

**For discussion  
on 26 January 2016**

**LEGISLATIVE COUNCIL  
PANEL ON DEVELOPMENT**

**Planning and Engineering Study for  
Housing Sites in Yuen Long South – Investigation**

**Draft Recommended Outline Development Plan  
and Stage 3 Community Engagement**

**INTRODUCTION**

This paper seeks Members' views on the draft Recommended Outline Development Plan (RODP) formulated for the Yuen Long South (YLS) development, as part of Stage 3 Community Engagement (CE3) under the "Planning and Engineering Study for Housing Sites in Yuen Long South – Investigation" (the Study).

**BACKGROUND**

2. The Planning Department (PlanD) and the Civil Engineering and Development Department (CEDD) jointly commissioned the Study to examine and optimise the development potential of the degraded brownfield land in YLS for housing and other uses with supporting infrastructure and community facilities, as well as to improve the existing environment.

3. The Study comprises a three-stage community engagement programme. We conducted Stage 1 Community Engagement (CE1) in April to June 2013 and Stage 2 Community Engagement (CE2) between May and July 2014. During CE2, with focus on the Preliminary Outline Development Plan (PODP), a series of community engagement activities including a community forum, briefing sessions, focus group meetings and roving exhibitions were conducted. Various statutory and advisory bodies were consulted. Relevant stakeholder groups including local residents, local open-storage/rural industrial operators, local farmers, professional institutes and green groups/concern

groups were also consulted. About 1,300 written submissions were received.

4. We briefed the Legislative Council Panel on Development on 7 July 2014 (Paper No. CB(1)1456/13-14(08)) for Members' views on the PODP. Members provided comments on issues including development intensities, the "Employment Belt", Yuen Long Nullah, traffic, impacts on the existing residents, farmers, brownfield operators and heritage buildings, and implementation arrangements.

## **MAJOR PUBLIC VIEWS**

5. The public views collected in CE2 and our responses are set out in the CE2 Report at **Enclosure 1** which can also be viewed at the Study website [www.yuenlongsouth.hk](http://www.yuenlongsouth.hk). The major public comments are summarised below:

- (a) There was general support of the YLS development although some dissenting views were also received. Those supporting considered the project would help meet the long-term territorial housing demand and improve the living environment.
- (b) Some commenters suggested that the planning of the area near the Tong Yan San Tsuen (TYST) Interchange, which was the "gateway" of YLS, should be strengthened. The proposed housing mix was generally supported.
- (c) Many raised grave concerns on the traffic impact as the existing road and rail transport infrastructures in the area were already operating at full capacity. Some requested the enhancement of connectivity with Yuen Long New Town and the Hung Shui Kiu (HSK) New Development Area (NDA) and the improvement of road networks and public transport services. The proposed environmentally friendly transport services (EFTS) was supported.
- (d) Some considered that there should be sufficient commercial and community facilities provided in YLS to reduce the need for travelling to Yuen Long New Town. Some considered that the plot ratio of commercial developments could be increased to create more employment opportunities and achieve business synergy.

Street frontage shops should be encouraged to add street vibrancy.

- (e) While some agreed to the approach of consolidating the brownfield operations in multi-storey compounds and locating them along the highway away from residential neighbourhood, there was general concern particularly among the brownfield operators over adequacy of the floor space provided, the feasibility of operations (for goods stored which were bulky and heavy) in multi-storey compounds and their high rent. Some requested to provide relocation sites in Shap Pat Heung. The existing residents in TYST had concern over the industrial/residential (I/R) interface. Some worried that the brownfield operations, if not properly accommodated, might move to greenfield land.
- (f) While some welcomed the preservation of active agricultural land, some doubted the rehabilitation of abandoned farmland due to the decline in farming activities. There were concerns that the livestock farms might pose environmental nuisance to the surroundings. Impacts on egrets and natural streams should be avoided/minimised.
- (g) Some local villagers worried that the development would increase the flooding risk of the existing villages. There were different views about the decking options for Yuen Long Nullah. A majority of the locals supported full decking for traffic improvement while some preferred no decking for revitalisation of the water body as an urban landscape.
- (h) Local villagers were concerned about the wall effect of the proposed public housing surrounding their village areas. Some villagers requested expansion of the “Village Type Development” zones to meet their housing need.
- (i) There were views that local cultural and historical features should be integrated for developing local tourism and farming industry could be promoted in the “Agriculture” zone.

6. Other than comments on the PODP, we also received comments on issues relating to the implementation of the YLS development. There was

grave concern over the implementation arrangements, particularly the impacts on existing storage and workshop uses. There were views that impacts on the existing development/uses should be minimised as far as possible and livestock farm operators strongly requested retention of their business operations. All the affected parties should be fairly and reasonably compensated and relocated/rehoused before development took place and the Government should ensure that the supporting infrastructure, and community and commercial facilities were available prior to population intake.

## **DRAFT RODP**

7. Taking into consideration the public views, we have revised the development proposals and prepared the draft RODP. Various technical assessments have been undertaken and the assessments confirm that the draft RODP is broadly feasible without causing insurmountable problems with appropriate mitigation measures.

8. The draft RODP and the development proposals are provided in the CE3 Digest at **Enclosure 2**. The major development parameters are:

<b>Total Area (hectare (ha))</b>	223
<b>Development Area<sup>(1)</sup> (ha)</b>	183
<b>Total Population</b>	85,000 (new population about 82,700)
<b>No. of New Flats</b>	27,700
<b>Housing Mix</b>	Public 60% <sup>(2)</sup> : Private 40%
<b>Employment</b>	10,800
<b>Plot Ratio</b>	1 to 5

**Notes :**

- (1) Development Area refers to the area with planned new developments and infrastructure on the draft RODP. This excludes areas that are occupied by existing developments, roads and river channels that are retained, and the "Agriculture" and "Green Belt" zones to be kept intact.
- (2) This includes public rental housing and subsidised sale flats.

## **Positioning**

9. YLS is located in the immediate south of Yuen Long New Town. Through comprehensive planning and improvement of connectivity, the YLS development is positioned as a southern extension of Yuen Long New Town<sup>1</sup>

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<sup>1</sup> According to the Explanatory Statement of the Draft Yuen Long Outline Zoning Plan No. S/YL/22, the planned population of Yuen Long New Town would be about 185,700. The total planned population of Yuen Long New Town and YLS would be about 270,700.



and to serve as one of the major sources of housing land supply.

10. The planning of YLS has taken account of the existing development characters and integration with Yuen Long New Town in its north and the rural and natural landscape in the surroundings. The key development proposals are set out below.

### **Housing Provision**

11. The YLS development would provide 27,700 flats for a new population of about 82,700 which has been optimised within the constraints of the traffic and infrastructure capacity. In line with the Long Term Housing Strategy, the housing mix of 60% for public housing and 40% for private housing is adopted, and supporting infrastructure, commercial (including street-front shops), social and community facilities are planned in the new town extension for creation of a balanced community.

### **Residential Communities of Varying Development Intensities**

12. Three residential communities with development intensities descending from north to south are planned. Each is served by an activity node with public transport interchange, commercial and community facilities, serving both the future residents of YLS and the nearby existing residents :

- (a) Urban Living Planning Area – As it is located closest to Yuen Long New Town, the development intensity is the highest with maximum plot ratio of 5<sup>2</sup>. The activity node is centrally located together with the sports centre, community hall and clinic to serve the major population cluster.
- (b) LOHAS Living Planning Area – Being farther from the new town and near Tai Lam Country Park in the south, the area is planned with lower development intensity of plot ratios 2.4 and 4. A local commercial site is designated to serve the community. The southern part is reserved for government uses including a sewage treatment works and a site intended for government depots. Three existing livestock farms located at the southern fringe of the

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<sup>2</sup> The highest plot ratio for residential developments in Yuen Long New Town is 5 according to the Draft Yuen Long Outline Zoning Plan No. S/YL/22.

Planning Area are subject to detailed assessment for compliance with the Environmental Impact Assessment Ordinance (EIAO) in respect of the identification of environmental mitigation measures and their feasibility of implementation.

- (c) Garden Community Planning Area – To complement the existing residential developments at TYST, the area is planned for low-density developments with plot ratios of 1 and 1.5. A commercial node with mixed use developments and district open space is planned near the TYST Interchange which is the “gateway” to YLS.

13. The well-established residential communities are retained as far as possible on the plan and they are mainly located along TYST Road and Sha Tseng Road comprising low-rise residential estates, individual houses and village settlements. Low-building areas and non-building areas are incorporated in the residential zones to provide buffer to existing villages and to protect egrets’ flight path respectively.

#### **Employment Belt**

14. About 12 ha of land is reserved in the northern part of TYST for storage and workshop uses with flexibility for open-storage purpose. The location near Yuen Long Highway facilitates easy access of freight traffic to the highway and avoids freight traffic penetrating the residential neighbourhoods. The area may accommodate some of the existing brownfield operations affected by the project through the possible development of multi-storey industrial compounds or other land-efficient means, subject to the pilot case in the HSK NDA.

#### **Transport Connectivity**

15. The connectivity of YLS with Yuen Long New Town and HSK NDA will be enhanced. Although YLS is located away from West Rail stations, a new road is proposed adjacent to the Yuen Long Highway allowing direct connection to a proposed public transport interchange near the West Rail Yuen Long Station area. Land has been reserved on the draft RODP for EFTS connecting to the EFTS in HSK NDA (road-based or rail-based subject to further studies). Within YLS, a dual carriageway is proposed to connect Kung Um Road to Yuen Long Highway through the TYST Interchange. The Study

also proposes improvements of road connections to the adjacent villages and public transport interchanges at different locations of YLS for provision of minibus, shuttle or feeder bus services and long haul bus services. Comprehensive cycle track and pedestrian networks and a scenic cycle track would be provided to encourage walking and cycling.

16. For the strategic road network, the Government would study a possible new strategic highway connecting the HSK NDA with the urban area and a possible highway connecting the HSK NDA with the proposed Tuen Mun Western Bypass to cope with the anticipated traffic growth in the Northwest New Territories including YLS.

### **Sustainable, Green and Livable Community**

17. The draft RODP strives for creating a sustainable, green and livable community in the new town extension. A blue-green network combining the green space network and the sustainable water management initiatives will enrich the character of YLS. The green space network is formed by the open spaces/amenities and the “Green Zone” with the largest and contiguous piece of active agricultural land and the secondary woodland preserved. The sustainable water management initiatives comprise revitalised nullahs, a new water channel with retention lake, reedbed, sewage treatment works with reuse of treated sewage effluent for non-potable purposes, and preservation of natural streams of high ecological value. Other measures to promote green mobility as mentioned in paragraph 15 above, energy efficient buildings and waste management plan for disposal of municipal solid waste would also be encouraged.

18. Partial decking of the northern section of Yuen Long Nullah is recommended for both traffic improvement and for revitalisation of the water body as an urban and landscape feature, after balancing the diverse public views. Along the Nullah, Kung Um Road and Kiu Hing Road will be upgraded to a standard 2-lane carriageway in each direction with one-way circulation to improve the traffic flow with landscaped footpaths along both roads. The southern section of the Nullah would be fully revitalised without decking with amenity walkways and cycle tracks which would be linked to the scenic cycle track along the hillside in the LOHAS Living Planning Area.

## **IMPLEMENTATION ARRANGEMENTS**

19. While the planning of YLS has minimised impacts on the existing residents as far as possible, it is unavoidable that some existing structures would have to be cleared to allow implementation of YLS. Suitable arrangement will be devised for all those affected by the development. For the affected clearerees, we will consider special compensation and rehousing arrangements (including local rehousing), making reference to the compensation and rehousing package for the Kwu Tung North (KTN) and Fanling North (FLN) NDAs.

20. Subject to the pilot case in the HSK NDA, the Government will explore providing accommodation for some of the brownfield operations through development of multi-storey industrial compounds or other land-efficient means at suitable locations.

21. To assist the farmers affected by the project, we would propose the special agricultural rehabilitation arrangement, similar to that applicable to the KTN/FLN NDAs, by giving priority assistance in matching of farmers and agricultural land owners.

22. We consider that an implementation approach that can ensure timely and orderly development of the project is crucial to the successful implementation of the YLS project. We will consider the “Enhanced Conventional New Town” approach as the implementation mode, making reference to that adopted for the KTN/FLN NDAs, under which the Government will resume land required for the project while allowing the processing of land owners’ applications for land exchange over individual sites planned for private developments subject to meeting specified criteria and conditions.

23. Taking into account the views and suggestions of the ensuing CE3, further details of the above implementation arrangements will be worked out in the next stage.

### **CE3**

24. CE3 will last for three months from 19 January 2016 to 19 April 2016

with focus on the draft RODP. Besides the Panel, we will give briefings to other relevant boards and committees including the Town Planning Board, Yuen Long District Council, Ping Shan and Shap Pat Heung Rural Committees, Planning Sub-Committee of Land Development Advisory Committee. We will also arrange focus group meetings with different stakeholders including local residents, local farmers and livestock farm operators, local open-storage operators, green groups and concern groups, and professional institutes. A community forum will be held in April 2016.

25. The study information will be disseminated through the Study webpage, roving exhibitions and sending publicity materials by post to households and business establishments in YLS as in the previous two stages of Community Engagement. In addition, a community liaison team comprising social workers has been set up to enhance communication with the potentially affected households. The community liaison team will also collect views and concerns of the affected households and provide information of the development proposals and appropriate assistance to the affected households.

### **TENTATIVE IMPLEMENTATION PROGRAMME**

26. The public views received during CE3 will be considered in refining the recommended development proposals for submission under the EIAO and finalisation of the Study. CEDD will then undertake the detailed design for the required site formation and engineering infrastructure works. Subject to completion of the required statutory and funding approval procedures, the first phase of the construction works could commence in 2020 with the first population intake in 2026.

