZMB Hong Kong Link Road as well as the Hung Shui Kiu New Development Area (HSK NDA) and the traffic impact on major road network was manageable. With the implementation of the proposed traffic arrangement and junction improvement works, there was no insurmountable technical problem arising from the proposed public housing developments;
- (v) the Government had planned to embark on traffic studies to meet the longer term development needs in north west New Territories (NWNT), including the proposed Tuen Mun Western Bypass (TMWB) and Route 11, and the 'Strategic Studies on Railways and Major Roads beyond 2030 (RMR 2030+ Studies) to examine the traffic demand for the period 2031-2041;

- (vi) according to the TIA, the existing bus services should have spare capacity to cater for the public transport demand generated by the additional population. Transport Department (TD) would closely monitor the proposed development and consider increasing appropriate public transport services accordingly;
 - (vii) trains of the WR line had been progressively changing from 7-car to 8-car, representing an increase of about 14% comparing with the capacity in 2015. The fleet size of WR could be further increased until reaching its ultimate capacity by operating with 8-car trains with an hourly frequency of 28 at each direction, i.e. about 60% increase over the 2015 capacity. The Mass Transit Railway Corporation Limited (MTRCL) had submitted a proposal in 2016 to the Transport and Housing Bureau (THB) for the implementation of the WR Tuen Mun South Extension. The public would be consulted on the detailed alignment, station location, mode of implementation, cost estimate, mode of financing and actual implementation timetable of the Tuen Mun South Extension within 2018;
 - (viii) the Public Transport Strategy Study released by THB in 2017 suggested a number of measures to improve the capacity of the LRT in the short, medium and long run in order to satisfy the public transport need of NWNT;
- (h) Open Space, GIC, Commercial and Supporting Facilities
- (i) GIC facilities, including hospital beds, clinics, sports facilities, open space, public market, kindergartens etc were in deficit in Tuen Mun, especially in Tuen Mun East/So Kwun Wat Village. The proposed public housing developments would aggravate the situation;

Government's responses

- (ii) the provision of existing and planned GIC facilities were generally sufficient in Tuen Mun OZP area except for clinic/health centre and hospital;
 - (iii) hospitals were planned on a cluster basis. The New Territories West (NTW) cluster covered the service requirement from residents in Tuen Mun and Yuen Long Districts. Tin Shui Wai Hospital would provide 300 hospital beds upon full operation. In addition, extension to the Operating Theatre Block of Tuen Mun Hospital was underway, which would enhance the operating theatres and other supporting services. A site at Hung Shui Kiu New Development Area (HSK NDA) had been reserved for the construction of a new hospital to meet the growing healthcare demand of the population in NTW;
 - (iv) Housing Department (HD) would work with the concerned government departments to provide suitable supporting facilities, including recreation, open space, community, social welfare, education and retail facilities, for residents in the proposed public housing developments;
- (i) Environmental and Ecological Aspects
- (i) the air and noise pollution problems in Tuen Mun would be aggravated. There would be adverse environmental and ecological impacts on the surrounding areas during construction and operation of the proposed developments. Ecological Impact Assessment (EcoIA) and Environmental Impact Assessment (EIA) should be conducted;

Government's responses

- (ii) the Civil Engineering and Development Department (CEDD) had undertaken 'Preliminary Development Review for Housing Sites at Tuen Mun Central – Feasibility Study' (the Study) to assess the impacts arising from the public housing sites in Tuen Mun, including environmental, infrastructure, ecological and air ventilation aspects. The Study had confirmed that the proposed housing developments would not be subject to unacceptable environmental impact;
- (iii) a further environmental review, including the assessment of traffic and rail noise, would be carried out at the detailed design stage based on the latest development proposals for Environmental Protection Department (EPD)'s agreement;
- (iv) relevant government departments had also assessed the proposed private housing development under Item B on sewerage, drainage, water supply and air ventilation aspects. It was confirmed that there was no insurmountable technical problems for the proposed residential development in Tuen Mun East;
- (v) the proposed housing developments were not designated projects under the Environmental Impact Assessment Ordinance (EIAO). Nevertheless, the approach and methodology of the ecological assessment under the Study had followed that for normal EIA studies. With the implementation of the recommended mitigation measures, residual ecological impact arising from the proposed development was anticipated to be minor and acceptable;

