

1. The meeting was resumed at 9:05 a.m. on 7.8.2018.
2. The following Members and the Secretary were present at the resumed meeting :

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

Chairperson

Professor S.C. Wong

Vice-chairperson

Mr Lincoln L.H. Huang

Dr F.C. Chan

Mr Peter K.T. Yuen

Mr K.K. Cheung

Mr Wilson Y.W. Fung

Mr Alex T.H. Lai

Mr Stephen L.H. Liu

Professor T.S. Liu

Ms Lilian S.K. Law

Mr K.W. Leung

Professor John C.Y. Ng

Professor Jonathan W.C. Wong

Chief Traffic Engineer/New Territories East
Transport Department
Mr Ricky W.K. Ho

Principal Environmental Protection Officer (Strategic Assessment)
Environmental Protection Department
Mr Raymond W.M. Wong

Assistant Director/Regional 3
Lands Department
Mr Edwin W.K. Chan

Agenda Item 1 (Continued)

[Open Meeting (Presentation and Question Sessions only)]

Consideration of Representations and Comments in respect of the Tuen Mun Outline Zoning Plan No. S/TM/34

(TPB Paper No. 10449)

[The item was conducted in Cantonese and English.]

3. The Chairperson said that the meeting was to continue the hearing of the representations and comments in respect of the draft Tuen Mun Outline Zoning Plan No. S/TM/34 (the draft OZP).

4. The Secretary said that Members' declarations of interests were made at the morning session on 2.8.2018 (paragraph 2 of the Minutes of 2.8.2018). Members noted that Mr Raymond K.W. Lee, Mr Martin W.C. Kwan, Mr Ivan C.S. Fu, Mr Thomas O.S. Ho, Lawrence K.C. Li, Mr Franklin Yu, Mr Daniel K.S. Lau, Dr Lawrence W.C. Poon, Dr C.H. Hau, Miss Winnie W.M. Ng and Dr Jeanne C.Y. Ng, who had declared interests on the item, had tendered apologies for being unable to attend this session of the meeting. Members agreed that as Mr K.K. Cheung had no direct involvement in the subject public housing projects, and the interests of Professor S.C. Wong, Mr Peter K.T. Yuen, Me Wilson Y.W. Fung and Me Stephen L.H. Liu were indirect, they could stay in the meeting. Members also noted that Mr Alex T.H. Lai had not yet arrived and he had no direct involvement in the projects.

Presentation and Question Sessions (Continued)

5. The Chairperson said that reasonable notice had been given to the representers and commenters inviting them to the hearing, but other than those who were present or had indicated that they would attend the hearing, the rest had either indicated not to attend or made no reply. As reasonable notice had been given to the representers and commenters, Members agreed to proceed with the hearing of the representations and comments in their absence.

6. The following government representatives, representers, commenters and their representatives were invited to the meeting at this point:

Government Representatives

Planning Department (PlanD)

Mr David Y. M. Ng - District Planning Officer/Tuen Mun & Yuen Long West (DPO/TM&YLW)

Ms Jessica Y. C. Ho - Senior Town Planner/Tuen Mun (STP/TM)

Ms Maggie H. K. Wu - Town Planner/Tuen Mun (TP/TM)

Housing Department (HD)

Mr Barry T.K. Lam - Senior Planning Officer 4 (SPO4)

Mr Leslie K.C. Yuen - Senior Architect 36 (SA36)

Mr S.C. Lo - Senior Landscape Architect 2 (SLA2)

Civil Engineering and Development Department (CEDD)

Mr Tony K.L. Cheung - Chief Engineer, West Division(3) (CE/W3)

Mr T.F. Lau - Senior Engineer/1, West Division (SE/1(W))

AECOM (CEDD's consultant)

Mr Ivan T.L. Wan - Environmental Consultant

Mr Damon D.B. Wong - Senior Engineer (SE)