### **ADVICE SOUGHT**

27. Members are invited to provide comments on the draft RODP.

**ATTACHMENTS**

**Enclosure 1** - CE2 Report

**Enclosure 2** - CE3 Digest

**Development Bureau**

**Planning Department**

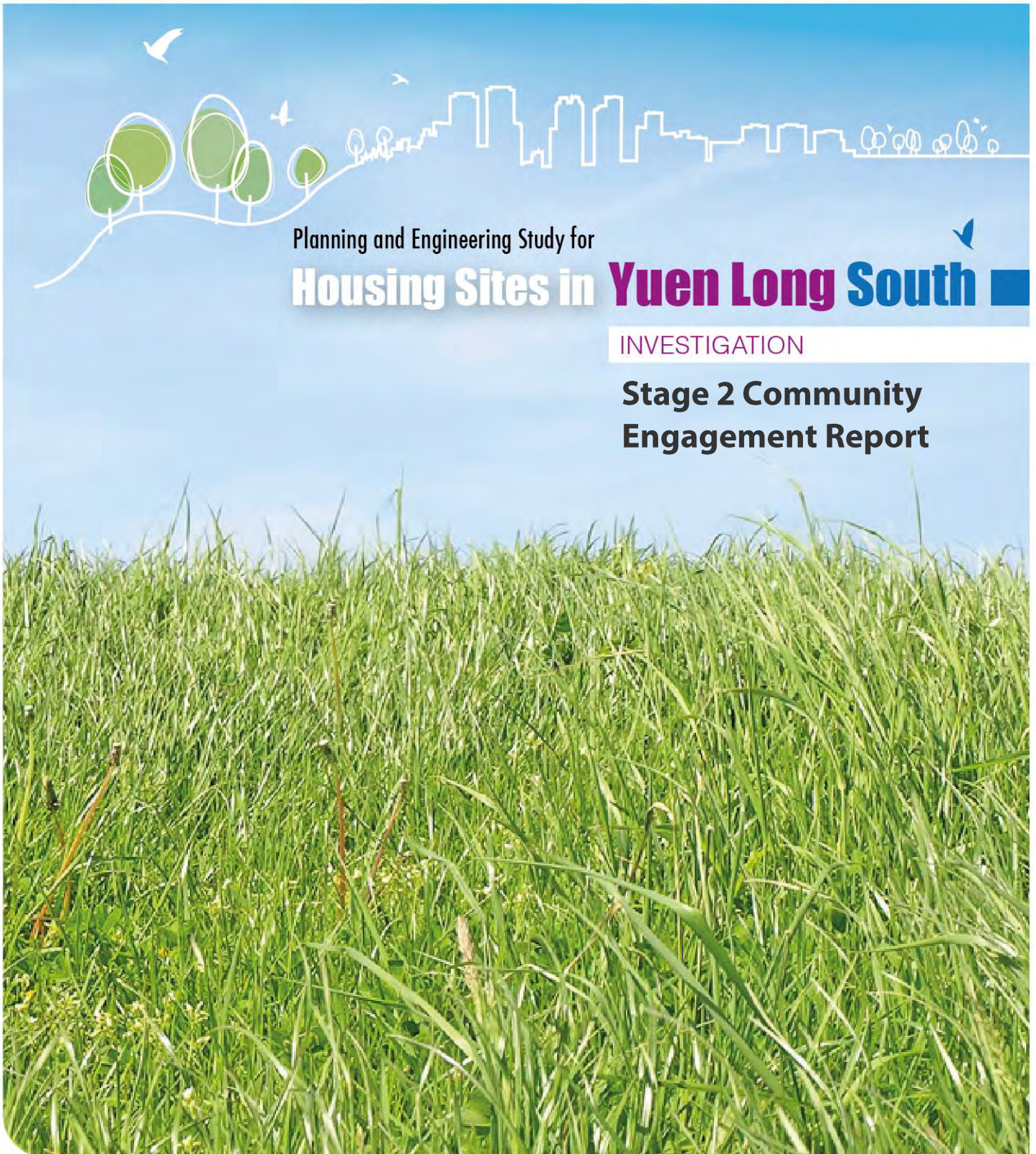
**Civil Engineering and Development Department**

**January 2016**





Agreement No. CE 35/2012(CE)



Planning and Engineering Study for  
**Housing Sites in Yuen Long South**

INVESTIGATION

**Stage 2 Community  
Engagement Report**

Planning Department and Civil  
Engineering and Development  
Department

**Agreement No. CE 35/2012 (CE)  
Planning and Engineering Study  
for Housing Sites in Yuen Long  
South - Investigation**

Stage 2 Community Engagement  
Report

This report takes into account the particular  
instructions and requirements of our client.

It is not intended for and should not be relied  
upon by any third party and no responsibility  
is undertaken to any third party.

Job number 228228

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**ARUP**



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List of Stage 2 Community Engagement Activities

### **Appendix B**

Meeting Minutes and Gist of Meeting of Briefing Sessions

### **Appendix C**

Gist of Meeting of Focus Group Meetings

### **Appendix D**

Gist of Community Forum

### **Appendix E**

Gist of Site Visits

## **Appendix F**

### List of Written Submissions

# 1 INTRODUCTION

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## 1.1 Study Background

- 1.1.1.1 Since the announcement of Policy Address 2011-12, review of the agricultural land in Yuen Long currently used mainly for industrial purposes and temporary storage or deserted has been a land supply measure to meet the housing and other development needs.
- 1.1.1.2 In November 2012, the Planning Department (PlanD) and Civil and Engineering Development Department (CEDD) commissioned Ove Arup & Partners Hong Kong Ltd. (the Consultant) to conduct the “Planning and Engineering Study for Housing Sites in Yuen Long South – Investigation” (the Study). The objective is to examine and optimise the development potential of the degraded brownfield land in Yuen Long South (YLS) for housing purposes and other uses with supporting infrastructure and community facilities, and to improve the existing environment.
- 1.1.1.3 The Potential Development Areas (PDAs) of YLS are located to the south of Yuen Long New Town, and largely bounded by Yuen Long Highway and Kung Um Road. To the south is the Tai Lam Country Park. The PDAs on the Preliminary Outline Development Plan (PODP) cover an area of approximately 216 hectares across two main parts, one in the Tong Yan San Tsuen (TYST) area and the other in the area along Kung Um Road. These are the areas within which sites for housing developments and supporting facilities will be identified.
- 1.1.1.4 The Study comprises four phases, namely the Inception Phase, Option Formulation Phase, Preferred Option Assessment Phase and Recommended Option Finalisation Phase. In order to facilitate public participation at the early stage of the Study and to foster consensus on the study proposals, a three-stage Community Engagement (CE) programme has been formulated for the Study.
- 1.1.1.5 The Stage 1 Community Engagement (CE) was conducted between April and June 2013 to solicit public views on the development opportunities and constraints, the identified key issues relating to the PDAs, as well as the aspirations on the vision and guiding principles. Taking into account the public views received, the PODP, Preliminary Master Urban Design Plan (MUDP) and Preliminary Landscape Master Plan (LMP) were formulated, and related planning and technical assessments were conducted at the Option Formulation Phase.
- 1.1.1.6 The Stage 2 CE was conducted at the end of the Option Formulation Phase between May and July 2014 to collect views from the public on the PODP. Findings collected during the Stage 2 CE have been taken into consideration for the Preferred Option Assessment Phase, including the refinement of the PODP, Preliminary MUDP, Preliminary LMP and the formulation of the draft Recommended Outline Development Plan (RODP) and preliminary Layout Plans (LPs). Planning and technical assessments have also been further conducted to confirm the feasibility of the draft RODP, preliminary LPs and associated infrastructures.

1.1.1.7 The Stage 3 CE to be carried out at the end of the Preferred Option Assessment Phase is to brief the public on how the Government has taken into consideration the comments received during the Stage 2 CE in formulating the draft RODP and obtain feedback to facilitate the preparation of LPs and the refinement of proposals.

## 1.2 Purpose and Structure of this Report

1.2.1.1 The purpose of this Report is to summarise the public views received during the Stage 2 CE and set out the responses to these comments. The comments and suggestions received would be considered and serve as an input to facilitate the refinement of the PODP, the preliminary MUDP and LMP, and the formulation of the draft RODP where appropriate.

1.2.1.2 This Report comprises the following chapters.

- Chapter 2 provides a summary of the activities undertaken during Stage 2 CE and the major comments received in each activity;
- Chapter 3 provides an overview of the key comments received and the general responses to these comments; and
- Chapter 4 outlines the way forward for the Study.

## 2 STAGE 2 COMMUNITY ENGAGEMENT

### 2.1 Objectives

- 2.1.1.1 The Stage 2 CE was conducted between 12 May and 14 July 2014 to solicit views from the public on the PODP for YLS. A list of the activities undertaken and photos are provided in **Appendix A**. A brief account of the activities undertaken and the key views and comments received in the each activity are summarised below.

### 2.2 Briefing Sessions

- 2.2.1.1 Briefing sessions were undertaken to solicit the views of the relevant statutory and advisory boards/committees. A total of 13 briefing sessions and follow-up meetings as listed in **Table 2-1** were conducted, and a summary of the views and comments received at each of the briefing sessions are provided below.

**Table 2-1: List of Briefing Sessions and Follow-Up Meetings**

Date	Briefing Sessions/Follow-Up Meetings
23.05.2014 (Fri)	Ping Shan Rural Committee
06.06.2014 (Fri)	Town Planning Board
06.06.2014 (Fri)	Shap Pat Heung Rural Committee
19.06.2014 (Thu)	Follow-up meeting with Tin Liu Tsuen, Muk Kiu Tau Tsuen, Pak Sha Tsuen, Wong Nai Tun Tsuen and Shui Tsiu San Tsuen
20.06.2014 (Fri)	Follow-up meeting with Shan Ha Tsuen
22.06.2014 (Sun)	Kam Lan Monastery
22.06.2014 (Sun)	Follow-up meeting with Lam Hau Tsuen
24.06.2014 (Tue)	Yuen Long District Council
27.06.2014 (Fri)	Follow-up meeting with Tong Yan San Tsuen
03.07.2014 (Thu)	Follow-up meeting with a Yuen Long District Council member and members of Democratic Party
07.07.2014 (Mon)	Legislative Council Panel on Development
09.07.2014 (Wed)	Planning Sub-Committee of Land and Development Advisory Committee
11.07.2014 (Fri)	Follow-up meeting with a Yuen Long District Council member

#### 2.2.2 Ping Shan Rural Committee

- 2.2.2.1 The briefing to the Ping Shan Rural Committee was held on 23 May 2014 and three follow-up meetings with Shan Ha Tsuen, Lam Hau Tsuen and TYST were held on 20 June, 22 June and 27 June 2014 respectively. Comments are recorded in the minutes and gists of meetings in **Appendices B-1, B-5, B-7 and B-9** respectively.
- 2.2.2.2 Members of the Rural Committee were mostly concerned about the interface between existing villages and future public housing and the proposed residential developments and rural industrial uses. They were also concerned about the inadequate transport facilities and the increased flooding risk caused by the new

developments. Some members asked about the relocation arrangement of the existing open storage and rural industrial uses, and suggested using the abandoned agricultural land for industrial and residential uses. The “Village Type Development” (“V”) zone should also be expanded to accommodate the development needs of various villages.

- 2.2.2.3 Three follow-up meetings were subsequently arranged with the adjacent villages including Shan Ha Tsuen, Lam Hau Tsuen and Tong Yan San Tsuen. Villagers from Shan Ha Tsuen reiterated their concerns on the interface issues of the adjacent proposed high-density residential developments, fire station and ambulance depot, as well as the increased flooding risk. They also opined that the existing road network should be improved, especially the connections to Shan Ha Tsuen, but also pointed out that some of the proposed roads would obstruct the flow of ‘fung shui’ into their village. Moreover, the proposed ‘Employment Belt’ was inadequate to accommodate all existing rural industrial uses, and the possible multi-storey industrial compounds were also not suitable for storing heavy machineries and bulky materials.
- 2.2.2.4 Villagers from Lam Hau Tsuen were of the view that the area to the east of their village, zoned “Residential – Zone 1 (Public Housing)” (“R1(PH)”) on the PODP, should be allocated for their village development. They were also concerned the type of industrial operations to be housed in the possible multi-storey industrial compounds and the industrial/residential interface. Existing road network should be improved particularly the connection with Lam Hau Tsuen. Some villagers opined that land resumption and relocation should be avoided, and that relocation to public housing estates should be provided if land resumption was inevitable.
- 2.2.2.5 Residents/villagers from TYST were concerned about the industrial/residential interface and requested for restrictions or measures to address the interface issue and mitigate the potential adverse impacts. There were suggestions that industrial operations with greater potential of fire hazard should be avoided such as waste recycling yards. Besides, concrete batching plants should also not be allowed. Some villagers also said that local facilities and amenities were inadequate. They stressed the need to enhance the existing road network and to improve pedestrian and cycling linkages, and suggested extending the Light Rail or other form of rail-based transportation into the area.

## 2.2.3 Town Planning Board (TPB)

- 2.2.3.1 The briefing to the TPB was held on 6 June 2014. Comments are recorded in the minutes in **Appendix B-2**.
- 2.2.3.2 Members of the TPB were concerned about the traffic impact and the capacity of the transport infrastructure and local facilities in view of the increase of population, and the relocation arrangement of the existing open storage and rural industrial uses which should be carefully examined in a comprehensive and innovative manner. Members supported the revitalisation of Yuen Long Nullah without decking as it would become an asset to the local community. Good urban design to create the uniqueness and identity of YLS and the enhancement of connectivity with the

proposed Hung Shui Kiu (HSK) New Development Area (NDA) were also suggested.