(j) Landscape Aspect

- (i) about 1,072 trees would be affected by the proposed developments. In particular, there were concerns on tree felling within sites under Items A2 and A3;

Government's responses

- (ii) there were no old and valuable trees (OVTs) identified within the proposed public housing sites and all potentially affected trees were of common species in Hong Kong with no specific conservation interests. HD would avoid tree felling as far as practicable, in preparing the building layout at the detailed design stage. Compensatory planting at a ratio of not less than 1:1 in terms of quantity would be provided in accordance with Development Bureau Technical Circular (Works) No. 7/2015 – Tree Preservation, and 20% to 30% greening area within the development sites would be provided as recommended by the Study;

(k) Ventilation and Visual Aspects

- (i) the proposed developments would have wall effect and affect the air ventilation in the area. Air ventilation impact on adjacent residential developments should be assessed;
- (ii) the VIA did not assess the visual impact on the adjacent developments, in particular the views from the adjacent developments on the representation sites;

Government's responses

- (iii) an air ventilation assessment (AVA) by expert evaluation (EE) for Tuen Mun New Town (2014) and another AVA(EE) for the

proposed private housing development under Item B had been conducted. The conceptual layout of the five public housing sites in Tuen Mun Central generally followed the recommendations in Practice Notes for Authorised Persons, Registered Structural Engineers and Registered Geotechnical Engineers (PNAP) App-152 (Sustainable Building Design Guidelines). HD advised that a quantitative AVA would be carried out at the detailed design stage to demonstrate that the wind performance of the future schemes would be no worse off than the current scheme. Subject to the incorporation of mitigation measures, the proposed housing developments would unlikely impose significant air ventilation impact on the surrounding area;

- (iv) VIA was conducted in accordance with the methodology set out in the Town Planning Board Guidelines No. 41 for Submission of VIA for Planning Applications to the Board. It was not practical to protect private views without stifling development opportunity and balancing other relevant consideration. Public views at locations easily accessible and popular to the public or tourists, including MacLehose Trail, Castle Peak Beach, promenade of Tuen Mun River Channel and Tuen Mun Town Centre, were protected. In general, the visual composition of the proposed developments was not incompatible with the existing and planned medium to high-rise urban context of Tuen Mun Central;

(1) Consultation Procedures

- (i) the objections from Tuen Mun District Council (TMDC) on the amendment items were neglected. Villagers, local residents and stakeholders were not consulted on the rezoning;

Government's responses

- (ii) the statutory and the established administrative public consultation procedures for OZP amendments had been duly followed. The views of TMDC had been reported to the Board when considering the OZP for gazetting. All valid representations and comments would be considered by the Board;

Site Specific Views

(m) Item A1 (Wu Shan Site)

- (i) Wu Shan Recreation Playground was an important open space. Together with the "GB" zone in the area, they provided various recreational facilities for the public. Lots of trees would be felled and consequently affecting the air quality in the area. The playground should be retained;

Government's responses

- (ii) the existing recreational facilities within Wu Shan Recreation Playground would not be affected by the proposed public housing development. About 372 trees of common species within the site would be affected. A compensatory planting proposal with implementation of compensatory tree planting at a ratio of not less than 1:1 in terms of quantity would be carried out as far as practicable;

(n) Item A2 (Kau Hui Site)

- (i) TMDC had already endorsed the original proposal for open space and recreational development at this site;

Government's responses

- (ii) the Government intended to provide a football pitch and related supporting facilities in the site zoned "Open Space" ("O") to the immediate north of the site, which was one of the 25 sports and recreational facilities to be provided in Hong Kong as announced in the Policy Address 2017. The Government would further explore opportunities to provide other recreational facilities in the vicinity;

- (o) Item A3 (Tseung Tau Sheung Tsuen South Site (TTST Site))
 - (i) the removal of existing village of TTST was strongly objected. Details regarding rehousing and compensation of the existing village were not available;

 - (ii) public housing development at the site was not cost effective as the site was situated on a slope;

 - (iii) the site was located near a 132kV overhead line and was not suitable for public housing development;