Mr S.T. Lee - Technical Director

Representers and their Representatives

R504 - Gan Wai Kwan

R660 - Jiu Fung Ping

R691 - Ivan Chan

R692 - Yubo Industries Ltd

R700 - Lee Siu Ming Steven

R703 - 李愷瑩

R717 - 李寶權

R719 - 張卓盈

R721 - 張卓軒

R730 - Chiu Chui King

R752 - 霍少文

R756 - 張偉雄

R758 - 陳森泉

R762- 譚笑麗

R764 - 譚兆文

R767 - Lam Mei Shan

R777 - Hui Wai Sing

R786 - 張瑞娛

R792 - 陸焯珊

R796 - 周倩儀

R800 - 梁綵瑩

R803 - Chow Mei Sheung

R870 - 李兆基

Villa Tiara Owners' Committee

Lee Siu Ming Steven

R547 - Wong Man Fung

R4077 - 程鳳霞

R4078 - 黃紫悠

R4079 - 黃紹群

R4080 - 梁彩霞

Wong Man Fung

R701 - 姜麗賢

R716 - 楊滿蘭

R718 - 張美玲

R720 - 張錦輝

R727 - 李秋玲

R751 - Chu Oi Yan

R754 - Chan Yin Ling Elaine

R757 - 譚笑紅

R759 - 譚笑萍

R763 - 劉淑英

R765 - 譚森勝

R772 - 劉天峯

R779 - Cheung Wing Yan Christina

R791 - 陸國平

R793 - 林莉莉

R799 - 元子重

R801 - 周修儀

R804 - Fung Yuen Shan

- Representer and Representers'
representative

- Representer and Representers'
representative

R568 - Lo Kai Pong Max

Lo Kai Pong Max

- Representer

R711 - 鄭梓堯

R750 - Cheng Tak Sing

Cheng Tak Sing

- Representer and Representer's
representative

R712 - Kam Shuk Yi

R749 - 鄭卓欣

Kam Shuk Yi

- Representer and Representer's
representative

R741 - Wong Sun Nin Sunny

R743 - Wong Sin Ki

R934 - To Lai Chun

Wong Sun Nin Sunny

- Representer and Representers'
representative

R770 - Liu Pak Sing Andrew

R978 - Wong Wai Lam

R981 - Tam Wing San

R983 - Poon Lai Wan

R1007 - 歐陽靜蓮

R1017 - Wong Sim Kuen

R1020 - Leung Man Ching

R1023 - Yu Mei

R1032 - Siu Lai Sang

R1050 - Lee Hing Kwong

R1056 - Cheng Pui Man

R1063 - Wong Yau Fung

R1081 - Wong Sui Fong

R1088 - Lau Sau Chun

R976 - 李佩儀

R979 - Lo Chun Ho

R982 - 陳卿鶴

R995 - 謝婉筠

R1008 - 麥少琼

R1018 - Ko Siu King

R1022 - Tam Ho Fai

R1031 - Cheng Chun Sing Stanley

R1039 - Li May Kuen

R1055 - Kwong Mei Kuen

R1061 - Fok Shuk Tak

R1080 - Wong Yeung Sin

R1087 - Wong Chi On

R1091 - 司徒榮喜

- R1102 - Cheung Yuk Fong Regina
R1107 - 邱秉儀
R1112 - 梁悉銘
R2770 - Ha Yee Man Evan
R2905 - Lee Fung Chun
Villa Tiara Owners' Committee
Liu Pak Sing Andrew
- R783 - Lau Wai Shun Beney
Lau Wai Shun Beney
- R806 - Lai Ka Lai
R809 - Lam Ka Kui
R818 - 劉藹儀
R821 - 黎翠蘭
R828 - Lee Yiu Leung
R835 - Chan Wai Chung Carmen
R841 - Lai Ling Ling
R865 - Cheung Wai Hing
R876 - Wong Lai Lin
R879 - So Wai Man Louis
R885 - Fung Tze Kuen
R887 - Chan Hin Ming
R917- Koon Yu Chun
R921- 任曉麗
R927- 姚明
R935- 陳兆麟
R947 - Lam Wing Chi
R949 - Cheung Pui Ming
R955- 龐雪琮
R972- 蕭柏年
R975 -Wu Ka King
- R1106 - 鍾英長
R1110 - Lam Siu Ying
R2117 - 歐陽茜
R2903 - La Ka Leung
R3027 - Chow Sin Nei
- Representer and Representers'
representative
- Representer
- R808 - 韓家玲
R815 - 陳志明
R819 - 馮梓茗
R823 - Chan Ka Man
R834 - Chan Ying Kit Clement
R839 - Chan Ho Yee
R842 - Cheung Ngai Wing
R873 - Chan Kwok Ming
R878 - Lee Wai Shan
R884 - Chan Kai Man
R886 - Yeung Ip Wo
R893 - Chan Chi Ching Jason
R918 - Chan Tat Kai
R924 - Yeung Chi Kwong
R933- 龐香華
R940 - Gan Wai Kwan
R948 - 鍾德明
R954- 張潔瑩
R960 - Chan Lan Ching
R973- 蕭孟麟
R1944 - David Won

Villa Tiara Owners' Committee - Representer and Representers'
David Won representative

R909 - Ng Heung Man

Ng Heung Man] Representer and Representer'
Leung Mei Hing] representative

R936 - Fung Sau Jun

Fung Sau Jun - Representer

R953 - Cheung Ming Leung

Cheung Ming Leung - Representer

R1011 - 吳文邦

Lee Nga Ching - Representer's representative

R1012 - Or Kit Yuk

Chiu Yuen Sang - Representer's representative

R1098 - Pak Chi Yu

R1099- Wong Tin Chu Anthony

R1132 - Tam Ho Kong

Villa Tiara Owners' Committee - Representer and Representers'
Wong Tin Chu Anthony representative

R1140 - Au Chi Yuen (District Councillor)

Au Chi Yuen - Representer

7. The Secretary reported that just before the meeting, the Secretariat received a letter dated 2.8.2018 submitted by the Tuen Mun Branch of the Democratic Alliance for the Betterment and Progress of Hong Kong (DAB) expressing its Members' concerns in respect of the Hang Fu site (i.e. Site A4). It was noted that the content of the letter was similar to their oral submission on 2.8.2018. As the letter was submitted out-of-time, it should be

treated as not having been made under the provisions of the Town Planning Ordinance. Members noted.

8. The Chairperson extended a welcome and briefly explained the procedures of the hearing. She said that PlanD's representative would be invited to brief Members on the representations and comments. The representers or their representatives would then be invited to make oral submissions in turn according to their representation number. To ensure the efficient operation of the hearing, each representer or their representative would be allotted 10 minutes for making oral submission. There was a timer device to alert the representers or their representatives two minutes before the allotted time was to expire, and when the allotted time limit was up. A question and answer (Q&A) session would be held after all attending representers or their representatives had completed their oral submissions on that day. After the Q&A session, the hearing of the day would be adjourned. After hearing of all the oral submissions from the representers, commenters or their representatives who attended the meeting, the Town Planning Board (the Board) would deliberate on the representations and comments in their absence, and inform the representers and commenters of the Board's decision in due course.

9. The Chairperson then invited PlanD's representative to brief Members on the representations and comments.

10. With the aid of a PowerPoint presentation, Mr David Y. M. Ng, DPO/TM&YLW PlanD, briefed Members on the representations and comments, including the background of the amendments, the grounds/views/proposals of the representers and commenters, planning assessments and PlanD's responses on the representations and comments as detailed in TPB Paper No. 10449 (the Paper).

11. The Chairperson then invited the representers and their representative to elaborate on their representations.

R504- Gan Wai Kwan

R660 - Jiu Fung Ping

R691 - Ivan Chan

R692 -Yubo Industries Ltd

R700 - Lee Siu Ming Steven

R701 - 姜麗賢

<u>R703 - 李愷瑩</u>	<u>R716 - 楊滿蘭</u>
<u>R717 - 李寶權</u>	<u>R718 - 張美玲</u>
<u>R719 - 張卓盈</u>	<u>R720 - 張錦輝</u>
<u>R721 - 張卓軒</u>	<u>R727 - 李秋玲</u>
<u>R730 - Chiu Chui King</u>	<u>R751 - Chu Oi Yan</u>
<u>R752 - 霍少文</u>	<u>R754 - Chan Yin Ling Elaine</u>
<u>R756 - 張偉雄</u>	<u>R757 - 譚笑紅</u>
<u>R758 - 陳森泉</u>	<u>R759 - 譚笑萍</u>
<u>R762- 譚笑麗</u>	<u>R763 - 劉淑英</u>
<u>R764 - 譚兆文</u>	<u>R765 - 譚森勝</u>
<u>R767 - Lam Mei Shan</u>	<u>R772 - 劉天</u>
<u>R777 - Hui Wai Sing</u>	<u>R779 - Cheung Wing Yan Christina</u>
<u>R786 - 張瑞娛</u>	<u>R791 - 陸國平</u>
<u>R792 - 陸煒珊</u>	<u>R793 - 林莉莉</u>
<u>R796 - 周倩儀</u>	<u>R799 - 元子重</u>
<u>R800 - 梁綵瑩</u>	<u>R801 - 周修儀</u>
<u>R803 - Chow Mei Sheung</u>	<u>R804 - Fung Yuen Shan</u>
<u>R870 - 李兆基</u>	

12. With the aid of a PowerPoint presentation, Mr Lee Siu Ming Steven, a representative of Villa Tiara Owners' Committee, made the following main points:

- (a) the proposed development at the Tseng Tau Sheung Tsuen (TTST) site (i.e. Site A3) with a building height (BH) exceeding 40-storey would create wall-effect blocking air ventilation and natural light, creating heat island effect and breaching the ridgeline. The existing green area currently visible from Villa Tiara would be blocked and the visual quality from Villa Tiara would be greatly reduced;
- (b) Site A3, located at the fringe of a country park, was rezoned from "Green Belt" ("GB") to "Residential (Group A)" ("R(A)") for public housing development. According to the newspaper reports on 3.8.2018, the Hong