## 2.2.4 Shap Pat Heung Rural Committee

- 2.2.4.1 The briefing to the Shap Pat Heung Rural Committee was held on 6 June 2014 and a follow-up meeting with the representatives of Tin Liu Tsuen, Muk Kiu Tau Tsuen, Pak Sha Tsuen, Wong Nai Tun Tsuen and Shui Tsiu San Tsuen was held on 19 June 2014. Comments are recorded in the minutes and gist of meetings in **Appendices B-3** and **B-4**.
- 2.2.4.2 Members of the Rural Committee were of the view that the abandoned agricultural land in the east of Kung Um Road should be developed for other uses, such as for open storage and rural industrial uses. The “V” zones should also be expanded. Members were also aware of the existing appalling traffic conditions and opined that the road network must be improved in anticipation of the increased population. The decking of the Yuen Long Nullah was strongly supported to provide more space for road improvements and provision of pedestrian and cycling network.
- 2.2.4.3 A follow-up meeting with some of the villages situated along Kung Um Road was subsequently arranged, and villagers reiterated on the appalling traffic conditions and provided various suggestions on improving the local transport network and the connectivity with Yuen Long New Town. Decking of the Yuen Long Nullah was strongly supported for the purpose of widening Kung Um Road, as the ecological value and revitalisation needs were considerably low. Villagers were also concerned about the possible impacts to the neighbouring villages from the proposed residential developments and utilities as well as the flooding risk. In addition, it was reckoned that sufficient “Industrial” (“I”) zones must be provided for all existing operators, and the abandoned agricultural land should be better utilised for other uses. Any land resumption should be conducted fairly.

## 2.2.5 Kam Lan Monastery

- 2.2.5.1 The briefing to the members of Kam Lan Monastery was held on 22 June 2014. Comments are recorded in the gist of meeting in **Appendix B-6**.
- 2.2.5.2 Members of Kam Lan Monastery were generally supported the YLS development and opined that unique cultural resources should be preserved to complement the new development and strengthen the local identity. They requested in-situ retention of the temple and the current “Government, Institution or Community” (“G/IC”) zone on the TYST Outline Zoning Plan (OZP) for the temple could be followed with flexibility for expansion for future development. Some members of the Monastery also welcomed relocation but the site should be served by road and close to the hillside, in order to maintain the tranquillity of the institution and to eradicate any conflicts with neighbouring residents in terms of its noise and fumes from the burning of incense.

## 2.2.6 Yuen Long District Council

- 2.2.6.1 The briefing session to the Yuen Long District Council was held on 24 June 2014. Two follow-up meetings with three District Council members were held on 3 July and 11 July 2014 respectively. Comments are recorded in the minutes and the gist of meeting in **Appendices B-8, B-10 and B-13**.
- 2.2.6.2 In general, District Council members supported the development of YLS for providing housing supply. There were general concerns about the traffic impact and the adequacy of infrastructure capacity to cope with the increased population with other projects in Yuen Long District under study. Members opined that the local rural industries should also be respected, but the 'Employment Belt' was inadequate to accommodate all existing operators, and that abandoned agricultural land could be used for this purpose. Some members noted the interface issues of the high-rise public housing developments and the utilities with the adjacent villages. There was also comment to reduce the plot ratios of the residential developments and increase that for commercial developments for creation of job opportunities. Sufficient commercial and community facilities should be provided.
- 2.2.6.3 Members supported the decking of Yuen Long Nullah for road widening works at Kung Um Road and the provision of Environmentally Friendly Transport Services (EFTS). With regards to implementation arrangement, it was opined that affected parties should be properly compensated and rehoused/relocated, and the land resumption rate should be calculated based on the actual uses on site instead of uses permitted under leases. They also suggested expanding the "V" zones to satisfy the housing needs of the villagers.
- 2.2.6.4 During the follow-up meeting with two District Council members and their colleagues from the Democratic Party, participants agreed that street-front shops should be promoted in YLS while shopping malls could be located at an accessible location to all nearby residents and Public Transport Interchanges (PTIs). Adequate land should be reserved for various government, institution or community (GIC) facilities especially wet market. Schools could be consolidated to form a 'school village' for sharing facilities. More shops, offices and hotels could also be provided to create employment opportunities.
- 2.2.6.5 Traffic was their major concern and the transport network must be improved to accommodate the future population, particularly the capacity of the trunk roads and highways as well as the public transport network. A 'park-and-walk' scheme was suggested to alleviate the illegal on-street parking issue in Yuen Long New Town. The cycling network should be planned comprehensively. The scenic cycle track was supported and a continuous cycle track with jogging path was suggested. Moreover, they suggested the Government resuming the retained agricultural land for better management.
- 2.2.6.6 Another District Council member focused on the proposed PTI near West Rail Yuen Long Station, which was proposed to be on top of an existing temporary fish market, and suggested relocating the market because it caused adverse noise, hygiene and odour nuisance to the nearby residents. He was also concerned whether



the PTI would be covered to minimise the potential environmental impacts. The PTI could also be developed to provide GIC facilities including indoor sports facilities, amenity areas (parks, pet park), and government offices.

## 2.2.7 Legislative Council (LegCo) Panel on Development

- 2.2.7.1 The briefing session to the LegCo Panel on Development was held on 7 July 2014. Comments are recorded in the minutes in **Appendix B-11**.
- 2.2.7.2 While the Study objective of optimising existing brownfield land for housing purposes was generally agreed, it was reckoned that the development of YLS could provide opportunities including industrial developments and employments complementing the proposed HSK NDA and Tin Shui Wai. Some members were concerned about the feasibility of the possible multi-storey industrial compounds in view of the nature of the operations. Meanwhile, the protection of existing active farmland and promotion of agricultural industry in YLS including leisure farming was suggested, and the conservation of Kam Lan Monastery and provision of heritage tours was also raised.
- 2.2.7.3 In terms of external connectivity, members were aware that the Kung Um Road did not have extra capacities to handle more transport demands, where traffic on Yuen Long Highway was also heavy. Existing roads should be enhanced and new roads should be built. Moreover, it was agreed that EFTS could be adopted. Yuen Long Nullah could also be partially decked to allow both road improvements and nullah revitalisation.
- 2.2.7.4 The compensation and rehousing arrangements was also touched on during the discussion. Members were of the view that the existing arrangements should be reviewed, such as the compensation rate. There were concerns about the impacts to villagers who had lived there for a long time as well as tenants whose tenancies might be terminated by the landowners during the course of the Study. Members also expressed concerns on the implementation approach, and especially on the implementation of the possible multi-storey industrial compounds and preservation of agricultural land.

## 2.2.8 Planning Sub-Committee of Land and Development Advisory Committee (PSC of LDAC)

- 2.2.8.1 The briefing session to the PSC of LDAC was held on 9 July 2014. Comments are recorded in the minutes in **Appendix B-12**.
- 2.2.8.2 Members generally agreed with the development intensity of the residential developments, but suggested that it could be slightly intensified to provide more housing units. The plot ratio for the “C” zones could also be increased to accommodate more office and hotel developments, and the dispersed small “C” zones should be enlarged to cater future demand and enhance economic viability. However, mitigation measures should be derived for the industrial uses. The gateway location of the industrial uses would portray a poor impression for the area.

Tourism could also be encouraged by taking advantages of the ecological, environmental and cultural resources in YLS.

- 2.2.8.3 Full decking option was supported for traffic improvement, health and safety hazard reasons, as well as cost effectiveness. While the ecological concern raised by the green groups was noted by some members, there were suggestions to deck the northern section for enhancing connectivity of the high-density residential area and revitalise the southern section for promoting ‘LOHAS’ lifestyle.

## 2.3 Focus Group Meetings

- 2.3.1.1 Five focus group meetings were undertaken to invite groups with similar interests for a more focused and detailed discussion on specific topics as listed in **Table 2-2**. They included the operators of the open storage yards/rural industrial uses, green groups/concern groups, professional institutes, farmers and local residents. A summary of the views and comments received at each of the focus group meeting is provided below.

**Table 2-2: List of Focus Group Meetings**

Date	Focus Group Meetings
09.06.2014 (Mon)	Operators of the open storage yards and rural industrial uses
16.06.2014 (Mon)	Local residents
18.06.2014 (Wed)	Professional institutes
26.06.2014 (Thu)	Green groups and concern groups
30.06.2014 (Mon)	Farmers

### 2.3.2 Operators of Open Storage Yards and Rural Industrial Uses

- 2.3.2.1 The focus group meeting with the operators of the open storage yards and rural industrial uses was held on 9 June 2014 with representatives from the Territories Warehouse and Logistics Business Association, the New Territories Open Storage Operators Association and the Lok Ma Chau China-Hong Kong Freight Association. Comments are recorded in the gist of meeting in **Appendix C-1**.
- 2.3.2.2 The participants were of the view that the ‘Employment Belt’ would not be able to accommodate all existing operations, and suggested that the abandoned agricultural land should be compensated for their relocation. Some suggested reserving land in the southern part of the ‘LOHAS Living’ Planning Area. The existing transport and drainage facilities should also be improved. The operators agreed that Kung Um Road should be decked to provide road access for future traffic demand. In terms of implementation, suitable relocation and compensation plan and rate, and timetable should be provided and announced as soon as practicable.

### 2.3.3 Local Residents

- 2.3.3.1 The focus group meeting with the local residents was held on 16 June 2014 and

was attended by around 60 participants. Comments are recorded in the gist of meeting in **Appendix C-2**.

- 2.3.3.2 The residents were of the view that the development density of the housing developments could be reduced to avoid walled-effect and minimise adverse traffic and air ventilation impacts; and suggested stepped building height profile could be adopted. Residents at Hong Lok Road strongly opposed the development proposal and requested to retain their houses. Some residents also noted the interface issues with the nearby 'Employment Belt', and requested for sufficient open spaces as buffer. Some said that the scattered open space could be combined into a larger park, and adequate commercial and amenity facilities should be provided, and more cycle tracks connecting to Yuen Long New Town should be provided. With regards to Yuen Long Nullah, while some residents agreed that Kung Um Road had to be improved for traffic improvement, some had doubts on whether decking would hinder drainage ability and increase flooding risk.

### 2.3.4 Professional Institutes

- 2.3.4.1 The focus group meeting with members of various professional institutes was held on 18 June 2014. Comments are recorded in the gist of meeting in **Appendix C-3**.
- 2.3.4.2 The attendees were generally concerned about land use interface issues between private and public residential developments, between residential developments and burial grounds, between residential and industrial uses, as well as between residential and agricultural uses. Any natural streams within residential development should be protected by imposing certain development control. In addition, the "C" zones could be combined into a single and larger zone to achieve economic synergy and efficiency.
- 2.3.4.3 It was also opined that the cycle tracks should be strengthened by connecting more scenic points and interchange points with other public transport facilities. The EFTS should also be extended beyond YLS, otherwise the Light Rail system could be introduced into the area for ease of interchange and enhanced connectivity. With regards to the decking of Yuen Long Nullah, views from the local residents should be considered when formulating the final option. The open channel at the southern end of Yuen Long Nullah for drainage function and urban design features was suggested.

### 2.3.5 Green Groups and Concern Groups

- 2.3.5.1 The focus group meeting with the representatives of various green groups and concern groups was held on 26 June 2014. Representatives from the Hong Kong Birds Watching Society, Conservancy Association, Designing Hong Kong Limited, Green Power, Kadoorie Farm and Botanic Garden Corporation, Land Justice League and WWF (Hong Kong) attended the meeting. Comments are recorded in the meeting gist in **Appendix C-4**.
- 2.3.5.2 The attendees welcomed the retention of the existing active agricultural land, and

some suggested designating the area as an Agricultural Protection Area to effectively regulate the uses. Ancillary uses, such as farmers market and amenity features, could also be allowed and promoted. However, the plot ratios of proposed residential development could be reduced to put less stress on the transport facilities, particularly those close to the Tai Lam Country Park and the egretty to the west of Pak Sha Tsuen. Mitigation measures should be introduced to regulate the uses and activities near the egretty.

- 2.3.5.3 In terms of traffic aspect, attendees generally agreed that the capacity of the proposed road network and public transport network should be reviewed in relation to the anticipated population in the area. However, all of the attended green groups supported undecked option for revitalisation and general improvement of the area. Complete decking might also affect the drainage capacity. Alternative traffic improvement measures should be explored to avoid decking the Yuen Long Nullah. Cycling should also be promoted.
- 2.3.5.4 Moreover, there were concerns with the implementation mechanisms and policies should be introduced to encourage operators of existing open storage yards/rural industrial uses to move to the 'Employment Belt', otherwise they might move to greenfield sites.

## 2.3.6 Local Farmers

- 2.3.6.1 The focus group meeting with farmers was held on 30 June 2014 and was attended by around 25 participants. Comments are recorded in the gist of meeting in **Appendix C-5**.
- 2.3.6.2 The existing livestock operators considered the proposal was unacceptable that there would be only one proposed potential site in TYST PDA. They expressed strong desire in staying at current locations or requested the Government to provide relocation sites. Suggestion of co-location of livestock farms in the form of multi-storey buildings was mentioned. However, the lack of flexibility in the current agricultural policy for any relocation and consolidation was mentioned.

## 2.4 Community Forum

- 2.4.1.1 A community forum was held at the school hall of Caritas Yuen Long Chan Chun Ha Secondary School on 28 June 2014. It was attended by around 450 participants from different backgrounds including local residents, members of District Council and Rural Committees, operators of the open storage yards/rural industrial uses, representatives from religious institutions (including Kam Lan Monastery), social organisations and concern groups and the general public. Comments are recorded in the gist in **Appendix D**.
- 2.4.1.2 Diverse views were received in the Community Forum. Commenters, particularly local residents and villagers, were concerned about the potential interface with the proposed residential developments, agricultural uses and industrial uses, as well as the implications to their existing place of residences. Adequate community and

amenity facilities should be provided. Some others were concerned that there would not be enough employment opportunities in the area for the local population. There were also concerns related to flooding risk to the adjacent villages.

- 2.4.1.3 Open storage yard operators noted that the size of the proposed 'Employment Belt' would not be able to accommodate all existing operations and that more land should be provided for them. The possible multi-storey industrial compounds were considered to be inefficient and could not meet their operational needs. The implementation of the multi-storey industrial compounds at the 'Employment Belt' was a major concern because the area was being occupied by the existing industrial operations. As the 'Employment Belt' was located in Ping Shan Heung, the existing operators in Shap Pat Heung said that they would not move to another 'heung'. Assistance from the Government in terms of supporting the substantial capital costs and the setting up of new facilities should be provided.
- 2.4.1.4 A large group of members of Kam Lan Monastery voiced that their main temple premises should be retained in-situ.
- 2.4.1.5 Meanwhile, it was agreed that the transport network and public transport services must be improved to meet the demand of the future population for providing more direct routes to Yuen Long New Town and enhancing cross-district connectivity. However, some commenters opined that extension of the existing Light Rail should not be considered. Besides, the cycling network should be more comprehensively planned. Decking of the Yuen Long Nullah for road widening was supported, while the undecked option was not favoured because it would involve land resumption.
- 2.4.1.6 In addition, local stakeholders were generally concerned about the relocation, compensation and land resumption arrangement, and it should be conducted fairly.