 - (iv) the views from MacLehose Trail would be blocked by the future public housing development. The proposed development intensity should be reduced and the maximum building height should be restricted to 100mPD;

Government's responses

- (v) the site was located entirely on government land and was considered suitable for housing development. TTST was not an indigenous village and about 89 structures would be affected. If clearance of existing structures was unavoidable, the Government would offer ex-gratia allowances and/or rehousing arrangement

to the eligible affected parties in accordance with the prevailing policies;

- (vi) the preliminary geotechnical appraisal had concluded that the proposed public housing development would not have any insurmountable technical problem. Further geotechnical assessment would be carried out at the detailed design stage;
 - (vii) the site was located outside the 36m wide working corridor for the 132kV overhead line requirement under HKPSG. The Electrical and Mechanical Services Department (EMSD) had no adverse comment on the proposed housing development;
 - (viii) the site was about 57m away from the Tai Lam Country Park. The VIA concluded that the visual composition of the proposed development was not incompatible with the existing and planned urban context of Tuen Mun Central;
- (p) Item A4 (Hang Fu Site)
- (i) the site was small and elongated in shape, and was in close proximity to the Light Rail Transit (LRT) track. The future public housing development would be affected by traffic noise from the LRT track. Hence, it was not suitable for development;
 - (ii) there was concern on the possibility of construction works at the site causing subsidence of the LRT track and in turn compromising railway safety;
 - (iii) there would be adverse air ventilation, privacy and overshadowing impacts on the adjacent Nerine Cove. The AVA for the proposed development had not taken into account the

committed private residential development to the south and there was doubt on the accuracy of the traffic survey;

- (iv) the additional population would increase the demand for public transport;
- (v) the site should be rezoned to “GB”;

Government’s responses

- (vi) the HKPSG had recommended a minimum of 25m separation between the LRT track and proposed residential development for mitigation of traffic noise. Notwithstanding, such a requirement could be waived if the LRT noise issue could be addressed through suitable building design;
- (vii) building works with the use of cast-in-place bore piling technique would have minimal/no adverse impact on the stability of buildings nearby. Suitable mitigation measures could be implemented to address any subsidence problem detected. In extreme scenario, construction works would be suspended until the issues associated with subsidence was resolved;
- (viii) there was no requirement in the Environmental Review or other guidelines for assessment on privacy issues associated with development. Nevertheless, building separation and penetration of sunlight would be governed by the Buildings Ordinance and the proposed development would also need to comply with the Building (Planning) Regulations in respect of natural lighting and ventilation. Two 15m-wide non-building areas (NBAs) had been reserved with the site to facilitate air ventilation. The committed residential development to the immediate south of the site had been taken into account in the AVA conducted in 2014;

- (ix) the TIA was conducted according to the established requirements by TD. No insurmountable traffic problem was identified arising from the proposed public housing development at the site;
- (x) the site was originally zoned “G/IC” and it did not possess the character of “GB” zone;
- (q) Item A5 (Pui Oi Site)
 - (i) the Yau Chong Home should be redeveloped or retained to continue its services. The site was in close proximity to the Grade III historic Dragon Kiln at Hin Fat Lane and might affect the kiln;
 - (ii) the Antiquities and Monument Office (AMO) had not been consulted and no archaeological impact assessment had been conducted. The proposed development would reduce room for future conservation and revitalization of the kiln;
 - (iii) the high-rise development would destroy the natural character surrounding the kiln;
 - (iv) the Hong Kong Christian Service Pui Oi School (Pui Oi School) at the site should be retained and used for development of a ceramic centre to support comprehensive revitalization of the kiln;

Government’s responses

- (v) Yau Chong Home would be retained in-situ and excluded from the development boundary of the proposed development. Relevant departments would continue to liaise with Yau Chong Home and its users with a view to minimizing the impacts to Yau Chong Home as far as possible;

