

Review of the Land Uses in Yuen Long

Introduction

In response to the request of Members of Yuen Long District Council (YLDC) for an overall review of the land uses in Yuen Long, this note sets out the considerations of major land uses in different parts of Yuen Long and the relevant planning processes. We have sought advice from the Transport Department (TD) who has helped explain the situation of some traffic issues that have been raised by YLDC members.

Land Use Planning for Yuen Long

2. Land use planning is a continuous process. The Planning Department (PlanD) carries out regular land use reviews in different districts taking into account changing community needs and planning circumstances and makes recommendations to the Town Planning Board (TPB) for amending statutory plans.

3. There are 16 OZPs covering various parts of Yuen Long district. PlanD will take into account YLDC's proposals in its continuous process to review the land use planning for the Yuen Long area. It will also convey YLDC's views to TPB in considering the future OZP amendments.

4. As regards Yuen Long town area, the Yuen Long Outline Zoning Plan (OZP) was first approved by the Chief Executive in Council in December 1997 and has since been amended 10 times to reflect the changing circumstances and latest land use proposals. In end 2006, PlanD completed

a review of the Yuen Long OZP. The draft Yuen Long OZP incorporating the proposed amendments was gazetted for public inspection on 5 January 2007. Statutory planning procedure to process public representations under the Town Planning Ordinance (the Ordinance) is in progress.

Land Use Planning for Pak Nai

5. Pak Nai is renowned for the relatively undisrupted rural environs and landscape character. A large number of fish ponds and poultry farms can be found along the coastline, with settlements mainly along Nim Wan Road and clustered in the two villages. Given its rural setting as well as poor accessibility, the planning objective is to preserve such area of scenic and landscape value from urban sprawl. The proposed rezoning of the area for open storage (OS) and port back-up (PBU) uses is not in line with the above planning objective.

Land Use Planning for Lau Fau Shan

6. Some YLDC Members proposed to develop Lau Fau Shan and the two “Comprehensive Development Area” (“CDA”) sites adjacent to the Hong Kong Wetland Park for recreational and tourism purpose.

7. Lau Fau Shan has long established itself as a tourist attraction for its renowned seafood market/restaurant trade and natural scenery. With the rich tourism, recreational and conservation resources including the natural coastline and the ecologically important mangrove communities and fish ponds, the Lau Fau Shan and Deep Bay areas are considered suitable for tourism, recreational uses, eco-tourism and conservation purposes. There are already provisions under various zonings on the OZPs for the

development of tourism/eco-tourism through private sector initiatives. For example, Lau Fau Shan township is zoned “Commercial/Residential”, “Residential (Group C)” (“R(C)”) and “R(D)” on the relevant OZP under which places of recreation, sports or culture may be permitted upon application to the TPB.

8. A separate land use review for the two “CDA” sites next to Hong Kong Wetland Park has recently been completed, with its recommendations agreed in principle by the TPB. Flexibility has been incorporated to allow opportunities to provide tourism-related facilities compatible with the Hong Kong Wetland Park (e.g. resort hotel). Comments received during the public consultation of the proposed amendments have been reported back to the TPB in September 2007. The amended OZP would be available for public inspection later in accordance with the Ordinance.

Land Use Planning for Ha Tsuen

9. Over the years, OS and PBU uses have been proliferated in the vicinity of the Ha Tsuen area. Given the possible opening up of the access from Ha Tsuen to the cross-boundary link upon commissioning of the Kong Sham Western Highway and upon a request of TPB in February 2005, PlanD embarked on the Ha Tsuen Land Use Review which has been completed recently. Although no specific traffic impact assessment (TIA) was undertaken in the Ha Tsuen Land Use Review, the traffic impact was examined in the TIA for the Ping Ha Road/Tin Ha Road improvement projects. That TIA concluded that the improved Ping Ha Road and Tin Ha Road¹ would be adequate to cope with the anticipated traffic arising from the

¹ Ping Ha Road has been proposed to be widened from 5.5m to a single two-lane carriageway between Tin Wah Road and Ha Mei Road and a single four-lane

proposed rezoning.

10. On 25 May 2007, TPB agreed in principle to the recommendations of the review, which include rezoning about 35 ha of land along San Wai Road for “OS” use and about 20 ha of land from “Recreation” to “Green Belt” use, and retaining about 43 ha of land for “Recreation” use. Within the “OS” zone, uses in line with the planning intention (e.g. public vehicle park (excluding container vehicle) and vehicle repair workshop) may be permitted as of right or may require planning permission from the TPB.

11. On 1 August 2007, PlanD consulted the Ha Tsuen Rural Committee (HTRC) on the above rezoning proposals. PlanD consulted YLDC on 19 September 2007 and will report the results of consultation to TPB later this year, with a view to embarking on amendments to the Ha Tsuen OZP thereafter.

12. It is necessary to point out that outside the areas designated for OS/PBU uses in the rural OZPs, flexibility is allowed under the statutory planning system for application of temporary uses not exceeding three years provided that environmentally sensitive areas are not involved. Subsequent renewal applications will be given favourable consideration by TPB if the applicant has complied with all the conditions of the previous planning permission, and there is no change in planning circumstances and adverse departmental comment/local objection.

carriageway between Ha Mei Road and Hung Tin Road for completion in 2010, whereas Tin Ha Road from single two-lane carriageway to single four-lane carriageway between Ping Ha Road and south of San Wai Road for completion in 2011.

Traffic Matters

13. TD is examining a long-term permanent connection between Ha Tsuen and Kong Sham Western Highway. Concerned departments are formulating alignment options taking into account the local traffic condition and local views.

14. Given that a number of road improvement schemes and a new 4-lane road between Kong Sham Western Highway and Ha Tsuen will be completed by 2013 (see **Annex** for details), TD does not foresee any capacity problem with the existing road network in coping with cross-boundary traffic following commissioning of the Kong Sham Western Highway.

15. In view of the anticipated increase in traffic arising from the opening of the Kong Sham Western Highway, the Government will monitor the traffic and environmental situation of the area and implement mitigation measures to address the adverse impacts that may arise.

Development Bureau
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Annex

Ha Tsuen and Tin Shui Wai Areas

- (a) Widening of the section of Ping Ha Road between Tin Wah Road and Ha Mei Road from 5.5m to 10.3m single two-lane carriageway (for completion in 2010)
- (b) Widening of the section of Ping Ha Road between Ha Mei Road and Hung Tin Road from single two-lane carriageway to single four-lane carriageway (for completion in 2010)
- (c) Widening of the section of Tin Ha Road between Ping Ha Road and south of San Wai Road from single two-lane carriageway to single four-lane carriageway (for completion in 2011)
- (d) Construction of a new 4-lane road between Kong Sham Western Highway and Ha Tsuen (for completion in 2013)

Yuen Long Highway and Tuen Mun Road Corridor

- (e) Widening of Yuen Long Highway from dual 2-lane to dual 3-lane (completed in 2006)
- (f) Widening of Castle Peak Road between Siu Lam and Tsuen Wan from single 2-lane to dual 2-lane – remaining works (completed in 2007)
- (g) Improvement to San Tin Interchange (for completed in 2007)
- (h) Improvement to Pok Oi Interchange (for completion in 2009)
- (i) Widening of Tuen Mun Road at Tsing Tin Interchange from dual 2-lane to dual 3-lane (for completion in 2009)
- (j) Widening of Tuen Mun Road (Tuen Mun Town Centre section) from dual 2-lane to dual 3-lane (for completion in 2010)

- (k) Reconstruction and Improvement of Tuen Mun Road (for completion in 2012)