## 2.5 Site Visit

- 2.5.1.1 A site visit with the residents of Tai Fat Tsuen, a non-indigenous village, was undertaken on 23 June 2014 to facilitate better understanding of the village. The residents were primarily concerned about the implementation arrangement. They were open to the Government's offering of compensation arrangements and were willing to be relocated to public housing. However, it was suggested that the land owners, the primary lessee (i.e. the party who developed houses for rental on land rented from land owners) and the sub-leasing occupiers should all be compensated. Comments are recorded in the gist of the site visit in **Appendix E-1**.
- 2.5.1.2 A site visit with the residents and business operators of TYST was undertaken on 29 July 2014 to better understand their concerns. They were primarily concerned about the impacts of the development proposals to their properties, and opined that land resumption and relocation should be avoided. Some requested that the plan should be amended to avoid affecting their structures. Furthermore, some residents opined that sufficient room should also be provided for future expansion of the "V" zones. Comments are recorded in the gist of the site visit in **Appendix E-2**.

## 2.6 Roving Exhibitions

- 2.6.1.1 Roving exhibitions with display panels were staged at seven locations in Yuen Long and within the PDAs. Four of these exhibitions were conducted by using the PlanD mobile exhibition vehicle. These seven locations included TYST Garden, Yuen Long District Office, Pak Sha Shan Road (near Pui Hong Kui Residential Care Home for the Elderly), Kiu Hing Road (Tin Liu Tsuen), Yuen Long Jockey Club Town Square, Kiu Hing Road (Pak Sha Tsuen) and the parking lot at TYST Road (near Greenville Residence).

## 2.7 Distribution of Publicity Materials

- 2.7.1.1 Apart from the exhibition panels, a Stage 2 CE Digest was prepared and distributed to the public for general reference. Leaflets and posters were also widely despatched to the stakeholders by mailing and by hand. Besides, a Study Webpage was updated on 12 May 2014 to provide the public with convenient access in obtaining relevant publicity and consultation materials, and the details of the community engagement events. The webpage also provided a platform for the public to submit comments.

## 2.8 Written Submissions

- 2.8.1.1 The public was encouraged to send us their comments by post, fax, email or via the electronic comment form at the Study Webpage. A total of 1285 written submissions were received at the time of finalising this report. An index of the commenters is provided at **Appendix F** and copies of the written submissions are available on the Study Webpage for inspection.
- 2.8.1.2 Diverse views were received on different issues including the concerns on traffic impact and the provision of sufficient infrastructure and community facilities. Commenters generally supported the PODP, in terms of the overall planning intention for providing housing supply, and public-to-private housing mix of 60:40. However, some had concerns on the high development intensity of the residential zones, and the inadequate space and employment opportunities in the proposed 'Employment Belt'. It was suggested that the "C" zones could be intensified for retail and mall, hotel and office developments that would generate jobs for the local community. Moreover, many commenters opined that the open space could be positioned in the centre of each community to utilise its function and serve more users. A number of residents have mentioned to retain their existing houses. For the implementation mechanism, the supports to public-private partnership were received. A number of comments were received from the members of Kam Lan Monastery for requesting to retain the main temple premises in-situ.



## 3 OVERVIEW OF KEY COMMENTS AND RESPONSES

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### 3.1 Overview

- 3.1.1.1 There was general support of developing the degraded brownfield land of YLS for providing more housing and improving the environment while some objections to the project from the affected parties were received. A variety of comments were received covering the planning and design theme, development intensity, housing mix, commercial and GIC provisions, employment opportunities created, cultural heritage, traffic and transport, sewerage and drainage, environment and ecology, impacts on residential dwellings, brownfield/business operations, farming activities and livestock operations, implementation mechanism, compensation and rehousing/relocation. The Study team has prepared the draft RODP, taking into account public comments received.

### 3.2 Study Objectives and Study Area

#### 3.2.1 Study Objectives

##### Comments

- 3.2.1.1 The Study objective of better utilising brownfield for providing more housing supply was generally supported as they agreed that this would help meeting territorial housing demand and providing a sustainable and livable environment in the area. Some others suggested that YLS should be planned as a new town instead of an extension of the Yuen Long New Town, as this would strengthen the level and range of facilities provision to the future community.
- 3.2.1.2 Some commenters also opined that YLS should be more strategically planned to take into account the territorial and regional context, such as the integration with the proposed HSK NDA and Tin Shui Wai.

##### Responses

- 3.2.1.3 The general support of the Study objective is noted. YLS is located near to Yuen Long New Town and the HSK NDA. Being strategically located in the Northwest New Territories (NWNT), the HSK NDA will be the next generation new town and will serve as a “Regional Economic and Civic Hub” for the NWNT. Meanwhile, YLS is positioned as a south extension of Yuen Long New Town through comprehensive planning and improvement of the connectivity with Yuen Long New Town as well as HSK NDA. YLS is also comprehensively planned for a balanced and sustainable community with all the required supporting infrastructure, commercial and community facilities to serve its future population and workers as well as the existing residential and village communities in the vicinity.

## 3.2.2 The Study Area and the PDA

### Comments

- 3.2.2.1 Various suggestions on the review and expansion of the boundaries of the Study Area and the PDA were received. Comments mainly from the Shap Pat Heung Rural Committee and the operators of the existing open storage yards and rural industries, suggested that the development potential of the abandoned agricultural land located to the east of Kung Um Road/Kiu Hing Road should also be reviewed for housing or open storage uses or relocation sites for the affected brownfield operations. The relocation sites for affected brownfield should be provided in Shap Pat Heung area. They opined that developing the abandoned agricultural land would face fewer obstacles and have minimal impacts and nuisances to existing users in the area.
- 3.2.2.2 Some suggested the existing “Residential (Group C)” (“R(C)”) zone on the OZP located to the west of Kung Um Road should be reviewed for high-density housing development and the portion of area located to the north of Yuen Long Highway along Ma Fung Ling Road which was also part of TYST into the PDA for comprehensive planning and development of the entire TYST.

### Responses

- 3.2.2.3 The PDA located at TYST and along Kung Um Road is designated with the objective to explore the potential use of the degraded brownfield land that is currently occupied by open storage yards, rural workshops and warehouses. The brownfield land is mainly concentrated to area located to the west of Kung Um Road zoned “Undetermined” (“U”) on the Approved TYST OZP, and the statutory use of which has yet been determined. Opportunity is therefore taken to review the “U” zone and identify appropriate land uses for it. Besides, some brownfield sites are located within the TYST area south of Yuen Long Highway and are intermingled with other uses such as agricultural land and residential settlements. In view of this, the TYST area is also included in the PDA to review the use of these brownfield sites and to address the land use compatibility issue in parallel.
- 3.2.2.4 Land located to the east of Kung Um Road/Kiu Hing Road in Shap Pat Heung is mainly zoned “V”, “Residential (Group D)” and “Agriculture” (“AGR”) on the Tai Tong OZP and is mostly for village housing, low-density residential developments and agricultural land. The southern part is greenery in nature with the Tai Lam Country Park located in the southern end and is zoned “Green Belt” (“GB”), “AGR”, “Conservation Area” and “Country Park” on the OZP. The suggested abandoned farmland is outside the PDAs and comprising greenfield land in general though some are abandoned while some are active farmland. Extending the PDA and turning greenfield land including the abandoned farmland for brownfield uses is not the objective and within the scope of the Study. It is also not supported as this would affect the greenery setting of the area, cause industrial/residential interface problems generated by freight traffic travelling through the future residential communities and create environmental issues affecting the PDA.



Besides, brownfield uses are not compatible with the Country Park close by.

- 3.2.2.5 The suggested areas located to the west of Kung Um Road and along Ma Fung Ling Road are zoned “R(C)” and “Residential (Group B) 1” (“R(B)1”) respectively on the TYST OZP and hence are also not included in the PDA.

### 3.3 Land Use Planning and Urban Design

#### 3.3.1 Proposed Residential Developments

##### Comments

##### *Proposed Housing Mix and Development Intensity*

- 3.3.1.1 Most comments indicated support to the proposed public-to-private housing mix of 60:40. However, a few commenters opined that the proportion of public housing should be further increased to meet the demand for subsidised housing but others reminded that too high proportion of public housing might lead to social problems.
- 3.3.1.2 There were diverse views on development intensity. Some supported higher plot ratio for the residential zones to better utilise land and to meet the territory-wide housing demand. Residential development in TYST should be intensified with a plot ratio of 2 to 3 for about 8 to 12 storeys. There was a comment suggested not to specify the maximum non-domestic plot ratio in the “Residential – Zone 1” (“R1”) zone to allow flexibility for responding to the market.
- 3.3.1.3 However, some preferred a lower development intensity to minimise burden on infrastructure and to achieve a better urban design. The proposed plot ratios for residential zones were too high and should be reduced to avoid wall effect and minimise adverse impacts on air ventilation and visual and for compatibility with the developments at the southern part of Yuen Long New Town. The green groups considered that the bulk of the residential developments near the “AGR” zone near Yeung Ka Tsuen and the Tai Lam Country Park was high and should be reduced, and buffer should be provided and incorporated in statutory planning control.

##### *Land Use Interface*

- 3.3.1.4 There were comments about the concentration of public housing in the ‘Urban Living’ Planning Area which would lead to concentration of population of similar socio-economic background and identical building blocks in the area.
- 3.3.1.5 Local villagers were concerned about the interface with the adjoining public housing developments as the high-rise housing would result in wall effect and poor air ventilation. In particular, villagers from Shan Ha Tsuen and Lam Hau Tsuen expressed that the “I” and “R1” sites located to its east and west might cause adverse visual impact and possible environmental degradation. A stepped building height profile and buffer zones (such as open space) along the villages were

suggested to minimise the visual and air ventilation impacts, and to respect the tranquillity of the villages.

### Responses

- 3.3.1.6 The proposed public-to-private housing mix of 60:40 is intended to achieve a balanced community for YLS. The ratio has made reference to the recommended housing mix from the Long Term Housing Strategy which is supported by the public in general.
- 3.3.1.7 When considering the plot ratios for different residential zones, consideration has been given to the local character and the existing development intensities. Located closest to Yuen Long New Town, a plot ratio of 5 for housing at ‘Urban Living’ Planning Area has been suggested for the PODP and the draft RODP which is the same maximum plot ratio of Yuen Long New Town for residential developments. Plot ratios descend southwards to 2.4 and 4 for a more compatible built form with the surrounding rural development character including the Tai Lam Country Park in the south. The southern end of the ‘LOHAS Living’ Planning Area has been changed to open space, amenity, sewage treatment works and government use intended for government depots and both would adopt green building design for compatibility with the surrounding greenery and rural setting.
- 3.3.1.8 To complement the existing residential developments in the TYST PDA which have been developed with plot ratio 1 as permitted under the OZP, the plot ratio of the proposed development in the TYST PDA is 1. We have reviewed the area, with better accessibility, the plot ratios of the cluster close to the TYST Interchange and the proposed road have been adjusted from 1 to 1.5 (zoned “Residential – Zone 4”) and 3.5 (zoned “OU(Mixed Use)”).
- 3.3.1.9 On the draft RODP, the “Residential – Zone 1 (with Commercial)” (“R1c”) and “Residential – Zone 2 (with Commercial)” (“R2c”) zones, a non-domestic plot ratio of 0.4 is proposed so that commercial uses for retail outlets and eating places are allowed under the domestic floors to support the daily needs of future residents and for street-front shops. Besides, the “R1c” zone and the “OU(Mixed Use)” zone for private housing and commercial uses have been added to the ‘Urban Living’ Planning Area to provide diversified housing types.
- 3.3.1.10 On the draft RODP, belts of “Local Open Space” (“LO”) with width of 20m have been incorporated for leisure and recreational use of the residents. These “LO” zones also serve as buffer between the villages and the proposed public housing. Besides, “low building areas” have also been incorporated in the adjoining residential zones on the draft RODP. Stepped building height profile would also be adopted to further minimise adverse visual and air ventilation impacts to the existing villages.

## **3.3.2 Existing Residential Uses and Village Settlements**

### Comments

### *Impact on Existing Residential Communities*

- 3.3.2.1 Although the PODP retained some existing residential developments which was appreciated, some affected residents strongly opposed and requested to amend the plan to retain their existing houses, including the residents living at Hong Lok Road in TYST as the cluster was considered a decent and well-established residential community where close ties had been developed in the community. Some other residents/villagers such as in Shan Ha Tsuen, Lam Hau Tsuen, TYST, Tin Liu Tsuen and Pak Sha Tsuen also requested that their existing residential settlements should not be affected as they had been living in the current residence for a long time. Some commenters raised that impact to existing burial grounds should also be avoided.
- 3.3.2.2 There were comments suggested that a certain level of urban improvement should be provided for the villages so that the living environment would be comparable with the new developments in the PDA and would minimise potential conflicts.

### *Village Type Development*

- 3.3.2.3 While the local villagers appreciated that the “V” zones were not affected, the Rural Committees and indigenous villagers concerned about that the “V” zones and Village Environs (‘VE’) were not aligned, and that the “V” zones should be expanded to cope with their needs. They reckoned that their development rights for constructing small houses should be respected, and suggested relaxing the existing policy by allowing villagers to build small houses in “V” zones not designated to their villages. Others suggested reserving the abandoned agricultural land adjoining the “V” zones for small house development. Villagers of Shan Ha Tsuen and Lam Hau Tsuen were of the view that the PDA had enclosed their “V” zones without leaving any expansion area for them. Villagers of Lam Hau Tsuen noted that a portion of the proposed public housing site located to the east of their village should be reserved for their village expansion as agreed by the Lands Department for compensation of the land north of the village that was resumed for the construction of Yuen Long Highway.