- (vi) the Dragon Kiln was located more than 30m away from the site and fell within a “G/IC” zone, which would not be affected by the proposed development. Mitigation measures would be implemented to reduce the vibration of piling and construction works to avoid causing structural damages to the kiln;
 - (vii) AMO had no adverse comment on the proposed housing development at the site. The Government would follow the established procedures and requirements for assessing heritage impact arising from the implementation of the proposed housing development. The public housing site was outside the grading boundary of the kiln and its boundary had been revised to take into account the need for protection of the kiln. The natural landscape surrounding the kiln, which acted as a buffer to the kiln, would not be affected;
 - (viii) the detailed design of the proposed housing development would take into account the presence of the kiln and the possibility of enhancing pedestrian connectivity in the area. The suggestions to facilitate conservation of the kiln for education purpose would be duly considered by HD at the implementation stage. However, there was currently no plan to allocate floor space in the proposed public housing development for a ceramic/education centre;
- (r) Item B
- (i) the proposed PR of 4 and building height restriction (BHR) of 90mPD were excessive and not compatible with other residential developments and the stepped building height profile in the area;
 - (ii) there was insufficient traffic capacity and GIC facilities serving the area;

Government's responses

- (iii) the proposed PR of 4 and the proposed BHR were in line with the development intensity of the adjoining “Residential (Group B) 14” (“R(B)14”) and “R(B)15” zones and generally aligned with the stepped building height profile of the area. The proposed development was not considered incompatible with the surrounding environment;
 - (iv) relevant government departments confirmed that there was no insurmountable technical problems on traffic aspect for the proposed development. The proposed junction improvement and road widening for the Castle Peak Road – Castle Peak Bay could accommodate the traffic generated from the proposed residential developments at the site as well as other potential developments in Tuen Mun East. The existing and planned provision of GIC facilities and open space were generally in accordance with the requirements of HKPSG;
- (s) Item D1
- (i) the proposed rezoning would adversely affect the tranquil environment of So Kwun Wat Village; and

Government's responses

- (ii) the amendment was technical in nature to take forward the decision of RNTPC made in 2015 in approving an application under section 12A of the Ordinance.

7. The Chairperson said that the OZP mainly involved the rezoning of sites for development of a total of 11,670 residential units, including 10,730 public housing units coming from five sites which would contribute towards the target of providing a total of

280,000 public housing units in the next 10 years as suggested in LTHS. The Board would have to take up the challenge of striking the right balance between addressing the concerns of those objecting to the rezoning and addressing the housing needs of those waiting desperately for public housing.

Traffic and Transport

8. Some Members expressed their views in relation to the traffic and transport aspect :

- (a) representers/commenters often opposed to the proposed residential development on traffic ground, i.e. traffic capacity and congestion. However, Hong Kong was a compact city and traffic congestion was not uncommon. The Government had conducted TIA to demonstrate that the traffic condition would be acceptable with implementation of the proposed traffic management and/or road improvement measures. The rezoning of those sites for public and private housing developments on the OZP should not be withheld merely because of local objections on traffic grounds;
- (b) notwithstanding the findings of the TIA, it was noted that traffic problem was a major concern to Tuen Mun residents who had to commute to the urban area to go to work everyday. Objections from local residents could be pacified if their concerns on the provision of public transport and pedestrian safety could be addressed. The Government should do more in providing information on the major transport infrastructure projects under planning, e.g. the proposed Tuen Mun – Chek Lap Kok Link, TMWB and Route 11, to ease TMDC’s and residents’ concerns. A better and clearer message should be provided to the public on the short, medium and long term traffic measures to ease their concerns; and
- (c) the WR Tuen Mun South Extension would improve the current rail services in Tuen Mun. The timing of implementation of the

extension should tie in with the programme of the public housing developments.

9. Regarding the progress on major transport infrastructure developments, the Chairperson said that MTRCL had submitted a proposal on WR Tuen Mun South Extension to THB for consideration, the feasibility study on Route 11 had commenced and the planning for TMWB had also started. The long term development envisaged in the 'Lantau Tomorrow Vision' set out in the latest Policy Address would trigger further investigation seeking to divert traffic from NWNT through Lantau to the urban area in Hong Kong, away from the congested Tuen Mun and Tsuen Wan.

10. Mr Eddie Leung, CTE(HK), TD said that the TIA conducted by the project proponent had already considered the future changes in traffic pattern arising from the commissioning of the Tuen Mun-Chek Lap Kok Link and proposed traffic management measures for major road junctions. Together with the major infrastructure projects such as WR Tuen Mun South Extension, Route 11 and the long-term 'Lantau Tomorrow Vision' with enhancement to the public transport services, the overall traffic situation in Tuen Mun was expected to be improved.