Kong Bird Watching Society objected to development in “GB” zones, which should be used as a buffer between urban development and countryside. There was also insufficient local consultation for the proposed development;

- (c) as Site A3 was situated at hillside, the proposed housing development would require slope cutting and retaining structures, which would have potential adverse impacts on the surface runoffs and existing retaining wall of Villa Tiara. The construction works at the site might cause landslide and pose risk on the safety of the existing residents in the surrounding area. Besides, it was uncertain who would be responsible for the future repair and maintenance costs of the retaining wall in case of damage. The recent incidence of land subsidence at the Tuen Mun Swimming Pool Light Rail Transit (LRT) Station due to the nearby construction works was worrying. The proposed development could exacerbate the problem;
- (d) the road network of Tuen Mun was already overloaded causing traffic congestion. There was often a long queue of buses along Tuen Hing Road and residents in the Tuen Mun Town Centre and Tuen Hing Road area had to wait for several buses to get aboard every morning. The situation would be aggravated after the opening of Hong Kong-Zhuhai-Macao Bridge (HKZMB) and Tuen Mun - Chek Lap Kok Link (TM-CLKL) when more traffic in North Lantau would be connected to Tuen Mun. Besides, there were frequent road and utility maintenance works in progress along Castle Peak Road causing traffic congestion;
- (e) the Government, Institution or Community (GIC) facilities, including hospital beds, emergency facilities, and public market were in deficit and the leisure and cultural facilities built in 1980s were mostly outdated. The proposed public housing developments would put more pressure on the demand for GIC facilities; and
- (f) the Government should go for alternative land supply such as reclamation and renting land from the Mainland.

R547 - Wong Man Fung

R4077 - 程鳳霞

R4078 - 黃紫悠

R4079 - 黃紹群

R4080 - 梁彩霞

13. Mr Wong Man Fung made the following main points:

- (a) he had been living in Tuen Mun for over 25 years and felt that the local residents had always suffered from the problems of insufficient GIC facilities and traffic congestion. The five sites were rezoned for residential developments without corresponding increase in provision of GIC facilities;
- (b) Site A4 was not suitable for development due to its narrow configuration and small size. Referring to Plan H-5d of the Paper, the public housing blocks at the site would have a long façade. With a distance of only about 24m away from the adjacent Nerine Cove, the proposed development would block the views of the Nerine Cove's residents and cause heat island effect. In addition, the site was located very close to the Castle Peak Bay Fire Station at Tuen Yee Street and noise nuisance from fire engines to the future residents would be likely; and
- (c) the existing traffic problem in the area was serious, blockage of emergency vehicles was found from time to time. The nearby bus stops were already very crowded and people were unable to board the buses in the morning peak hours. With completion of the new developments in Tuen Mun, the traffic situation at Hoi Wong Road would get worse. The recent incidence of land subsidence at the Tuen Mun Swimming Pool LRT Station had already caused suspension of LRT services and thus further aggravated the traffic problem.

R568 - Lo Kai Pong Max

14. With the aid of the visualizer, Mr Lo Kai Pong Max made the following main points:

- (a) he was a resident of Sun Tuen Mun Centre located next to the Wu Shan site (i.e. Site A1). He did not oppose public housing development at the site but wished to express views on the proposal;
- (b) referring to Plan H-1a of the Paper, Sites A1 and E1 were adjoining the Wu Shan Recreation Playground. He had doubt that Site E1 was suitable for open space development, in particular, one that could be enjoyed by elderly as it was currently a knoll. At the northern corner of the site, there was a pumping station and Tuen Tsing Lane, where the vehicular access and an emergency access serving Sun Tuen Mun Centre was located; and
- (c) according to the conceptual layout on Plan H-5a of the Paper, there would be a proposed bus lay-by at Site A1 abutting Lung Mun Road. That section of Lung Mun Road was already very congested as many buses would go to the bus terminal at Tuen Mun Ferry Pier, which was the only large scale bus terminal in the area. He proposed to relocate the proposed public housing development together with the bus lay-by at Site A1 to the opposite vacant site sandwiched between the Tuen Mun Golf Centre and the Public Riding School, which was earmarked for public recreation and sports centre. That site had less vegetation cover than Site A1. He also proposed to use Site A1 for a bus terminal instead.

R711 - 鄭梓堯

R750 - Cheng Tak Sing

15. Mr Cheng Tak Sing made the following main points:

- (a) he was a resident of Villa Tiara and working on Hong Kong Island. It

took him about two hours to commute even when there was no traffic congestion. The new housing development resulting in more traffic would further lengthen his commuting time;

- (b) there was currently insufficient medical and health facilities in Tuen Mun. Long waiting hours at Tuen Mun Hospital's emergency services was often required and sometimes they had to go to private clinic instead;

[Mr Alex T.H. Lai arrived to join this session of the meeting at this point.]

- (c) the proposed improvement at the junction of Tuen Hing Road and Castle Peak Road – Castle Peak Bay section was unlikely to solve the traffic problem in the area; and
- (d) alternative housing sites such as the golf course in Fanling and other sites being used as private clubs should be considered.

R712 - Kam Shuk Yi

R749 - 鄭卓欣

16. Ms Kam Shuk Yi made the following main points:

- (a) she had lived in Villa Tiara for more than 20 years. The traffic congestion in Tuen Mun was very serious and it took her two hours to commute to East Kowloon. The section of Castle Peak Road near the Harrow International School was already very busy at present. With an additional four new public housing blocks, the proposed increase in bus frequency and bus stops could not help address the traffic congestion problem;
- (b) development at Site A3 would block the views from MacLehose Trail which was frequently visited by the public;
- (c) the proposed primary school at Site A3 was unnecessary as the local

demand for primary school places were rather low and many schools in Tuen Mun had been closed down due to insufficient students. Many students in Tuen Mun were actually cross-boundary students from Shenzhen Bay; and

- (d) she did not oppose public housing development but requested the Board to take into account the local concerns for a better living environment.

R741 - Wong Sun Nin Sunny

R743 - Wong Sin Ki

R934 - To Lai Chun

17. Mr Wong Sun Nin Sunny made the following main points:

- (a) he was also a resident of Villa Tiara. He started working in Tuen Mun in the 1980s and subsequently moved to Tuen Mun in 1997;
- (b) he did not oppose public housing development but had concerns on the adverse impacts on the environment, and provision of community and medical facilities as well as the residents' right to maintain a good living environment;
- (c) there were other suitable sites for public housing and it was unfair to have so many public housing developments in Tuen Mun. Tuen Mun residents had already accepted a number of obnoxious facilities including landfill, incineration facilities and ash lagoons;
- (d) there was no strong justification to remove the existing village at Site A3 for housing development as other alternative sites were available such as the golf club in Fanling. Rezoning Site A3 from "GB" was not in line with the policy directive as the site was not de-vegetated nor formed. There were also inadequate supporting GIC facilities including medical and health facilities and infrastructure facilities relating to transport and drainage, etc.; and

- (e) despite strong objections from Tuen Mun District Council (TMDC) and its members against the amendments to the OZP, the Government still proceeded with its gazettal.