### Responses

- 3.3.2.4 We have strived to balance the needs of various land uses when formulating the land use proposals. After review, the plan has been amended to further minimise impacts to existing residential developments as far as possible. Retained well-established residential developments/clusters are zoned “Residential – Zone 5 (Existing Development Area)” (“R5 (EDA)”), “Residential - Zone 6” (“R6”) and “AGR” on the draft RODP where appropriate.
- 3.3.2.5 During the formulation of the PODP and the draft RODP, effort has been made to take into account and preserve the “V” zones on the TYST and Tai Tong OZPs, and the ‘VE’ boundaries for the villages and permitted burial grounds near the PDAs, such that they would not be affected by the YLS development. Only minor adjustment has been made to the “V” zones near Lam Hau Tsuen and Wong Nai

Tun Tsuen/Tai Tong Tsuen to cover existing houses with building right. The Study does not involve the general review of “V” zones and any revision of “V” zones should be considered carefully taken account of relevant factors such as the ‘VE’ boundaries, topography, existing land uses, ecology etc. Through the YLS development, the general living environment of the area would be improved and the existing village communities could also benefit from the newly provided facilities and infrastructure.

### 3.3.3 Proposed Open Storage and Rural Industrial Uses

#### Comments

##### *General*

- 3.3.3.1 The establishment of an ‘Employment Belt’ was generally appreciated, noting that the open storage yards and rural industrial workshops contributed to local employment, supported the logistics sector of Hong Kong and could reduce cross-district commuting. However, some commenters opined that it could not create as many jobs as it claimed because jobs were only reallocated from existing rural industrial operations. In addition, there were concerns particularly from the existing operators about the location and scale of the “Employment Belt” and the building design of the possible multi-storey industrial compounds.

##### *Proposed Location*

- 3.3.3.2 While some commenters applauded the location of the ‘Employment Belt’ which was positioned next to Yuen Long Highway, operators from Shap Pat Heung (i.e. along Kung Um Road) expressed that they would not move to the ‘Employment Belt’ as it was located in another ‘heung’ (i.e. Ping Shan Heung). Other sites should be provided in Shap Pat Heung to meet their needs, for example, the area at the southern end of Kung Um Road within the PDA. They added that villagers living along Kung Um Road did not mind sharing the road with industrial vehicles, and suggested that new roads could be exclusively reserved for the use of rural industrial operations if interface concerns with local residents were expected. Otherwise, they might relocate to the abandoned agricultural land to the east of Kung Um Road for convenience.
- 3.3.3.3 There were also comments suggesting the relocation of open storage uses to the “GB” zones located to the south of ‘Garden Community’ and in the abandoned agricultural land along Kung Um Road, Tai Tong Shan Road, Tai Shu Ha Road West/East and in Pak Sha Tsuen and Yeung Ka Tsuen. They opined that agricultural activities had been dwindling and rehabilitating agricultural land was not beneficial in practice.
- 3.3.3.4 Residents from TYST were aware of the possible industrial/residential interface issues with the ‘Employment Belt’. Some commented that only non-polluting uses should be allowed in the ‘Employment Belt’ and suggested restricting the types of industrial activities, operating hours and means of waste disposal. For example,

waste recycling yards (due to higher fire risk and possible illegal dumping of waste) and concrete batching plants should not be allowed. Storage in buildings would be acceptable because of less noise and environmental impacts. Some also commented that adequate buffer zones should be provided.

- 3.3.3.5 Some TYST residents opposed to establishing the ‘Employment Belt’ as it would cause adverse environmental and visual impacts, and lead to environmental degradation in the TYST PDA. They suggested relocating the storage and workshop uses further away from residential settlements or near the burial grounds in the southern end of the PDA.

#### *Proposed Scale*

- 3.3.3.6 There were concerns that the scale of the ‘Employment Belt’ could not accommodate all existing open storage yards, warehouses and rural industrial uses. More land should be reserved for these uses to ensure a sustainable growth of the sector. There were comments suggesting that the “U” zone was intended to reserve land for rural industrial operations in HSK, and it would lead to a great shortfall of available space in YLS if the operations in HSK would be moved to YLS. Some commenters therefore suggested intensifying the developments in “I” zones to provide more space.

#### *Building Design*

- 3.3.3.7 Some commenters opined that the possible multi-storey industrial compounds would effectively improve the working conditions and minimise adverse impact to the surrounding residential settlements. However, the operators were concerned about whether the proposed multi-storey industrial compounds could meet their operational needs and the high rents of the compounds. They considered that the possible multi-storey industrial compounds were unsuitable for accommodating bulky and heavy materials and goods. The compounds should be carefully designed to meet their operational needs, such as sufficient floor-to-floor height and loading capacity. Adequate “Open Storage” (“OS”) zones should also be provided for goods or containers that could not be stored in the possible multi-storey industrial compounds. Spaces for the operation of vehicle repairing industry were also requested.

#### Responses

- 3.3.3.8 The contribution of these open storage yards and rural industrial uses to the local economy and local employment are recognised. On the other hand, the current dispersed form of the brownfield uses does not represent efficient land utilisation and the activities also result in degradation of the rural environment such as traffic, visual etc. To meet the territorial housing and other development needs, consolidation of the brownfield activities could release the development potential of the brownfield land for development purposes. The Government is studying feasible measures, including accommodating some of the users in multi-storey industrial compounds or other land-efficient means subject to the pilot case in HSK

NDA.

- 3.3.3.9 The proposed location as in the northern part of the TYST PDA is close to Yuen Long Highway and hence facilitates the easy accessibility of freight traffic to the highway with the designed road system in the 'Employment Belt'. Without travelling through the residential neighbourhood, problems arouse from industrial/residential interface are effectively avoided. In view of the rural greenery of the areas surrounding the southern parts of the PDA especially the Tai Lam Country Park in the further south and the area located to the east of the PDA, locating open storage and industrial uses in the southern part of the 'LOHAS Living' Planning Area and the areas located to the east of Kung Um Road is considered incompatible. Besides, freight traffic would have to travel through the new residential communities before entering the highway and this would bring nuisance to the future residential communities.
- 3.3.3.10 When considering the land area for the storage and workshop uses in the PDA, balance has to be struck between different competing uses given the limited land resources. Considerations have been taken into account by reserving land for housing and other supporting infrastructure and community and commercial uses and the retained well-established residential communities.
- 3.3.3.11 On the PODP and the draft RODP, open space and amenity areas are reserved for public enjoyment. These provisions could also serve as buffer to address the industrial/residential interface along the southern edge of the 'Employment Belt'. Besides, the "I" zones near the TYST Interchange have been changed to "OU(Mixed Use)" on the draft RODP. In order to further minimise industrial/residential interface, "Other Specified Uses" annotated "Storage Use (1)" ("OU(SU)1") zone is designated along the southern edge of 'Employment Belt' where only warehouses and logistics centres are allowed. Air Ventilation Assessment (AVA) and Visual Impact Assessment have been conducted and no insurmountable problems would be anticipated. Detailed Environmental Impact Assessment would also be conducted and further mitigation measures would be investigated if required.

### 3.3.4 Proposed Commercial Uses

#### Comments

- 3.3.4.1 There were general comments that sufficient commercial facilities which were easily accessible should be provided in the YLS development to reduce travelling to and reliance on Yuen Long New Town. Some commenters noted that the employment opportunities created were inadequate and the various "C" zones on the PODP were small and dispersed and suggested that the "C" zones, such as the two near TYST Interchange, should be enlarged with higher plot ratio for large-scale commercial development including shopping malls, offices (including government offices) and hotels. This would better utilise land resources, reduce cross-district commuting and achieve business efficiency and synergy.



- 3.3.4.2 Retail outlets or shopping malls near the proposed PTI or the Yuen Long Highway for the convenience of the visitors were suggested. At the same time, street-front shops should be introduced to add street vibrancy, and this could be encouraged by dividing development sites into smaller plots. There was suggestion to pedestrianise Lam Tai Road East and West for providing street-front shops and dining area along Tin Tsuen Nullah. However, other commenters reckoned that it would be difficult to encourage commercial activities in the area as YLS would not be supported by mass transit.

### Responses

- 3.3.4.3 Capitalising on the strategic location of the HSK NDA, areas around the proposed HSK Station are structured to become a regional hub for offices, hotels, retail facilities and other commercial uses as well as government offices. Besides, areas around the West Rail Tin Shui Wai Station would also be developed as a district node providing shopping malls and office towers. The HSK NDA would offer about 150,000 new employment opportunities. The YLS development is not served by mass transit. The commercial developments in YLS are primarily to serve the locals including the YLS development, and the existing communities in Yuen Long New Town and the adjacent villages. As such, the proposed non-domestic plot ratio of 3 for the “C” zone and non-domestic plot ratio of 2.0 for the “OU(Mixed Use)” zone are considered appropriate. All these commercial clusters are integrated with PTIs to enhance accessibility and convenience.

## **3.3.5 Proposed Community Facilities and Utility Installations**

### Comments

- 3.3.5.1 Commenters were generally concerned about the insufficiency of the proposed GIC facilities in coping with the existing and future population. A wide range of community facilities should be provided, such as local recreational facilities, hospital or large fully-featured clinic, sports centre and sports ground, swimming pool, social welfare facilities, pet parks, public toilets, refuse collection points and in particular, wet market(s). Adequate provision of GIC facilities would be critical for YLS to be self-sustained to reduce the reliance on Yuen Long New Town.
- 3.3.5.2 There was a suggestion that schools in the area could be combined in a ‘school village’ to enable the sharing of central facilities, such as sports stadium, sports ground, swimming pool and auditorium. These facilities could also be made available to the public during non-school hours or school holidays.
- 3.3.5.3 Residents in TYST considered that the facilities in the area were inadequate. Specifically, they opined that the proposed sports centre near Kung Um Road was too close with the sports centre near Yuen Long Theatre, and suggested relocating it closer to them at the “AGR” zone. They also requested Lutheran Centre located at the junction of Sha Tseng Road and TYST Road should be retained, which was newly established for provision of community service to the neighbourhood.

- 3.3.5.4 Some local residents were also concerned about the scale and possible adverse environmental impacts generated by various GIC facilities particularly the noise, odour and air pollution from the fire station and utilities including the sewage treatment works, the sewage pumping station and electricity substation. They requested to locate these utilities and their ventilation outlets as far as possible from residential settlements.

### Responses

- 3.3.5.5 With reference to the planned population of YLS and the HKPSG, a range of GIC facilities have already been included in the PODP and the draft RODP to meet the needs of the community. These include nursery classes and kindergartens, schools, a sports centre, community hall, clinic, wet markets (provision within public residential developments subject to further studies), refuse collection points, police station, fire station and social welfare facilities.
- 3.3.5.6 In response to the request for hospital, the proposed hospital in HSK NDA would also serve the YLS development. When planning and development of public medical services, the Government will consider the various factors including the mode of medical service, demographical changes, the location of served population within the area and the anticipated needs for the public medical service, etc. The Government/Department of Health will pay attention to the local needs in YLS and reserved a suitable land for clinic to cater for the long term medical demand.
- 3.3.5.7 For public library, sports ground, swimming pool and additional sports centre in YLS, there are provision of these facilities in other areas of Yuen Long district to serve the district. Subject to the support of Yuen Long District Council and the local residents and the availability of resources and suitable sites, LCSD would consider providing pet gardens in YLS. The provision of school in YLS is also in accordance with HKPSG requirement.
- 3.3.5.8 Necessary utility installations have also been provided to support the future development. The location of these facilities are placed based on their operational needs, such as the requirement that a fire station should be placed in the centre of a district for quick access to sites within the PDA, and the sewerage facilities should be placed near strategic sewerage networks. In response to public views, the location of the fire station and sewage treatment works are relocated further south away from the villages on the draft RODP. With engineering and technological advancements, undesirable adverse impacts such as odour and noise are also expected to be minimal.



### 3.3.6 Cultural and Historical Uses

#### Comments

- 3.3.6.1 Some commenters suggested that YLS should take advantage of its cultural, historical, ecological and environmental resources particularly capitalising on the historical and cultural importance of Kam Lan Monastery to develop local tourism and become a district and territory-wide tourist attraction.
- 3.3.6.2 Strong requests were received for the retention of Kam Lan Monastery at the existing location and that the “G/IC” zone on the current OZP should be followed while opportunity should be allowed for expansion of the zoning for future development of the temple as the monastery was a Taoist institution established some 180 years ago and had a significant impact in the development of the Taoist religious beliefs. They had also contributed greatly to the community. Although a site located to the southeast of Kam Lan Monastery was zoned “IC” on the PODP for the temple, the monastery was no longer have the right to use the land. However, some members were open to relocation if inevitable. A location of tranquillity, such as the urban fringe near Ma Shan should be provided to minimise any interface issues between the institution and the “I” zones.
- 3.3.6.3 There were comments requesting to expand the “IC” zone of Chuk Lam Ming Tong for a proposed elderly care home and to rezone the “GB” zone on the PODP to “IC” zone following the existing “G/IC” zone on the OZP for a religious institution and the proposed elderly care home.

#### Responses

- 3.3.6.4 After review, the existing Kam Lan Monastery structures would not be affected and the “IC” zone covering its current location has been designated on the draft RODP. The draft RODP has reserved land for neighbourhood elderly centre and residential care homes for the elderly cum day care units. Regarding the proposal for a religious institution which was zoned “GB” on the PODP, the concerned land is zoned “OU(SU)1”, “LO(1)” and “R5” on the draft RODP to meet the various development needs.

### 3.3.7 Proposed Agricultural Uses

#### Comments

##### *Proposed “AGR” Zones in the ‘Green Zone’*

- 3.3.7.1 Some commenters including villagers and green groups welcomed the preservation of active agricultural land in the southern part of TYST PDA. Some comments suggested retaining the existing farmland located in the proposed “District Open Space” (“DO”) near TYST Interchange and re-designating it to “AGR” zone.