11. The Vice-chairperson pointed out that while additional population would be accommodated in the proposed public housing sites, it was noted that the percentage of increase in population in terms of the whole Tuen Mun district would be insignificant. While the TIA had only proposed traffic improvement measures at certain road junctions, it had taken into consideration the overall change in traffic pattern with the future Tuen Mun-Chek Lap Kok Link in place. The conclusion of no insurmountable problem was acceptable.

12. Regarding the methodology for conducting TIAs as a general issue, a Member pointed out that according to his observation, the roadside traffic data collection was often carried out by students or contract staff and not in a professional manner, and such arrangements might affect the conclusion and creditability of TIAs. When considering OZP amendments for housing developments, the Board often came across situations where the local residents lamented about their personal experiences with daily traffic congestion

although TIAs prepared by the Government had concluded that there would not be insurmountable problem.

13. The Vice-chairperson shared his experience in conducting TIAs during which the data collected in the traffic survey would be validated against the traffic data collected electronically by TD through sensors on the road. He considered the process reasonably reliable.

14. The Chairperson added that in considering planning applications, the TIA submitted by the applicant was sometimes not acceptable to TD, resulting in the rejection of the application. In the case of rezoning proposals made by PlanD, the amendments to the OZP would not be submitted to the Board for consideration if the TIA was not accepted by TD. Mr Eddie S.K. Leung, CTE(HK), TD said that PlanD would consult TD on any rezoning proposals and whether unacceptable traffic impact would be caused. The TIA was required to be carried out in accordance with the requirements set out in the Transport Planning and Design Manual. In addition, TD would compare the traffic data submitted by the Consultants in the TIA against those data collected by TD via traffic sensors and/or traffic survey, and the Consultants would be requested to clarify and even supplement traffic survey results, if discrepancy in traffic data was found. Mr Leung further said that the 'peak hour' designated for the traffic study was based on the traffic data collected in various districts.

15. Regarding Members' divided views on whether people currently living in sub-divided flats in the urban area would prefer a better living condition in the new public housing in Tuen Mun over a longer travelling distance to work, the Chairperson said that the rezoning would provide public housing much needed by the community and it would be up to those who were eligible for public housing to make their own choice on whether to apply for or accept units in a particular location.

Structural Impacts and Subsidence Problems arising from Construction Works

16. The Vice-chairperson said that while some representers/commenters raised their concerns that construction works at the representation site (Item A4) might cause subsidence problems to the LRT tracks and/or existing developments nearby, the

engineering sector in Hong Kong had ample experience and expertise dealing with subsidences caused by construction works. Suitable engineering techniques and monitoring mechanism would be adopted with a view to minimizing any adverse structural impacts on the existing buildings in the surrounding areas.

Housing Mix and Development Intensity

17. A Member pointed out that currently the majority of population in Tuen Mun comprised people from the grass-root level living in public rental housing estates. For the new public housing development, more subsidized sale flats should be provided for the middle-income group to achieve a more balanced community mix in Tuen Mun.

18. Another Member said that the OZP amendments were intended to increase housing land supply to meet the acute housing demand. Considering that the maximum permissible PR in Wan Chai, Mong Kok and Sham Shui Po would be up to 10, and with the presence of sub-divided flats, the population density in those areas would be even higher. In comparison, the PR of 6 in those proposed housing sites in Tuen Mun was acceptable in a new town environment, and could be considered an improvement in terms of living condition.