R770 - Liu Pak Sing Andrew

R976 - 李佩儀

R978 - Wong Wai Lam

R979 - Lo Chun Ho

R981 - Tam Wing San

R982 - 陳卿鶴

R983 - Poon Lai Wan

R995 - 謝畹筠

R1007 - 歐陽靜蓮

R1008 - 麥少琼

R1017 - Wong Sim Kuen

R1018 - Ko Siu King

R1020 - Leung Man Ching

R1022 - Tam Ho Fai

R1023 - Yu Mei

R1031 - Cheng Chun Sing Stanley

R1032 - Siu Lai Sang

R1039 - Li May Kuen

R1050 - Lee Hing Kwong

R1055 - Kwong Mei Kuen

R1056 - Cheng Pui Man

R1061 - Fok Shuk Tak

R1063 - Wong Yau Fung

R1080 - Wong Yeung Sin

R1081 - Wong Sui Fong

R1087 - Wong Chi On

R1088 - Lau Sau Chun

R1091 - 司徒榮喜

R1102 - Cheung Yuk Fong Regina

R1106 - 鍾英長

R1107 - 邱秉儀

R1110 - Lam Siu Ying

R1112 - 梁丞銘

R2117 - 歐陽茜

R2770 - Ha Yee Man Evan

R2903 - La Ka Leung

R2905 - Lee Fung Chun

R3027 - Chow Sin Nei

18. With the aid of a PowerPoint presentation, Mr Liu Pak Sing Andrew, a representative of Villa Tiara Owners' Committee, made the following main points:

Wall-effect

- (a) the area along the Castle Peak Road - Castle Peak Bay section was originally intended for low-density developments, and the proposed high-rise public housing development up to 150m at Site A3 was incompatible. The site was only separated by an access road from Villa Tiara and the proposed

development would enclose the existing low-rise buildings causing wall-effect and adverse air ventilation impact. The adverse visual impact was obvious as shown in the photomontage at Plan H-10e of the Paper when viewing from viewpoint no. 2;

Traffic

- (b) the traffic increase at Tuen Hing Road had been under-estimated. The design of Tuen Hing Road only took into account the population of Villa Tiara and Tseng Tau Sheung Tsuen. A single-lane two-way road could not cope with the increase in population. The future school buses, additional residents' cars, as well as construction vehicles would overload the roads of the area. Besides, the existing bus routes were already operating at full capacity;
- (c) Tuen Mun Road and Wong Chu Road were the major distributors connecting the new town traffic to the urban area and they were already very congested due to rapid development of Tuen Mun in recent years. More housing developments would worsen the situation;

Environmental

- (d) as pointed out by Members of the TMDC, significant noise nuisance from construction at Site A4 at Hang Fu Street would be inevitable. As Nerine Cove was only about 20m from Site A4, the problem of land subsidence at the adjacent Tuen Mun Swimming Pool Station would likely be intensified during the construction works;

Employment Opportunity

- (e) according to the By-census in 2006, about 72% of the working population in Tuen Mun District worked outside the area. With reference to a press report, more than 60% of the population in the New Territories spent three hours on commuting to work. It was estimated that about 55% of the

population in North West New Territories (NWNT) were working in the urban area and only 30% were working within the same district where they resided;

Medical Facilities

- (f) in the past few years, the occupancy rate of hospital beds in the New Territories West Cluster were persistently above 90%. Among the hospitals in the region, Tuen Mun Hospital (TMH) was close to fully occupied or even over-occupied. However, TMH was the only general hospital in the region providing comprehensive health care services. The newly completed or enhanced hospital, such as Tin Shui Wai Hospital, which did not provide 24-hour emergency services, would not be able to alleviate the high occupancy rate of TMH;

Adverse Impacts to Villa Tiara

- (g) adjoining a large-scale public housing estate would attract crimes. The fence wall of Villa Tiara would not provide sufficient protection against breaking in;
- (h) the future school buses, additional residents' cars, as well as construction vehicles would overload the roads of the area;
- (i) the retaining structures at the Villa Tiara were over 20 years, construction works would cause risk and affect the safety of the residents. The Government should be responsible for the future repair and maintenance costs of the retaining structures;
- (j) Site A3 was only 8m away from Villa Tiara, the proposed high-rise public housing blocks would stand like a huge wall in front of Villa Tiara; and

Local Objection

- (k) the Government ignored TMDC's objection to the proposed amendments and the two motions passed against the housing sites. Members of TMDC and some Tuen Mun residents had petitioned to the Board before the representation hearing meeting.

R783 - Lau Wai Shun Beney

19. Mr Lau Wai Shun Beney made the following main points:

- (a) he was a resident of Villa Tiara and opposed development at Site A3. He did not oppose public housing development but disagreed with the planning process relating to the site. He had worked in Kowloon in the past and needed about four hours commuting time each day but he still moved to Villa Tiara due to its nice environment. He now worked on Hong Kong Island as there were very few job opportunities in Tuen Mun, in particular, professional jobs;
- (b) though he had seldom used the medical facilities, he understood that both Pok Oi Hospital and Tin Shui Wai Hospital needed to transfer the patients of emergency to TMH;
- (c) the design of the West Rail alignment was a mistake, and it took a long detour to go to the urban area. Even if the bus frequency was increased, there would be probably not enough manpower to support the increased service. Tuen Mun Road Interchange was always very crowded with long queues of both buses and passengers;
- (d) the proposed high-density housing development at Site A3 was not compatible with the low-density developments along Castle Peak Road-Castle Peak Bay section; and

- (e) there were alternative housing sites such as vacant industrial sites, and the area near Castle Peak Bay which had not been fully developed.