- 3.3.7.2 There were also suggestions to enhance the ecological state of the agricultural land by including a mix of wet and dry agricultural practices to provide more diverse habitats for different fauna groups. Some suggested that uses ancillary to the agricultural use including community-driven farmers market should be allowed in the “AGR” zone to facilitate the development of the zone as a community leisure centre and contribute to local economy for promoting the farming industry.
- 3.3.7.3 However, some queried on the ground that farming activities had declined and doubted the rehabilitation of abandoned farmland on private land, and suggested to have housing, open storage, commercial or community uses on the abandoned agricultural land.

#### Potential Site for Livestock Farms

- 3.3.7.4 The livestock farm operators commented that the proposed site at TYST was inadequate to accommodate all six livestock farms (three chicken and three pig farms). On the other hand, some operators of the livestock farms and green groups were concerned that the potential site for livestock farms on the PODP might pose environmental nuisances/pollution to the surrounding proposed residential developments, woodland and natural stream with ecological value. There were comments that in view of the pollution problems and the possible health hazards to the surrounding residents such as avian flu, the proposed site for livestock farms should be reconsidered.

#### Responses

- 3.3.7.5 On the PODP and draft RODP, the largest piece of active agricultural land in the southern part of the TYST PDA has been retained and zoned as “AGR” in view of its vast size and its status as an actively cultivated farmland. As the area south of the TYST Interchange is located next to the proposed main road of the PDA, the area should be better utilised for providing commercial, public (such as open space and social welfare facilities) and transport facilities (such as parking facilities for bikes and other public transport services) with enhanced accessibility and convenient location.
- 3.3.7.6 The two existing pig farms and one existing chicken farm located at the southern fringe area of Kung Um Road is zoned “AGR” on the draft RODP, subject to detailed technical assessment for compliance with Environmental Impact Assessment Ordinance (EIAO) in respect of the environmental mitigation measures and their feasibility of implementation. For the other three livestock farms located at the northern part of the PDA, as they are located in the central locations of the PDA, the farms and the required buffer areas would affect a large amount of developable area and residential units and thus it is not recommended to retain them. For the sake of minimising the risk of avian influenza in Hong Kong, the Government has since 2008 adopted a policy of containing the scale of live poultry trade in Hong Kong, with the total rearing capacity of live chickens capped at 1.3 million and the total number of chicken farms at 30. In June 2015, the Food and Health Bureau (FHB) has commissioned a consultant to study the future of the live poultry trade in Hong Kong and to make recommendations. The study is

targeted to be completed in early 2016 and the Government will thereafter consult the public on the consultant's recommendations. Policy issues relating to poultry rearing in Hong Kong, including the relevant legal requirements restricting the relocation of existing chicken farms, would be taken into consideration in the consultancy study.

### 3.3.8 Environment and Ecology

#### Comments

- 3.3.8.1 Some commenters said that air quality in the area was generally poor and the development scale should be reduced. They noted that the Yuen Long Nullah would be beneficial to serve as a wind corridor for better air ventilation. There were comments that there should be no net increase in pollution load and no adverse environmental impact from the developments to the Deep Bay.
- 3.3.8.2 Some commenters urged to impose appropriate planning requirements for ecological preservation of the natural streams. The natural streams and its riparian should therefore be protected by conservation zonings. Moreover, the proposed 15-meter buffer of "GB" zones on each side of the stream was also considered inadequate and a 30-meter buffer on each side was recommended. Meanwhile, it was noted that there were many other natural or semi-natural streams in the area that were still intact and should be preserved or resurrected.
- 3.3.8.3 Some commenters including green groups requested to reduce the building height and plot ratio of the adjacent "R1" zone to minimise impact to the newly identified egretty west of Pak Sha Tsuen and protect the flight corridors. Moreover, revitalised nullah which would have ecological value for wildlife by serving as egret foraging area and providing food source, should be accessible to the egrets with clearly defined flight paths. Planning ss should also be in place to ensure that no illegal works and activities would occur at the vicinity of the egretty. Some commenters further added that adequate funding and effective management should be also provided. However, other commenters disagreed and reckoned that there were no egrets but only ordinary birds, and the designation of Tai Lam Country Park was already sufficient to provide adequate ecological protection. Some commenters mentioned that the Convention on Biological Diversity should be respected during the formulation of the draft RODP.
- 3.3.8.4 There were comments that the EIA report should be published for public inspection but the locations of sensitive ecological resources should not be disclosed in the report to avoid any illegal activities in the attempt of destroying the natural resources.

#### Responses

- 3.3.8.5 Green space network consisting of amenity areas, open spaces, green belts and pedestrian/cycling network together with the "Green Zone" have been included on the draft RODP to serve as breezeways. The EIA under EIAO would be conducted

to meet the latest Air Quality Objectives (AQO) released in 2014. In addition, there would be no net increase in pollution load to Deep Bay as concluded from the Sewerage Impact Assessment (SIA).

- 3.3.8.6 Regarding the natural streams, “GB(1)” zone has been introduced to the draft RODP to cover the streams and buffer areas as a further measures to protect these watercourses and the habitats for wildlife from unauthorized encroachment and illegal dumping, while providing flexibility to the Town Planning Board to scrutinize developments under the planning permission system.
- 3.3.8.7 An ecological study on the egrettries including a new small one identified to the west of Pak Sha Tsuen and the one in Tai Tong has been conducted as part of the EIA. In view of the separation distance between the new small egrettry and the nearby proposed residential zones, significant ecological impact to breeding egrets is not anticipated (subject to findings of the Final EIA Report). Additional measures such as “nonbuilding areas” have been designated in the residential zones on the draft RODP to preserve flight lines for egrets.
- 3.3.8.8 The EIA was commenced in the end of 2012 and is being undertaken at the moment to recommend necessary mitigation measures and to confirm on the environmental acceptability of the development proposals, in compliance with the statutory requirements under the EIAO. The Final EIA would be released for public inspection when it is completed.

### 3.3.9 Urban Design and Landscape

#### Comments

- 3.3.9.1 It was raised by some commenters that there was a lack of focal point, landmark or gateway in the planning and design concept. The proposed “T” and “OS” zones located close to two of the strategic entry/exit points (i.e. TYST and Tin Shui Wai West Interchanges) would affect the image of YLS in view of the ‘gateway’ location of the area. The planning and design theme should be strengthened to express the planning vision.
- 3.3.9.2 Many commenters opined that the local and district open spaces were scattered in small plots throughout the PDA, and should be consolidated into a single or a few large open spaces and be placed at a central location with better accessibility. In particular, it was suggested that the “GB” zone in the central location of the TYST PDA should be designated as open space to replace the “DO” zone near TYST Interchange.
- 3.3.9.3 Some commenters suggested that urban greening features such as tree planting could be well incorporated along the road and cycle track networks.

#### Responses

- 3.3.9.4 The vision of YLS is to create a sustainable, green and livable community. By

providing an urban to rural transition experience that extends the urban fabric of Yuen Long New Town and integrates with the natural landscape of Tai Lam Country Park, YLS is intended to accommodate diversity and provide different living experiences. Land uses near TYST Interchange have been changed from industrial uses to mixed use developments accommodating both residential and commercial uses and complemented by the PTI for enhancing the gateway concept.

- 3.3.9.5 The locations of open space have been reviewed and amended on the draft RODP. The “DO” near TYST Interchange is consolidated on the draft RODP to form a larger open space to serve the community in view of its convenient location. A large “DO” in ‘LOHAS Living’ Planning Area could accommodate different recreational purposes such as cycle park, as well as a “LO” corridor along Kung Um Road for a green pedestrian environment creates a green spine and completes the overall open space network. The design of the open space would also integrate with the proposed footpath and cycle track network to create an attractive and favourable walking and cycling experience.

## 3.4 Infrastructure

### 3.4.1 Yuen Long Nullah

#### Comments

- 3.4.1.1 There were different views about the decking options of Yuen Long Nullah. The complete decking of the Yuen Long Nullah was greatly supported by majority of the local stakeholders and advisory bodies such as local residents, operators of the open storage/ rural industries, Rural Committees, Yuen Long District Council and members of the PSC of LDAC. They opined that this would provide additional road space that could substantially improve traffic conditions along Kung Um Road, and enable the possibility to set up cycle tracks, pedestrian walkways and reserved space for the EFTS. They opined that the ecological value of the Yuen Long Nullah was low, and that it had posed certain health hazards and nuisances such as odour and breeding of mosquitos. The partial decking option was also thought to be cost ineffective and difficult to execute. On the contrary, the complete decking option did not require land resumption. There were suggestions proposing decking also the sections of Yuen Long Nullah near West Rail Long Ping Station and along Wong Nai Tun Tsuen Road to ease traffic congestion and provide space for EFTS.
- 3.4.1.2 However, some local residents had reservation on the decking option as this option might compromise drainage capacity, pose maintenance issues of the Yuen Long Nullah and cause flooding to the adjacent villages. They also opined that without a robust overall traffic improvement, such as solving the current traffic bottleneck at the tunnels beneath Yuen Long Highway, the decking of Yuen Long Nullah alone would not bring substantial traffic improvement. As an alternative, some suggested that an elevated road could be constructed above the Yuen Long Nullah to maintain the existing drainage capacity and improve the condition while allowing nullah revitalisation.

- 3.4.1.3 Green groups and some members of the Town Planning Board preferred undecked option for revitalisation and incorporation in the overall design framework as a water feature, unique urban landscape and local landmark. They opined that reliance on Kung Um Road could be reduced through a range of mitigation measures such as redirecting traffic to new roads, restricting Kung Um Road to one-way traffic or constructing a new bypass eastward of the Yuen Long Nullah with connection to Yuen Long New Town via Pok Oi Interchange. Nonetheless, the provision of any landscaping or ecological features should not compromise the drainage performance.

### Responses

- 3.4.1.4 It is important to strike a balance between improving the traffic conditions of Kung Um Road and Kiu Hing Road for pedestrian safety and enhanced traffic capacity, as well as exploring revitalisation opportunities for Yuen Long Nullah. While the southern section of Yuen Long Nullah would be revitalised, three options were presented in Stage 2 CE for the northern section. These options have been assessed on their drainage, traffic and environmental impacts to ascertain their technical feasibility.
- 3.4.1.5 In view of the diverse views from the public, partial decking of the northern section of Yuen Long Nullah has been proposed and incorporated in the draft RODP. Minimum decking of Yuen Long Nullah would be adopted to maximise the potential for nullah revitalisation while providing adequate space for road improvement. Although cycle track could not be provided along the nullah, roads along the Yuen Long Nullah (i.e. Kung Um Road and Kiu Hing Road) would be upgraded to a standard two-lane roads for one-way circulation with properly planned standard footpaths, which would meet traffic demand and provide better connectivity. Careful considerations should be taken on the nullah proposal since the nullah reflects, to a certain extent, the route of the natural river channels. Apart from the function for rainwater disposal, the nullah especially after revitalisation can also be regarded as a potential urban landscape design resource from a planning point of view. for landscape, ecological and air ventilation. The southern section of Yuen Long Nullah will be revitalised without decking. The proposed partial decking of Yuen Long Nullah has struck balance between the needs to provide solution space for improving traffic circulation and nullah revitalisation for creating sustainable water body.

## **3.4.2 Transport and Traffic**

### Comments

#### *General*

- 3.4.2.1 There were grave concerns on the traffic impacts due to the increase in population of the various development proposals including the HSK NDA, Kam Tin South and YLS under study in the Yuen Long area as the existing transport infrastructure in the area including the roads and railway in Yuen Long New Town were at

capacity. There were comments that the road networks including external links to urban area should be improved. For the intra-district transport network, concerns regarding the capacity and congestion of Yuen Long Highway, Pok Oi Interchange and along Tai Lam Tunnel were received. Comprehensive assessments on the traffic capacity of a wider area should be studied in detailed for the formulation of road network improvements. Improvement of strategic road links by connecting the southern end of the Kung Um Road PDA and Tuen Mun Road/Castle Peak Road (Tuen Mun Portion) through a tunnel across the Tai Lam Country Park was suggested.

- 3.4.2.2 There were concerns about the capacity of existing West Rail as there was little room for improvement and queried whether the proposed West Rail HSK Station would be implemented in time to cater the population of YLS.
- 3.4.2.3 Connectivity with Yuen Long New Town and the proposed HSK NDA should be enhanced. Some commenters opined that the lack of parking space and illegal on-street parking in Yuen Long New Town had worsened the traffic condition, and suggested implementing a 'park-and-walk' scheme at the fringe of the town centre.

#### *Proposed Local Road Network*

- 3.4.2.4 Traffic congestion along Kung Um Road particularly at the junction near La Grove was widely discussed by local stakeholders. Despite the proposed major road running northwest from 'LOHAS Living' to TYST Interchange, the concentration of high-density residential developments along Kung Um Road would worsen the traffic condition and the local stakeholders considered that Yuen Long Nullah should be decked for traffic improvement. Besides, the proposed roundabout at the northern Kung Um Road for traffic improvement was considered insufficient. Moreover, residents of TYST reckoned that the 'Employment Belt' would create more traffic to the area and questioned whether the proposed transport network would be able to accommodate the expected working population.
- 3.4.2.5 Villagers were of the view that road connections and village roads (such as Lam Yu Road and Lam Hi Road) should also be improved as part of the YLS development including providing direct road access to Shan Ha Tsuen by connecting Lam Tai Road, Kung Um Road and the proposed major road (Road P1) and linking up Kung Um Road with Tai Tong Road and Tai Shu Ha Road West. However, some villagers pointed out that the proposed major road has broken the flow of 'fung shui'. Some villagers were opened to land resumption for road widening works.
- 3.4.2.6 Suggestions on detailed road design were also received including all roads within the PDA should be two-way with at least dual-lane standard, elevated slip roads, elevated compact roundabouts or tunnels was preferable to allow smooth traffic. However, some residents were concerned about dangers and nuisances related to the elevated roads.