Site Specific Issues

19. The discussion on individual rezoning sites was as follows:

Item A1 – Wu Shan Site

- (a) Members who spoke on the site generally raised no objection to rezone the site as the existing Wu Shan Recreation Playground would not be affected. Although some trees on the slope on the western side of the site would have to be felled, the green environment of the area could generally be maintained as a vegetated knoll located to the northeast of the site would be retained and zoned “O” under Item E1;

- (b) the open space and the vegetation to the east of the site would be retained. The site was suitable for public housing development as it would be served by the WR Tuen Mun South Extension in future;
- (c) according to HD's preliminary site layout for this site as well as all other sites, the building footprint only occupied a small portion of the site and the remaining area was not built upon. There should be room to provide quality landscape areas within the site;

Item A2 – Kau Hui Site

- (d) Members who spoke on the site generally raised no objection to the rezoning. This site should be implemented ahead of others as more than 3,000 flats could be provided, and there was no strong objection from the representers against developing this site;

Item A3 – TTST Site

- (e) Members who spoke on the site generally saw no objection to the rezoning. Since the site was located near MacLehose Trail and Tai Lam Country Park, the design of the proposed public housing development should adopt a scheme that could merge with the surrounding natural environment;
- (f) a Member remarked that there should not be an absolute need for the proposed primary school to be located within this housing site which was not close to the main developed area. If the proposed school could be situated elsewhere in the relevant school net (such as the site occupied by the Pui Oi School under Item A5), there would be more space within the housing site as a result of which the building blocks of the proposed public housing development could be located further away from Villa Tiara. The Chairperson said that the possibility had not been examined with the support of technical assessments. The Secretary supplemented that the entire TTST Site under Item A3 was zoned "R(A)26" for public

housing development and the northern portion was reserved for future school development at the request of EDB. The location of the reserved school site had been discussed in the hearing session held on 7.8.2018 and recorded in paragraph 37 of the relevant minutes. At that meeting, DPO/TM&YLW responded that reserving the northern portion of the site under Item A3 for future school development was considered appropriate as the future low-rise school building would not block the prevailing south-westerly wind coming downhill to the built-up area in Tuen Mun Central;

- (g) noting the concerns of the villagers of TTST on the rehousing and compensation arrangements, Members considered that the Government should explain to those affected the latest policy to relieve their worries;
- (h) a Member remarked that the health hazard issue raised by some representers/commenters relating to the 132kV overhead line near the site was not justified. Given that the level of electro-magnetic energy measured directly underneath the overhead lines was within the safety limit adopted internationally, there should not be any health hazard risk for residents in the proposed public housing development located at some distance from these installations. The buffer zone along the overhead lines were standard requirement for maintenance purpose;

Item A4 – Hang Fu Site

- (i) Members who spoke on the site generally saw no objection to the rezoning. Although the site was not ideal for housing development, considering the acute demand for housing and the new town context of Tuen Mun, the rezoning could still be acceptable as it was not unusual for buildings in the built-up area to be closely located and facing directly at each other;
- (j) while noting the representations and comments opposing to the rezoning on grounds of the public housing development blocking the existing

views from Nerine Cove and causing privacy problem, Members observed that according to the schematic layout of the proposed public housing development as shown on Plan H-5d of the Paper, the windows at the proposed development would be recessed to minimize the overlooking problem on the adjacent Nerine Cove. Although the site was opposite Nerine Cove, the proposed public housing development and Nerine Cove would be separated by Hang Fu Street and the windows of the two developments would not be directly facing each other. Nevertheless, HD should be requested to improve the building design as far as possible to further address the overlooking problem;

- (k) a Member considered that while the site would be rezoned, the LRT track adjoining the site and the LRT Tuen Mun Swimming Pool Station could be decked over to provide weather protection for LRT passengers. The proposed public housing development could then be built above the podium deck, with building blocks set back to maximise the separation distance from Nerine Cove. The podium deck would also mitigate the rail noise generated by the LRT;
- (l) a few Members considered that ideally consideration could be given to defer the development on this site to tie in with the redevelopment of the KMB Tuen Mun South Depot across Hoi Wong Road for more comprehensive planning. If the site could be planned together with the depot site, there might be a chance avoiding a housing development on this site to address the concerns of the local residents nearby without adversely affecting the planned housing supply. That said, they had no objection to rezoning that site for public housing development in view of the imminent housing need;