R806 - Lai Ka Lai

R808 - 韓家玲

R809 - Lam Ka Kui

R815 - 陳志明

R818 - 劉藹儀

R819 - 馮梓茗

R821 - 黎翠蘭

R823 - Chan Ka Man

R828 - Lee Yiu Leung

R834 - Chan Ying Kit Clement

R835 - Chan Wai Chung Carmen

R839 - Chan Ho Yee

R841 - Lai Ling Ling

R842 - Cheung Ngai Wing

R865 - Cheung Wai Hing

R873 - Chan Kwok Ming

R876 - Wong Lai Lin

R878 - Lee Wai Shan

R879 - So Wai Man Louis

R884 - Chan Kai Man

R885 - Fung Tze Kuen

R886 - Yeung Ip Wo

R887 - Chan Hin Ming

R893 - Chan Chi Ching Jason

R917- Koon Yu Chun

R918 - Chan Tat Kai

R921- 任曉麗

R924 - Yeung Chi Kwong

R927- 姚明

R933- 龐香華

R935- 陳兆麟

R940 - Gan Wai Kwan

R947 - Lam Wing Chi

R948 - 鍾德明

R949 - Cheung Pui Ming

R954- 張潔瑩

R955- 龐雪琮

R960 - Chan Lan Ching

R972- 蕭柏年

R973- 蕭孟麟

R975 -Wu Ka King

R1944 - David Won

20. Mr David Won Wai Man, the Chairman of Villa Tiara Owners' Committee, made the following main points:

- (a) he considered that the feasibility study carried out by the Government was not comprehensive nor reliable and lack of local consultation. There was no detailed survey conducted and the study was too preliminary to confirm that there would be no insurmountable technical problems in developing the

site(s) for housing development. Besides, the views of TMDC on the proposed developments had not been taken into account;

- (b) according to information provided by PlanD in the Paper, there were deficiencies in both clinic/health centre and hospital beds but the report on the feasibility study did not propose any solution to address the problem;
- (c) the existing Yau Chong Home within the Pui Oi site (Site A5) should be retained to allow continuation of the services. Improper relocation of the Yau Chong Home would affect the users including their families;
- (d) as Site A3 was connected to the Tai Lam Country Park, development at the site would cause adverse ecological impact. Besides, the adverse environmental impacts of the proposed development would affect the users of the nearby MacLehose Trail;
- (e) the West Rail had already increased its capacity by 60%, the cumulative increase of 100,000 population in Tuen Mun arising from all the proposed housing sites in the coming few years would need to be supported with a new rail in the NWNT;
- (f) as stated in paragraph 6.3.6 of the Paper, a total of 210 sites had been identified for rezoning in the short to medium term and about 20 sites were in Tuen Mun District, while the remaining sites were distributed amongst the 17 other districts. Such a large proportion of new housing developments in Tuen Mun could bring about many adverse impacts and was unfair to its residents and;
- (g) Villa Tiara and Tseng Tau Sheung Tsuen were located next to a large green area and that was reflected in their property prices. Housing need should not override private property rights. The Government should not blindly fetch land just to meet the housing target;
- (h) Site A3 was situated at hillside with existing ground level rising from a few

metres to almost 68mPD in the form of various slopes and retaining structures. It would not be cost effective to develop the site due to high construction costs and long construction period, other than the concern on slope safety and loss of village houses; and

- (i) an addition of almost 3,000 flats in such a small local community would overload the infrastructure facilities and create nuisance to the local residents.

[Professor S.C. Wong left this session of the meeting at this point.]

R909 - Ng Heung Man

21. Mr Ng Heung Man made the following main points:

- (a) he had lived in Villa Tiara for three years and in Tuen Mun for more than 30 years. He supported housing development but not at “GB” sites. Extensive site formation works and tree felling would be required for development at Site A3. According to the feasibility study conducted by the Government, more than 1,000 trees would be affected by the proposed public housing developments and their associated infrastructure, and there would be compensatory planting. It should be noted that trees would require at least 20 to 30 years to mature and large trees would help to reduce heat and enhance air flow and oxygen supply, which were good for health;
- (b) in addition to the findings that Short-nosed Fruit Bat and Pallas’s Squirrel were found at Site A3, wild boars and monkeys were also observed. The ecological survey was thus outdated;
- (c) Tuen Mun was famous for its numerous obnoxious facilities and traffic congestion. Upon operation of the TM-CLKL, congestion at Wong Chu Road would worsen and it would be more difficult for residents to get on buses:

- (d) the proposed housing development at Site A3 was of high density and up to 40 to 50-storey, which would be out of context with the existing low-density developments in the surroundings; and
- (e) Site A3 was close to high voltage pylon and 132kV Overhead Lines (OHL), which would cause health hazard to the future residents and pose risks during thunderstorms.

R953 - Cheung Ming Leung

22. Mr Cheung Ming Leung made the following main points:

- (a) he had lived in Villa Tiara for 20 years and in Tuen Mun for 40 years. The rezoning of Site A3 from “GB” to “R(A)” implied a major increase in development intensity at the site. The buildings at the south-eastern part of Villa Tiara would be blocked by the new development affecting natural light penetration;
- (b) there was a lack of local consultation in respect of the proposed amendments and the feelings of local residents were not taken into account. The objections from TMDC on the amendments were also neglected;
- (c) Villa Tiara was a development with about 500 flats. An addition of 2,700 flats in the proposed housing development in such a close proximity would cause significant adverse impact on the nearby road junctions. The proposed junction improvement works would not be able to resolve the capacity problem of Castle Peak Road. The increase of more than 20,000 population in the town centre area would exacerbate the existing problems of the already overloaded public transport services. The West Rail Station was not close to Site A3 and connecting bus service would be required. Besides, the capacity of West Rail was already reaching its maximum capacity and passengers at Yuen Long Station often had to wait for a long time to get on board. As such, most residents in the town centre area preferred taking buses to go to the urban area instead of by rail. However,

upon operation of the TM-CLKL, congestion at Wong Chu Road and other roads in the town centre area would worsen. The traffic impact assessment had not taken into account the problem and traffic survey mainly focused on the waiting time of boarding onto buses only;

- (d) together with the proposed 50,000 additional population in Area 54 in Tuen Mun North, the total population increase would be more than 70,000. The supporting facilities, in particular medical services, were insufficient. With the implementation of the Hung Shui Kiu (HSK) and Yuen Long South (YLS) New Development Areas (NDA), there would be up to 1.5 to 1.6 million population increase in NWNT while the traffic problems had yet to be resolved;
- (e) Tuen Mun Road served not only Tuen Mun but also the Yuen Long area. Traffic from Shenzhen Bay would also go to Kowloon via Tuen Mun Road instead of Tai Lam Tunnel to avoid road toll. It was questionable whether the proposed Tuen Mun Western Bypass (TMWB) could be implemented as the proposed alignment would go through a number of recognised villages and land resumption was always difficult; and
- (f) the Government had conducted feasibility study for the comprehensive development for public housing with GIC facilities at San Hing Road in Lam Tei. He queried why the project which had been planned to produce 8,000 flats was suddenly dropped without reasons.

R1098 - Pak Chi Yu

R1099- Wong Tin Chu Anthony

R1132 - Tam Ho Kong

23. Mr Wong Tin Chu Anthony made the following main points:

- (a) he had lived in Villa Tiara for 20 years and Tuen Mun for 30 years. There was a lack of local consultation on the amendments and he hoped that the Board would take into account the local view in making a decision;

- (b) he had experienced various problems of living in Tuen Mun New Town. There had been no traffic congestion at Tuen Mun Road before the development of public housing estates in the new town. Nowadays, traffic congestion was a common phenomenon which happened on a daily basis. Besides, medical facilities were insufficient, the waiting time for emergency services in TMH was always long; and
- (c) Villa Tiara was a low to medium density development at a plot ratio of 3 with a nice and green surrounding environment. The proposed public housing development would only be a few metres away from Villa Tiara and had a proposed plot ratio of 6, which would be incompatible with the neighbourhood. The Government should consider other land resources for housing developments such as reclamation and new development area. Infill housing sites were unacceptable within an already developed town like Tuen Mun.