#### *Proposed Public Transport Network*



- 3.4.2.7 In general, commenters opined that public transport should be considered as the dominant transport mode in YLS and the existing light bus and bus services should be enhanced by adding more routes and increasing the service frequency. The proposed PTI near the TYST Interchange could allow interchanging between local and long-haul buses.
- 3.4.2.8 There were comments that the proposed PTI located on top of an existing temporary fish market might require relocation of the fish market and this provided opportunity to reconsider the land use of the site for GIC uses. However, there were also concerns about the noise and traffic impacts from the PTI.
- 3.4.2.9 Meanwhile, the proposed rail-based EFTS was widely supported by the stakeholders but diverse views were received regarding its mode and alignment. There were also suggestions to extend the existing Light Rail system to YLS due to system compatibility, ease of interchanges, route comprehensiveness and general operational efficiencies. However, some did not prefer rail-based EFTS as the existing Light Rail system worsen the road traffic in Yuen Long New Town by taking up scarce road space and was not pedestrian friendly. As an alternative, 'Bus Rapid Transit' system could also be considered because it required dedicated lanes without taking up additional road space. In terms of the alignment, it should not be limited within YLS only and could be extended to Yuen Long New Town, the proposed HSK NDA and other neighbouring districts. Interchanges should also be provided at various West Rail and Light Rail stations for seamless integration.

#### *Proposed Pedestrian Network*

- 3.4.2.10 Commenters agreed that a comprehensive pedestrian network should be provided for YLS including along Kung Um Road and Kiu Hing Road. Moreover, the pedestrian network should be extended to foster inter-district connectivity and pedestrian subways should be provided for easier access to Yuen Long Planning Area 13 and Yuen Long New Town. However, members from the professional institutes noted that pedestrian subways were not preferred, due to safety and security concerns.

#### *Proposed Cycling Network*

- 3.4.2.11 Some local residents supported the promotion of cycling since the PDAs were too large to travel on foot. Some commenters also opined that cycling should not be restricted as recreational activities, but should be promoted as an environmentally friendly transport option and suggested that the proposed cycling network could be planned comprehensively by providing connection with Yuen Long New Town and the existing cycling network. Ancillary facilities such as cycle parking area and signage should also be provided to facilitate the cyclists. The proposed scenic cycle track was also supported, and suggestions were received to extend the cycle track to the southern fringe of the TYST PDA and to provide cycle parking area at both entrances of the hiking trail to the Tai Lam Country Park.

### Responses

- 3.4.2.12 Various technical assessments have been conducted as part of this Study which demonstrate that the planned population of about 80,000 for YLS as proposed in the PODP is sustainable with the proposed infrastructure improvements such as roads, drainage and sewerage facilities of YLS. Taking account of the railway capacity and the possible new strategic highway infrastructure connecting the HSK NDA to urban area and Tuen Mun, the planned population is revised to about 85,000 (including existing population of about 2,300) and preliminary results of the broad technical assessments reveal that there is no insurmountable problem arising from the proposed development. Besides, it is estimated that the “East-West Corridor” (including the existing WRL) can ultimately reach an hourly frequency of 28 at each direction, with 8-car trains. On this basis, the carrying capacity will increase by 60% over the current 7-car trains operating at an hourly frequency of about 20. In long term planning, the government will timely bid for resources and commence studies for improving the carrying capacity of the railways in NWNT beyond 2031. They include studies on enhancing or improving the existing railway lines, or even the feasibility of constructing new railways, in order to cope with the new traffic demands.
- 3.4.2.13 Various road improvement proposals have been made including the construction of new roads for better connectivity between the PDA and the Yuen Long New Town, the improvement of existing roads by widening Kung Um Road and upgrading road junctions and interchanges, as well as the incorporation of traffic management strategies in terms of road design and junction management. In terms of accessibility to surrounding villages, possible road openings have also been explored and reserved on the draft RODP to allow future connection with these villages. Villagers could take advantage of the improved public transport network for better connections to major public transport hubs such as PTIs and various West Rail and Light Rail stations.
- 3.4.2.14 Apart from improving the road network, public transport would be heavily promoted. Bus and light bus services are recommended to provide connection with West Rail and Light Rail Stations, while long-haul bus services would also be suggested to provide linkage to the urban areas. PTIs would be planned within the PDA, and one near the West Rail Yuen Long Station, to accommodate the proposed public transport services and the design of which would be carefully considered to minimise adverse impact to the surrounding area and to meet with EIA standards. The Transport Department (TD) would continue to liaise with different public transport operators to monitor the transport needs and service quality in northwest New Territories, and the public transport needs of local residents would be reviewed and adjusted accordingly.
- 3.4.2.15 Moreover, support to the proposed EFTS is noted and an alignment is annotated on the draft RODP for the possibility of connecting to the EFTS of the proposed HSK NDA to West Rail Tin Shui Wai Station (subject to further studies).
- 3.4.2.16 In order to promote sustainable development, a comprehensive pedestrian network is proposed throughout YLS and connecting with the existing pedestrian corridor in Yuen Long New Town. Similarly, cycle tracks supported by cycle parking facilities would be provided along pedestrian corridors, with connection to the

existing district-wide cycle track. In addition, recreational cycling is encouraged through the provision of scenic cycle track that runs along the edge of the hillside of Ma Shan and the 'Green Zone'. This would provide magnificent views of the countryside. Detailed alignment and design would be further studied taking into account the public aspirations.

- 3.4.2.17 The grave concerns on traffic and transport issues are noted. The Government will timely provide new strategic highway infrastructure connecting the HSK NDA to urban area and Tuen Mun to cope with the increased traffic demand arising from the implementation of the proposed development projects in the NWNT. For West Rail, the train compartment would increase from 7 to 8 upon the completion of "East West Corridor" and the passenger capacity could increase at least 14%. Besides, the MTRCL is enhancing its services. The measures include better platform management to ensure more even distribution of passengers at platforms or on trains and smoother passenger flow in order to increase the efficiency of train operation; and increasing the train frequency where necessary at peak hours as far as possible, in order to cope with the overall demands of the passengers.

### 3.4.3 Drainage and Sewerage

#### Comments

- 3.4.3.1 In general, commenters were worried that the existing nullahs would not be able to handle the needs of YLS and assessments should take into account the increased population, the increased surface runoff from more impervious surfaces and the occurrence of rare rainstorms with significant downpour. There were general worries that the development would increase flooding risk, as the existing villages were susceptible to flooding due to low site level.
- 3.4.3.2 Provision of flood prevention infrastructures, such as water pumps and drains, should be in place as precautionary measures. The YLS development would provide a great opportunity for setting up a robust drainage system for the whole area including existing villages. In particular, residents of Shan Ha Tsuen suggested that drainage facilities could be constructed east of the village in the proposed "LO" zone, also making use of the open nullahs in the area. Greenery landscape features should also be planted in favour of paved surfaces, as this would decrease surface runoff and thus the risk of flooding.
- 3.4.3.3 In terms of sewerage, there were also concerns related to the discharge of polluted water into the drainage system, which would be eventually discharged to the Yuen Long Nullah and posed hygiene issue. It was suggested that waste water should be intercepted and treated prior to discharge. Illegal discharge should also be penalised to eradicate any adverse impacts to the environment, and policies against illegal discharge should be adopted and enforced. Besides, some commenters suggested exploring the use of treated effluent.

#### Responses

3.4.3.4 Drainage Impact Assessment (DIA) and SIA have been conducted and it has been concluded that the development proposals on the draft RODP were technically feasible subject to appropriate mitigation measures. Moreover, an approx. 500 meters of new watercourses would be created along the western periphery of 'LOHAS Living' which could serve drainage function. The use of treated sewage effluent would also be considered.

3.4.3.5 While flooding concern of the adjacent villages is noted, drainage enhancement works at Shan Ha Tsuen have already been commissioned by the Drainage Services Department (DSD) and drainage channel would be proposed under the Study to resolve local flooding problems. The Government would continue to ensure that drains are up to its designed performance during heavy rainfall, and would conduct drainage checks and debris clearance when necessary.

### 3.4.4 Other Infrastructure Proposals

#### Comments

3.4.4.1 Other proposals on infrastructural improvement were also received such as the adoption of 'Common Services Tunnel' to consolidate all service piping (such as water, electricity, communications), incorporation of district-wide vacuum garbage collecting system to reduce the need for garbage collection traffic, and the introduction of a district-wide wireless internet network.

#### Responses

3.4.4.2 Other infrastructural proposals are duly noted and would be considered in the subsequent detailed design stage where appropriate.

## 3.5 Others

### 3.5.1 Implementation

#### Comments

3.5.1.1 Diverse views were received regarding the implementation mechanism. There were comments which preferred adopting public-private partnership for the implementation of YLS as most of the land within the PDA was under private ownership, and substantial land resumption and clearance would affect and delay the delivery of the development. It would also be unfair to landowners if the Government resumed private agricultural lands at low prices and sold it at high prices to private developers. Some commenters also thought that the land exchange policy could be relaxed to facilitate private development.

3.5.1.2 Local stakeholders were generally in the view that land resumption should be avoided and existing land ownership should be respected. While some requested to amend the plan to avoid affecting their houses, some opined that land resumption

must be conducted fairly and transparently with reasonable compensation and relocation arrangement if inevitable. Some affected residents preferred to be relocated to public housing flats close to their existing home, instead of receiving monetary compensation. Relocation should also be arranged before land resumption, and time should be allowed for relocation. It was suggested by some that a freezing survey could be conducted to protect the interests of the affected residents and farmers, who might have rented land from indigenous villagers and suffered from tenancy termination and eviction by respective land owners.

- 3.5.1.3 Some affected residents expressed that they were aware of the compensation and rehousing arrangements for the Kwu Tung North and Fanling North NDA project. Some affected residents requested that the compensation and rehousing arrangements should make reference to those for Choi Yuen Tsuen and the Liantang/Heung Yuen Wai Boundary Control Point project.
- 3.5.1.4 For the implementation mechanism of the 'Employment Belt', existing operators were of the view that the Government should take the lead in developing and managing the possible multi-storey industrial compounds to ensure that the rent would be affordable. The existing brownfield operators considered that the land resumption rates for the brownfield operations should be based on the actual uses on sites instead of uses permitted under leases, and that existing uses should be permitted until land resumption. They also hoped that they would be given priority and other incentives to relocate to the 'Employment Belt'. There were also concerns that the brownfield operations would be moved to greenfield if no relocation sites are provided.
- 3.5.1.5 Green groups and concern groups urged the Government to formulate an overall policy to protect the active agricultural land and suggested the Government to resume the land. Livestock operators expressed their requests to retain their existing operations or the Government should take the lead for finding suitable relocation sites and offering reasonable compensation. Infrastructure, facilities and structures for the new farms should be provided and funded by the Government. Livestock farmers also opined that they should be informed about the relocation arrangements at least one to two years in advanced, because time is required to setting up suitable facilities and bio-infrastructure, and communication with the concerned bureaux should be established.
- 3.5.1.6 There were general comments that all affected parties (land owners, tenants, sub-tenants (primary and secondary lessees), and residents) should be fairly and reasonably compensated and relocated/rehoused before development took place. It was also suggested a three-party compensation strategy should be adopted. Affected land owners and occupiers were also eager to know the implementation time schedule for any land resumption exercise, and noted that the compensation mechanism should be reviewed before any land resumption commences.
- 3.5.1.7 Besides, the Government should carry out the implementation in phases and ensure that supporting infrastructure, facilities and services were available prior to first population intake.

## Responses

- 3.5.1.8 Effort has been made during the planning of the YLS project to minimise impacts to existing occupants as far as possible. To meet the development need and to better utilise the scarce land resource, the development would inevitably affect some of the existing land owners, residents, operators of open storage yards, warehouses, rural industrial operations and workshops, farmers, livestock farm operators and other occupants. Concerns of the stakeholders are noted and proposals for implementation arrangements would be carefully considered. In any case, the Government will ensure that the affected households will have proper compensation or rehousing arrangement prior to land clearance.
- 3.5.1.9 Subject to detailed technical assessments, the first population intake would be anticipated to be in 2026. A development timetable would be set out at the next stage of the Study. Learning from the experience of developing other new towns, attention would be paid to ensure timely provision of various community facilities, infrastructure and local employment opportunities in tandem with the population intake.

## **3.5.2 Community Engagement**

### Comments

- 3.5.2.1 Local stakeholders and commenters generally appreciated the effort of the Study Team in actively reaching out to them, and opined that more site visits and meetings should be arranged with local villagers as the personal experience and opinions from them would be valuable in formulating a comprehensive plan. They also opined that conflicts between different stakeholders must be addressed, and frequent communication would be important to understand their needs.
- 3.5.2.2 However, it was noted that some of the issues and opinions raised in Stage 1 CE had not been considered in the PODP, and the CE exercise was considered meaningless as the development proposal was perceived to be fixed. Some commenters also opined that the CE process should be more transparent, and that they should be better informed and actively approached by the Study Team. For examples, members of Kam Lan Monastery noted that they were not approached by any relevant government departments, and representative of YOHO Town and YOHO Mid-Town expressed that the residents should also be consulted on the proposed PTI on top of the existing fish market even though it was not located within the PDAs. Some also opined that the use of roving exhibitions and posters were not effective for consultation as they were provided only one-way communication.

### Responses

- 3.5.2.3 To facilitate public understanding on the PODP, a series of roving exhibition were staged at different locations in Yuen Long New Town, as well as within and in the vicinity of the PDA. Apart from roving exhibitions, publicity materials such as

posters and leaflets were widely distributed via mail, email and by hand in order to reach out to as many local stakeholders as possible.

- 3.5.2.4 Different consultation activities for collecting public views were also conducted including site visits to several local villages, community forum to which the general public was invited, as well as a series of briefing sessions and focus group meetings arranged for specific statutory and advisory bodies and interest groups. The views and comments received were valuable and have been duly considered when formulating the draft RODP where appropriate.



## 4 WAY FORWARD

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- 4.1.1.1 The Stage 2 CE was successfully completed with the public views and suggestions solicited on the PODP. Taking into account the comments received, the draft RODP has been prepared and relevant technical assessments have been undertaken which has concluded that the proposals are technically feasible subject to appropriate mitigation measures. The draft RODP will be presented at Stage 3 CE to seek further public views.