Items A5 – Pui Oi Site

- (m) Members who spoke on the site generally saw no objection to the rezoning. Notwithstanding the need to preserve the Grade III historic Dragon Kiln, public housing development at the site could still proceed

as the kiln fell outside the site boundary under Item A5. That said, Members considered that opportunity should be taken in the course of planning the public housing development to provide facilities/design elements such as a pottery workshop or ceramic centre to promote and complement the conservation of the kiln. In this regard, while noting HD's response that there was no plan at this stage to provide facilities supporting the conservation of the kiln within the future public housing development, Members considered that HD should be asked to explore, at the detailed design stage, the possibility of setting aside some area within the future public housing development for such supporting use. For instance, a platform at the southeastern corner of the site not to be built upon could be made available for uses/design elements relevant to the conservation of the kiln. HD should be requested to liaise with the Hong Kong Dragon Kiln Concern Group (C1120) when considering this possibility;

- (n) a Member suggested that the existing Pui Oi School could be retained for the provision of educational facilities associated with the kiln. The Chairperson clarified that Pui Oi School had been vacant and the site had been planned for residential development for some time. The site was originally zoned "R(A)22"; the current amendment was only to rezone the site, together with some adjoining areas, to "R(A)26" to support a development intensity higher than that permitted under the original "R(A)22" zone. Withholding Amendment Item A5 would mean reverting to the original "R(A)22" zone permitting also a residential development. Moreover, retaining the Pui Oi School would not necessarily mean that the premises would be used to support the preservation of the Dragon Kiln as such a proposal had not been considered/supported by relevant government departments;

Items A6, B, C, D1 to D2, E1 to, E2 and F1 to F5

- (o) Item B – Members noted the background of the site as recorded in paragraphs 21(m) to 21(o) of the minutes of meeting held on 8.8.2018.

The site was a piece of vegetated government land previously zoned for residential development before 2009. Taking into account the land use review for Tuen Mun East conducted in 2009, the site was rezoned to “GB” as there was no plan for development at the time. It was now proposed to be rezoned from “GB” and “R(B)” to “R(B)20” with a maximum PR of 4 for disposal for private residential development. Members considered that the rezoning history of the site had demonstrated that planning was a dynamic process and that the zoning of a site could change over time. In the current rezoning, consideration had been given to the suitability for residential development, as originally planned, and Members generally saw no objection to the rezoning;

- (p) Item C – Members generally saw no objection to the rezoning under this item as the intention was to reserve a site for the possible extension of Chu Hai College of Higher Education adjoining to the site; and
- (q) Items A6, D1 to D2, E1 to E2 and F1 to F5 – Members generally saw no objection to the rezoning under these items as they were mainly related to site boundary regularization (Items A6 and F5), to reflect existing condition of the sites (Items E1 to E2), road alignment and minor zoning boundary adjustments (Items F1 to F4), and to take forward RNTPC’s decisions in approving two planning applications to amend the Tuen Mun OZP (Items D1 to D2).

[Mr Lincoln L.H. Huang, Mr Alex T.H. Lai and Ms Lilian S.K. Law left the meeting during the deliberation on individual sites.]

20. The Chairperson recapitulated Members’ views and concluded that Members in general were in support of the rezoning for various housing developments on the Tuen Mun OZP. Members generally agreed that there was no justification to amend the draft Tuen Mun OZP to meet the adverse representations, and the major grounds of the representers and commenters had been addressed by the departmental responses as detailed in the TPB Paper No. 10449 and the presentations and responses made by the government

representatives at the meetings held on 2.8.2018, 6.8.2018, 7.8.2018 and 8.8.2018. For the proposed public housing developments under Items A3, A4 and A5, HD would be requested to consider adopting a design to complement the natural environment of the Tai Lam Country Park nearby, to consider carefully the building layout to further address residents' concern on the overlooking issue, and to consider providing suitable area for promoting the preservation of the kiln culture respectively. The Secretariat would follow up with HD in writing accordingly.