R1140 - Au Chi Yuen

24. Mr Au Chi Yuen, Member of the TMDC, made the following main points:

- (a) he had doubt on the conclusion that there was no insurmountable problem for the proposed public housing developments in Tuen Mun and development at the sites were all technically feasible. The existing transport infrastructures/facilities and community facilities were insufficient to support additional housing developments. In particular, a number of new housing developments, both private and public housing, were being implemented in Tuen Mun North;
- (b) the local residents and stakeholders were not consulted. While the TMDC was consulted on the rezoning, but no details of the development schemes were provided. Though TMDC had raised strong objections to the proposed amendments, their views expressed in the DC meetings were ignored and the OZP amendments were taken forward immediately. The concerned government departments did not take the initiative to consult the

local and only attended the residents' meetings/forum organised by TMDC members when they were invited;

- (c) there was strong local objection received. Amongst the 4,409 representations, 4,260 representations were from local residents, including TMDC and Tuen Mun Rural Committee, opposing the proposed amendments;
- (d) the development at Site A3 would create a wall-like structure blocking the gaps at Castle Peak Road and affect air ventilation in the area. The air ventilation assessment was conducted in 2014 and did not indicate any information of the proposed development; and
- (e) there were many other alternative sites for housing development, such as the area between Sites A5 and A6. According to the information provided by the Lands Department to TMDC, there were about 100,000m² temporary vacant government sites and government land currently under short term tenancy (STT) which could be made immediately available for development within the TMDC boundary.

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

[The meeting was adjourned for a 10-minute break.]

25. As the presentation from the government's representative, representers or their representatives had been completed, the meeting proceeded to the Q&A session. The Chairperson explained that Members would raise questions and the Chairperson would invite the government's representatives, representers or their representatives to answer. The Q&A session should not be taken as an occasion for the attendees to direct questions to the Board, or for cross-examination between parties. The Chairperson then invited questions from Members.

Traffic and Transport Issues

26. Some Members raised the following questions on traffic and transport aspects:

- (a) what the traffic capacity of Tuen Hing Road was and whether the relevant traffic data were available;
- (b) what traffic improvement measures the local residents would expect;
- (c) whether the local residents would consider using ferry service as an alternative transportation mode;
- (d) whether the traffic data used in the Traffic Impact Assessment (TIA) were collected during peak hours or they were average figures of a whole day;
- (e) whether one of the representer's proposal (R568) to include a bus terminal at Site A1 was feasible; and
- (f) with an addition of 30,000 population, whether the traffic capacity would be able to cater for the increased traffic demand without the planned major transport infrastructure projects such as TMWB and Route 11, and whether the traffic capacity would change upon implementation of the planned transport infrastructure.

27. In response, Mr David Y.M. Ng, DPO/TM&YLW, PlanD, Mr Tony K.L. Cheung, CE/W3, CEDD, Mr Barry T.K. Lam, SPO4, HD and Mr Damon D.B. Wong, SE, AECOM, made the following main points:

Traffic Impact Assessment

- (a) according to the TIA, the traffic impact prior to the commissioning of the TMWB, which was a scenario for the design year of 2026, had been studied and all the key junctions would be operating within capacity without TMWB;
- (b) according to the TIA, the volume to capacity ratio (v/c ratio) of the roads under assessment would be below 1.0 in general except those connecting to

Wong Chu Road, Wong Chu Road slip roads and Tuen Mun Road, which would be between 1.0 and 1.2. Upon completion of the TM-CLKL, the traffic to Tuen Mun Town Centre via Wong Chu Road would inevitably be increased. It was estimated that the v/c ratio at Wong Chu Road would increase from the current ratio of 1.04 to about 1.19 in 2026 before the commissioning of TMWB. Such traffic conditions would be considered as manageable. With the implementation of TMWB, the traffic flow at Wong Chu Road would be reduced to a v/c ratio similar to current condition;

- (c) the traffic data for Tuen Mun Road in the TIA were collected at peak hours, and not of daily average. In addition, the progressive population in-take of HSK and YLS NDAs had already been taken into account in the TIA;
- (d) according to a recent traffic survey at the narrowest section of Tuen Mun Road conducted in June 2018, traffic in passenger car unit per hour (pcu/hr) at the bus lane of the Tuen Mun Road was 1,200 and that in the remaining two lanes was 4,900. In general, the traffic at Tuen Mun Road was considered acceptable except during rainy days or when car accidents occurred. CCTVs had been set up in Tuen Mun Road to monitor closely the traffic conditions. Based on the findings of the recent traffic survey, it was estimated that the traffic flow in 2031 with five housing sites implemented would be about 5,000 pcu/hr, which would be similar to the current traffic flow. It was because the operation of the TM-CLKL would reduce traffic on Tuen Mun Road between Tuen Mun Town and the Airport, the reduction would offset the additional traffic generated by the new developments;
- (e) further details of traffic capacity data adopted in the TIA at Tuen Hing Road would be provided for Members' reference in the next meeting;

Traffic Improvement Measures

- (f) TMWB would link up TM-CLKL under construction and the Kong Sham Western Highway. The investigation study and preliminary design for the

implementation of the TMWB had already commenced. Route 11 would be a strategic highway to support the long term developments in the NWNT and its feasibility study had also commenced in 2018;

- (g) for the long-term, the Government would commission feasibility studies for constructing new heavy rails and the strategic highway to connect NWNT directly to urban areas;
- (h) the current operation right of Tai Lam Tunnel management company would end in 2025, the Government would have the opportunity to review the toll level for diverting more traffic to use Tai Lam Tunnel;
- (i) the feasibility study proposed to provide a new access road from Tuen Hing Road to serve the housing and school developments at Site A3. In addition, various junction improvements and traffic management control measures would be implemented including a priority junction at the new access road, and junction improvement/widening for junctions at Tuen Hing Road and Tsing Hoi Circuit;

Transport Services Improvements

- (j) according to the traffic survey, there was still residual capacity of the existing franchised bus routes. The bus frequency and routing would be reviewed annually with the bus companies. In addition to the existing public transport services, it was proposed to add a new franchised bus route to serve the future residents of Site A3. The new bus route could provide a stop near the West Rail Tuen Mun Station. It was also proposed to extend the three existing bus lay-bys near Tuen Hing Road and at Castle Peak Road – Castle Peak Bay section to the north of the site and near the southern portion of Site A3. As the northern portion of the site was located at a high level, it was proposed to provide bus lay-bys along the proposed access road to Site A3 to improve the provision of public transport services;