21. After further deliberation, the Board noted the supportive view of Representations No. R1 to R69, R71 to R100, R101(part) to R121(part) and R1897, the views provided in R4373 and R4374, and no comments provided in R4379 to R4404. The Board also decided not to uphold Representations No. R70, R101(part) to R121(part), R122 to R921, R923 to R1896, R1898 to R4372, R4375 to R4378, R4405 to R4409 and R4412 and considered that the OZP should not be amended and the reasons, on top of those as set out in the relevant paragraphs above, were :

- “(a) the Government has adopted a multi-pronged approach to increase land supply, which includes the rezoning of “Green Belt” and “Government, Institution or Community” sites. The representation sites are considered suitable for residential developments to meet the pressing housing needs in the short to medium terms. The proposed developments are compatible with the surrounding environment. Relevant technical assessments covering traffic, transport, environmental, ecological, landscape, visual, air ventilation and geotechnical aspects have been conducted and it is confirmed no insurmountable technical problems in developing the representation site(s) for housing developments;
- (b) the development intensity and building height of the proposed housing developments are considered appropriate and technical feasibility has been ascertained;

- (c) to minimise potential impacts of the housing developments on the surrounding area/developments, mitigation measures will be worked out at the detailed design/implementation stages;
- (d) the provision of district and local open space and a range of government, institution or community facilities are generally sufficient to meet the demand of the planned population in accordance with the Hong Kong Planning Standards and Guidelines (HKPSG). The provision of hospital beds/clinics/ schools/sports centres will be monitored by the relevant Government bureaux/ departments;
- (e) suitable supporting facilities for residents, including recreation, open space, community, social welfare, education and retail facilities will be provided in the proposed housing developments;
- (f) the traffic impact assessment concludes that road network in the area will be able to cope with the future traffic demand. With the proposed traffic arrangement and junction improvement works and mitigation measures, the proposed housing development will not pose unacceptable traffic impact on the nearby road network;
- (g) regarding the public transport facilities/ services, Transport Department will closely monitor the construction progress and completion dates of the five proposed public housing developments and consider increasing appropriate public transport services. Parking facilities in the public housing developments will be provided in accordance with the requirements of the HKPSG;
- (h) the Study has confirmed that the proposed public housing developments would not be subject to unacceptable environmental impacts. A further environmental review, including the assessment of traffic and rail noise, will be carried out at the detailed design stage based on the latest development proposals;

- (i) adverse impacts on nearby residents and school, especially noise and air impact, during the construction phase could be mitigated by implementation of appropriate pollution control measures and good site practices in accordance with the Noise Control Ordinance and Air Pollution Control Ordinance. Relevant mitigation measures, if required, would be considered and recommended at the detailed design stage of the project;
- (j) ecological field survey has indicated that the representation sites do not have high ecological value. The Study has confirmed that the proposed housing developments at the representation sites would not create unacceptable ecological impact;
- (k) preliminary tree survey has been conducted and there is no rare tree species or Old and Valuable Trees identified within the representation sites. The implementation of tree preservation and removal proposal would be carried out in accordance with relevant government Technical Circulars;
- (l) according to the Visual Impact Assessment and the Air Ventilation Assessment, the proposed housing developments with mitigation measures would not impose significant adverse visual and air ventilation impacts. Further mitigation measures will be considered at the detailed design stage to minimise the impacts;
- (m) the statutory and administrative procedures in consulting the public on the zoning amendments have been duly followed. The views received are duly considered and responded to by the concerned Government bureaux/ departments in the process. The exhibition of the Outline Zoning Plan for public inspection and the provisions for submission of representations and comments also form part of the statutory consultation process under the Town Planning Ordinance. Relevant information on the technical feasibility of the representation sites has been made available for public inspection;

- (n) The Government will follow the established procedures in liaising with those affected parties in Tseung Tau Sheung Tsuen and offer ex-gratia allowance and/or rehousing arrangements to the eligible affected parties of the structures that need to be cleared for the proposed public housing development in accordance with the prevailing policies;

Item B site

- (o) the proposed PR of 4 is compatible with the development intensity of the adjoining “Residential (Group B)14” and “Residential (Group B)15” zones. Relevant Government departments had been consulted on the technical feasibility including traffic, air ventilation and visual and confirmed that there is no insurmountable technical problem for the proposed housing development at the site. New landscape resources or compensatory proposals would be required for incorporation into the future design of the development in accordance with the prevailing guidelines and tree preservation mechanism; and

Items A6, D1, D2, E, F1 to F5

- (p) the amendments of Items A6, D1, D2, E, F1 to F5 are technical in nature to reflect the approval of planning applications, the current main land uses, or to rationalise the zoning boundary.”

22. There being no other business, the meeting was closed at 6:15 p.m.