- (k) for the West Rail Tuen Mun South Extension, the Government had invited MTR Corporation Limited to submit a proposal for the implementation and was currently evaluating the submissions. The Government aimed to consult the public on the proposal and implementation timetable within 2018. For the existing West Rail, the frequency of the train service could be increased to 28 trains per hour per direction after the Shatin to Central Link (SCL) was commissioned;
- (l) at present, there were a large number of bus routes operating along Lung Mun Road and Wu Shan Road via Wong Chu Road or Hoi Wong Road to Tuen Mun Road to the urban area. To enhance the existing public transport services for Site A1, it was proposed to add a new franchised bus route to serve the residents of the site. The new bus route could provide a stop near the Tuen Mun South Station of the West Rail Extension currently under planning;
- (m) the proposed relocation of the bus lay-by at Site A1 to the opposite side was not supported as the buses would then need to detour with a longer distance to enter Tuen Mun Road;
- (n) a bus lay-by had already been planned for Site A1. The Transport Department would be further consulted on the proposal to provide a bus terminal at Site A1; and
- (o) there was no plan to provide ferry service as an alternative transportation mode at this stage.

28. In response, Mr Lee Siu Ming Steven (R700) said that the proposed traffic improvement measures could not alleviate traffic congestion as widening work of both Castle Peak Road and Tuen Mun Road had already been completed, and there would not be further increase in the capacity of the two roads. The proposed MTR route from Tuen Mun to Tsuen Wan was shelved for the time being. The West Rail service at the Tuen Mun to Tsuen Wan West section would be at full capacity in a few years' time. Enhancement of the ferry services

was not feasible to solve the traffic problem near the town centre in view of its distance from the Tuen Mun Ferry Pier. Mr Lau Wai Shun, Beney (R783) supplemented that the new developments along Castle Peak Road which were under construction would be completed shortly. The congestion at Tuen Hing Road and Castle Peak Road would worsen with the population intake of the proposed developments and increasing traffic from Shenzhen Bay. The Tuen Mun District probably would not have spare capacity for the new housing proposals. Mr Liu Pak Sing Andrew (R770) added that the congestion at Tuen Hing Road/Castle Peak Road could not be alleviated by the proposed junction improvements in view of the heavy traffic flow on the road. The traffic congestion problems of Castle Peak Road would persist due to the existing physical constraints.

Visual Aspects

29. Some Members raised the following questions on visual aspect:

- (a) the exact location of the 8m distance between Site A3 and Villa Tiara as mentioned by a representer (R770) and the proportion of the number of flats in Villa Tiara that would be blocked by the proposed development at Site A3;
- (b) whether there were significant points of reference for the visual appraisal for Tuen Mun New Town and whether the visual assessment for Site A3 had taken into account the ridgeline; and
- (c) whether the development scheme at Site A3 would be acceptable to the residents if the proposed BH for Site A3 was reduced to a similar level as Villa Tiara.

30. In response, Mr David Y.M. Ng, DPO/TM&YLW, PlanD made the following main points with the aid of some PowerPoint slides and the visualizer:

- (a) a Visual Impact Assessment (VIA) was conducted for the proposed public housing sites 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 (TPB PG-No. 41). According to the VIA, a number of representative viewpoints (VPs) from key public areas were identified for assessment for Site A3, including MacLehose Trail in Tai Lam Country Park, outside Tuen Mun Eye Centre along Tuen Hing Road, Tuen Mun Cultural Square, and Tuen Mun East Fresh Water Service Reservoir, etc. The VIA, which was accepted by Chief Town Planner/Urban Design and Landscape, PlanD, concluded that while the proposed developments would inevitably impose visual changes from some viewpoints, the visual composition of the proposed developments was not incompatible with the urban context of Tuen Mun Central. With implementation of the proposed mitigation measures, the overall visual impact would be moderately adverse; and

- (b) with reference to the conceptual site layout shown in Plan H-5c of the Paper, a primary school would be provided at the northern part of the site, and there would be four residential towers each with about 8m and 17m building gaps in between. As shown in the conceptual layout, the distance between Block 6 of Villa Tiara to the site boundary and façade of the building block of the development at Site A3 were about 25m and 37m respectively.

31. In response, Mr Liu Pak Sing Andrew (R770) showed the closest distance was between Block 4 of Villa Tiara and the site boundary of the proposed development at Site A3, which was only 8m. As three of the blocks in Villa Tiara would be directly facing the residential towers of the new development, almost half of the existing flats in those three blocks would be affected.

32. In response, Mr David Won Wai Man (R1944), the Chairman of Villa Tiara Owners' Committee, said that they had concerns not only on the BH of the public housing development, the proposed plot ratio (PR) of 6.5 was also considered too high. They considered that the "GB" zone should be retained, especially those "GB" sites adjoining the Country Park as developments would create disturbance to the ecology of the area. He was against the rezoning, but if it was inevitable for the proposed public housing development to

proceed, the proposed PR of 6.5 should be reduced and a wider distance between the building blocks of the proposed development and Villa Tiara should be provided.

Technical Issues

33. Some Members raised the following questions on various technical aspects:
- (a) whether construction at Site A3 would cause adverse impact on the existing retaining structures of Villa Tiara and what the estimated maintenance cost would likely be;
 - (b) whether construction work of the proposed development would cause adverse drainage impact on the surrounding area; and
 - (c) whether there would be any OHL running over the development site boundary of Site A3, what the safety buffer and design requirements for the adjacent 132KV OHL were, and how to address the concerns on health hazard associated with radiation of OHL and pylons to the future residents.
34. In response, Mr David Y M Ng, DPO/TM&YLV, PlanD and Mr Tony K.L. Cheung, CE/W3, CEDD, made the following main points:
- (a) Tuen Hing Road was on a slope and Tuen Mun East Service Reservoir was located to its north, thus slope protection works would be required. Detailed geotechnical impact assessment on the existing man-made slopes and natural terrain within and in the vicinity of the site would be conducted and possible mitigation measures would be identified in the detailed design stage. Site survey and trial piling at different spots before construction as well as monitoring measures on the vibration and settlement would be carried out to ensure the structural integrity of the nearby sites. The construction works would also be under close monitoring under the established mechanism. No adverse impact on the existing retaining structure was therefore envisaged. Nevertheless, in the hypothetical situation that the Government or its contractor was held liable for any

damage to the existing retaining structures arising from the construction works for the proposed development, the Government would be responsible for the repair works;

- (b) a new drainage pipe was proposed to collect the surface runoffs from the development area of Site A3. Runoffs from uphill area would be collected by peripheral surface channels. To mitigate the adverse impact arising from the additional runoffs, the existing drainage system would be upgraded when necessary;
- (c) the Hong Kong Planning Standards and Guidelines (HKPSG) provided the minimum safe working clearance for electrical safety requirement which took into account the magnitude of swing of conductors due to wind deflection. The respective width of the preferred working corridor for 132kV OHL was 36m, i.e. 18m on each side, to provide sufficient space for works and maintenance at the pylons. The distance between the required working corridor of OHL and proposed building block as observed on the conceptual layout plan would be about 30m and no OHL would be oversailing the building blocks. Besides, the EMSD had no adverse comment on the proposed housing development at Site A3;
- (d) there were guidelines in the HKPSG on the exposure to the electric field strength and the magnetic flux density for 132kV OHL. The power company carried out regular measurements and monitoring of the power frequency. The standards on the continuous public exposure limits for power frequency currently adopted by power companies were based on the standards of the World Health Organisation. As indicated in the conceptual layout plan, the existing cables and pylons were outside the site boundary of Site A3; and
- (e) there was no conclusive scientific evidence to date to support the hypothesis of adverse health effects arising from exposure to power frequency.

35. In response to the drainage aspects, Mr Lee Siu Ming Steven (R700) said that the volume of surface runoff was large. Construction works at Site A3 might block water drainage and would cause landslip imposing risks on the safety of the existing residents in the surrounding area. The rapid surface runoffs in the area in case of heavy rain would accumulate a lot of water along Castle Peak Road. The surrounding area was prone to flooding during the construction period of the proposed development at Site A3.

School Site

36. Some Members raised the following questions on the proposed school site at Site A3:

- (a) whether there was any development programme for the proposed primary school at Site A3, whether it was possible to relocate the proposed school at Site A3 elsewhere so as to provide more area for housing development with a view to achieving more building separation and reduced BH; and
- (b) according to the representers, there were a lot of cross-boundary students in the primary schools of Tuen Mun and many vacant school sites, whether the proposed school would be needed to serve the local demands and whether any alternative site would be available for relocation of the proposed school.

37. In response, Mr David Y M Ng, DPO/TM&YLV, PlanD made the following main points:

- (a) given the south-westerly direction of downhill wind in the area according to the AVA, the proposed primary school site would be more suitable for a low-rise development. Regarding the demand for primary school, according to the HKPSG requirements and the planned population within the OZP area, there was a deficiency in primary school places (-16 classrooms) even after the provision of the school at the Site A3, as such there was a need to retain the proposed school site to serve the local demand;
- (b) the current vacant school sites in Tuen Mun were mostly village schools and not large enough for the use as an ordinary primary school, and most of them

had already been released for other uses. According to the projections on the supply and demand of school places, having regard to the forecast growth and movement of population, EDB advised that there would be no need to close down more primary schools in Tuen Mun in the near future; and

- (c) according to government's information, the overall cross-boundary students in Hong Kong was expected to decrease in the longer run. Besides, the cross-boundary students would be distributed among various schools within the area.

Alternative Housing Sites

38. Some Members raised the following questions on the alternative housing sites :

- (a) whether the proposal of swapping Site A1 with the site across Lung Mun Road near the Tuen Mun Golf Centre for housing development would be feasible;
- (b) whether the area between Sites A5 and A6 would be suitable for housing development; and
- (c) whether the government land currently under STT and other vacant government sites would be available for housing development.

39. In response, Mr David Y. M. Ng, DPO/TM&YLW, PlanD made the following main points:

- (a) the site across Lung Mun Road was a vegetated slope sandwiched between the Tuen Mun Golf Centre to the north and the Tuen Mun Public Riding School to the south. The driving range of the golf centre and the riding school were actively in use by the public. The usage rate of the driving range of the golf centre exceeded 90%. Taking into account the existing slopes at the site and the high usage of public recreational facilities, there

was currently no plan to rezone these sites for housing development;

- (b) the site to the north and east of Site A1 (i.e. Site E1) was a vegetated knoll with some facilities for passive recreational use in the northeast forming part of Wu Shan Recreation Playground. The existing GIC uses at the north-western corner of Site E1 and Tuen Tsing Lane would not be affected by the rezoning from “GB” to “O”;
- (c) the land adjoining Sites A5 and A6 was mainly vegetated slopes, in view of the gradient, the area was not suitable for housing development; and
- (d) as regards the various government land currently under STT and temporary vacant government sites, they were either currently occupied/already committed for other uses, or subject to serious development constraints and were thus unsuitable for housing development. For example, the bus depot in Tuen Mun Area 16 mentioned by some representers were reserved for a sports ground.

40. In response, Mr Lo Kai Pong Max (R568) said that the site opposite to Site A1 was more preferable to Site A1 for housing development in terms of visual and transport aspects. Site A1 would take up some of Wu Shan Recreation Playground which was an important open space and the “GB” zone in the area was providing various recreational facilities for the residents to enjoy. It also served as a buffer to the pollution arising from obnoxious facilities in Tuen Mun. Provision of a bus terminus at Site A1 would serve better the transport needs of the residents in the area including those in Sun Tuen Mun Centre, Lung Mun Oasis and Siu Shan Court, etc.

Other Aspects

41. In response to the Chairperson and a Member’s question, Mr Tony K.L. Cheung, CE/W3, CEDD, said that Pui Oi (Site A5), Kau Hui (Site A2), Wu Shan (Site A1) and Hang Fu (Site A4) sites were on government land, which could be made immediately available for development when the plan making process was completed. With reference to the technical

report, the population intakes were assumed to be in 2023/24, except for the TTST site (Site A3) which would be in 2026/27 as land clearance and rehousing would be involved.

42. In response to a Member's question on barrier-free facilities at the LRT stations raised during the previous session of the meeting, Mr David Y M Ng, DPO/TM&YLW, PlanD, said that LRT stations had adopted a barrier-free design in general and there were platform assistants in some LRT stations to help people with disabilities. When platform assistant was not available, the train captain would provide the needed assistance and services.

43. In response to a Member's question on land subsidence at LRT stations during the previous session of the meeting, Mr Tony K.L. Cheung, CE/W3, CEDD said that minor settlement of LRT railway tracks due to works in its vicinity was not unusual. LRT would carry out regular checking and maintenance on the tracks and could adjust the track levels whenever necessary. In respect of the land subsidence incident found at the Tuen Mun Swimming Pool Station, he understood that it had not affected the operation of the LRT.

44. In response to a Member's question raised on 6.8.2018, on the number of public housing applicants out of total could be allocated with public housing units within the same districts of their existing residences, such as Tuen Mun, Mr Barry T.K. Lam, SPO4, HD, said that they did not have readily available information on the aspect.

[Mr Stephen L.H. Liu, Mr K.K. Cheung, Dr F.C. Chan, Mr Wilson Y.W. Fung and Professor Jonathan W.C. Wong left this session of the meeting during the Q&A session.]

45. As Members had no further question to raise, the Chairperson said that the hearing session on the day was completed. The Board would deliberate on the representations and comments in closed meeting after all the hearing sessions were completed and would inform the presenters and commenters of the Board's decision in due course. The Chairperson thanked the representers, their representatives, and the Government representatives for attending the hearing. They all left the meeting at this point.

46. This session of the meeting was adjourned at 2:05 p.m.