## **Appendix A**

### **List of Stage 2 Community Engagement Activities**

**Appendix A****List of Stage 2 Community Engagement Activities**

<b>Briefing Sessions / Follow-Up Meetings</b>	
<b>Date</b>	<b>Statutory Bodies / Organisations</b>
23.5.2014 (Fri)	Ping Shan Rural Committee
6.6.2014 (Fri)	Town Planning Board
6.6.2014 (Fri)	Shap Pat Heung Rural Committee
19.6.2014 (Thu)	Follow-up meeting with Village Representatives of Tin Liu Tsuen, Muk Kiu Tau Tsuen, Pak Sha Tsuen, Wong Nai Tun Tsuen and Shui Tsiu San Tsuen
20.6.2014 (Fri)	Follow-up meeting with Shan Ha Tsuen
22.6.2014 (Sun)	Kam Lan Koon
22.6.2014 (Sun)	Follow-up meeting with Lam Hau Tsuen
24.6.2014 (Tue)	Yuen Long District Council
27.6.2014 (Fri)	Follow-up meeting with Tong Yan San Tsuen
3.7.2014 (Thu)	Follow-up meeting with Yuen Long District Council members and members of Democratic Party
7.7.2014 (Mon)	Legislative Council Panel on Development
9.7.2014 (Wed)	Planning Sub-Committee of Land and Development Advisory Committee
11.7.2014 (Fri)	Follow-up meeting with a Yuen Long District Council member

<b>Focus Group Meetings</b>	
<b>Date</b>	<b>Interest Groups</b>
9.6.2014 (Mon)	Operators of the Open Storage Yards and Rural Industrial Uses
16.6.2014 (Mon)	Local Residents
18.6.2014 (Wed)	Professional Institutes
26.6.2014 (Thu)	Green Groups and Concern Groups
30.6.2014 (Mon)	Farmers

<b>Community Forum</b>	
<b>Date</b>	<b>Location</b>
28.6.2014 (Sat)	School Hall, Caritas Yuen Long Chan Chun Ha Secondary School

<b>Site Visit</b>	
<b>Date</b>	<b>Location</b>
23.6.2014 (Mon)	Site Visit to Tai Fat Tsuen
29.7.2014 (Tue)	Site Visit to Tong Yan San Tsuen

<b>Roving Exhibition</b>	
<b>Date</b>	<b>Location</b>
16.5.2014 – 22.5.2014	Tong Yan San Tsuen Garden
27.5.2014 – 2.6.2014	Yuen Long District Office
3.6.2014 – 4.6.2014	Mobile Exhibition at Pak Sha Shan Road
5.6.2014 – 6.6.2014	Mobile Exhibition at Kiu Hing Road (Tin Liu Tsuen)
9.6.2014 – 15.6.2014	Yuen Long Jockey Club Town Square
10.6.2014 – 11.6.2014	Mobile Exhibition at Kiu Hing Road (Pak Sha Tsuen)
13.6.2014 – 14.6.2014	Mobile Exhibition at Tong Yan San Tsuen Road Parking Lot

## Photos of Briefing Sessions and Focus Group Meetings







**Photos of Community Forum**



**Photos of Site Visits**





# Photos of Roving Exhibitions



## **Appendix B**

Meeting Minutes and Gist of  
Meeting of Briefing Sessions



**Appendix B****Meeting Minutes and Gists of Meeting of Briefing Sessions**

<b>No.</b>	<b>Meeting Minutes / Gist of Meeting</b>
B-1	Ping Shan Rural Committee on 23.5.2014 (Extract) (Chinese Only)
B-2	Town Planning Board on 6.6.2014 (Extract)
B-3	Shap Pat Heung Rural Committee on 6.6.2014 (Extract) (Chinese Only)
B-4	Follow-up Meeting with Village Representatives of Tin Liu Tsuen, Muk Kiu Tau Tsuen, Pak Sha Tsuen, Wong Nai Tun Tsuen and Shui Tsiu San Tsuen on 19.6.2014
B-5	Follow-up Meeting with Shan Ha Tsuen on 20.6.2014
B-6	Kam Lan Koon on 22.6.2014
B-7	Follow-up Meeting with Lam Hau Tsuen on 22.6.2014
B-8	Yuen Long District Council on 24.6.2014 (Extract)
B-9	Follow-up Meeting with Tong Yan San Tsuen on 27.6.2014
B-10	Follow-up Meeting with Yuen Long District Council members and members of Democratic Party on 3.7.2014
B-11	Legislative Council Panel on Development on 7.7.2014 (Extract)
B-12	Planning Sub-Committee of Land and Development Advisory Committee on 9.7.2014
B-13	Follow-up meeting with a Yuen Long District Council member on 11.7.2014

# 屏山鄉鄉事委員會

第十九屆執行委員會

第三十六次會議記錄

日期：二零一四年五月廿三日(星期五)

時間：下午二時卅分正

地點：本會會議廳

會議主席：曾樹和

紀錄：鄭家和

出席者：

執行委員：曾樹和(主席) 鄧達善(首副主席) 張志賢副主席

黃永生 鄧胤楚 吳永生 鄧積善 梁金祥 鄧鈞銘

梁卓榮 黃連成 文流芳 陳錫儔 莫永堅 黃志孝

陳業惠 楊桂洵 張志明

新界鄉議局特別議員：鄧志強

顧問：鄧慶業 張木林

列席：麥炳祥 楊家安 張洪勳 林權 林如棟 陳愛金

政府部門代表：

姓名	所屬部門	職位
趙志強警署警長	天水圍分區警署	尖鼻咀鄉村巡邏隊
劉啓良警長	元朗分區警署	鄉村巡邏隊
鄧錦章警長	元朗分區警署	警民關係組社區聯絡主任
李德明先生	元朗民政事務處	聯絡主任主主管(鄉郊二)
謝慧慧女士	元朗民政事務處	聯絡主任(鄉郊二)
容長能先生	房屋署	高級土木工程師
康榮傑先生	房屋署	土木工程師
王以琳小姐	房屋署	規劃師
徐偉樂先生	土木工程拓展署新界西及北拓展處	高級工程師
葉偉倫先生	土木工程拓展署新界西及北拓展處	工程師
馮志慧女士	規劃署	高級城市規劃師
羅如琨先生	規劃署	城市規劃師
朱家敏小姐	奧雅納工程顧問	董事
楊詠珊小姐	奧雅納工程顧問	董事
劉慧璋女士	奧雅納工程顧問	助理規劃師

請假：盛振偉 黃桂棠 蔡建新 馮少騰 梁寶

顧問：李軍樑 沈豪傑

會議內容：

一. 主席致歡迎辭及介紹與會嘉賓

嘉賓如下：

天水圍分區警署尖鼻咀鄉村巡邏隊趙志強警署警長

元朗分區警署鄉村巡邏隊劉啓良警長

元朗分區警署警民關係組社區聯絡主任鄧錦章警長

元朗民政事務處聯絡主任主管(鄉郊二)李德明先生

元朗民政事務處聯絡主任(鄉郊二)謝慧慧女士

房屋署高級土木工程師容長能先生

房屋署土木工程師康榮傑先生

房屋署規劃師王以琳小姐

土木工程拓展署新界西及北拓展處高級工程師徐偉樂先生

土木工程拓展署新界西及北拓展處工程師葉偉倫先生

規劃署高級城市規劃師馮志慧女士

規劃署城市規劃師羅如琨先生

奧雅納工程顧問董事朱家敏小姐

奧雅納工程顧問董事楊詠珊小姐

奧雅納工程顧問助理規劃師劉慧璋女士

(三) 規劃署及土木工程拓展署：元朗南房屋用地規劃及工程研究-勘查研究的  
第二階段社區參與

馮志慧女士表示，在「元朗南房屋用地規劃及工程研究－勘查研究」（下稱「本研究」）的第一階段的公眾社區參與時，已諮詢屏山鄉鄉事委員會委員，並就發展元朗南的一些重要議題互相交流後。研究團隊在收集大家的意見後，制訂了初步規劃發展大綱圖，今日就初步發展大綱圖諮詢屏山鄉鄉事委員會，請委員就發展建議提出意見。就元朗南發展的實施安排，研究團隊會在下一階段研究，並在下一階段社區參與提供有關建議。在第三階段社區參與會就建議發展大綱草圖時再諮詢各位委員。有關初步發展大綱圖交由顧問公司董事楊詠珊小姐闡釋(以投影機播放及講解)。

楊小姐表示，「本研究」共有三個階段的社區參與活動，而今次是第二階段社區參與，希望就初步發展大綱圖諮詢各位委員的意見。

「本研究」目的主要是探討元朗南具發展潛力區包括公庵路一帶和唐人新村一帶土地的土地用途，當中包括很多棕地，即一些露天貨倉和相關場地。具發展潛力區約 216 公頃。研究團隊在第一階段社區參與收集了不同人士的意見，普遍支持優化棕地作房屋發展，亦有意見建議探討周邊的荒廢農地。

在鄉郊工業方面，有一些現有經營者反對發展棕地，因為會影響到地區經濟和他們的生計，並希望可以原地保留這些露天倉庫和鄉郊工業用途；但同時亦有建議整合在這些棕地上的倉庫至特別設計的多層工廠大廈，善用

土地資源。另外，應該改善現有環境和配套設施，如交通、排污、排水及社區設施等。研究團隊亦清楚了解到各位委員對發展元朗南要顧及現時村民的訴求，尤其不希望在村屋附近發展高樓大廈，亦有要求擴大「鄉村式發展」地帶，改善村民的居住環境及配套設施。同時亦有意見希望可以保留現有的常耕農地，或復耕部分農地。此外，有意見指出應該有全面的規劃設計，提供土地作經濟活動，改善配套網絡特別是交通上與元朗市中心的接駁，和周邊交通、排污、排水及社區設施等。實施安排方面，若果有居民或商戶受影響，應提供合理的安置及補償安排，亦有人支持政府收回土地作發展。

考慮了公眾意見和經過初步技術評估後，研究團隊制定了整體規劃及設計大綱，以照顧多元需要以及配合周邊發展為主要考慮，規劃元朗南為元朗新市鎮的延伸。元朗新市鎮的發展密度比較高，因此在靠近新市鎮地方的發展密度會比較高，並朝大欖郊野公園方向減低發展密度，配合鄉郊特色。另外，亦建議在元朗公路旁設鄉郊工業區，把露天貨倉和鄉郊工業整合在靠近元朗公路位置；及保留唐人新村的常耕農地，作農業發展。同時，在交通及行人網絡連繫上，會加強交通以及相關的配套設施。

元朗南的發展願景是建立一個綠色和宜居的可持續發展社區，並提供一個理想的居住、工作和享受自然的環境。這裡的總規劃人口約 8 萬，提供約 2 萬 6 千個住宅單位，當中 6 成是公營房屋，4 成是私人房屋，而地積比率為 1 倍至 5 倍，預計可以提供約 10,900 個就業機會。首批居民預計將於 2025 年遷入，但確實時間須有待進一步技術評估核實。

初步發展大綱圖共有 3 個住宅社區。第 1 區是「都會生活區」，由於「都會生活區」比較接近新市鎮，因此地積比率會較高，約 5 倍，並向南面延伸減至 4 倍，而公庵路東部的地積比率是 1.5 倍。第 2 區是靠近大欖郊野公園的「樂活生活區」，這個社區的最高地積比率有 4 倍，而南面就減至 1.5 倍。最後第 3 區是「花園城區」，由於位於唐人新村的「花園城區」內已經有一些住宅發展，有些更是新建成的，因此建議保留唐人新村路和沙井路的現有住宅群，而新發展則建議採用現有住宅發展的地積比率，即 1 倍以配合現有住宅發展。

第 4 個規劃區是「田園地帶」，區內的現有農地仍在進行耕作，因此建議保留它們，亦會在該區南部預留用地作禽畜養殖場。而第 5 個規劃區是「就業帶」，包括佔地約 15 公頃的「工業」地帶，其地積比率為 4 倍，及佔地約 5 公頃的「露天貯物」地帶。這區靠近元朗公路，道路設計上可方便相

關的貨運交通便捷接駁至公路，而將來的工廠大廈可因應行業的需要而特別設計，回應公眾對地區經濟和有關行業的訴求。

另外一樣很重要的就是道路改善和公共交通建議。楊小姐表示，十分感謝委員在第一階段社區參與中提醒研究團隊要考慮元朗區的整體交通問題，因此這次亦邀請了交通顧問朱家敏董事出席是次會議。初步發展大綱圖包括交通網絡建議，連接元朗南至元朗新市鎮和洪水橋新發展區，另外亦有公共交通服務接駁到西鐵和輕鐵站，及行走市區和新界北區的巴士。研究團隊亦會研究環保交通系統，希望可以連接到將來的洪水橋新發展區。至於行人及單車網絡方面，會有不同的單車和行人網絡，連接元朗南的不同部分，及連接至元朗新市鎮和擬議洪水橋新發展區，亦希望該單車徑可以連接到大欖郊野公園。

楊小姐表示十分明白大家對內部交通的關注，亦收到很多不同建議，特別是在元朗南明渠方面，有公眾人士詢問能否通過覆蓋元朗南明渠擴闊公庵路。研究團隊就此提出了3個方案。方案1是完全覆蓋元朗南明渠，覆蓋之後可以提供4條行車線，但活化明渠的機會則變得有限，這方案亦可以考慮保留部分地段的明渠。方案2是覆蓋部分元朗南明渠，覆蓋之後可以提供2條行車線，亦可以保留整條明渠，但可活化的明渠闊度會收窄。而第3個方案，就是完全不覆蓋元朗南明渠，如現時情況一樣，可提供最大空間作明渠活化。但如果完全不覆蓋明渠，又希望可以擴闊公庵路到2條行車線，則需要徵收公庵路旁邊的土地作擴闊道路之用。楊小姐希望各位委員可以就這3個方案進行討論，發表意見，又或者提出其他新方案。

除此之外，在元朗公路北面的元朗第13區有3幅多年以來仍未發展的土地，因此建議可以與元朗南一併發展，並作房屋用途。

楊小姐指出，為期兩個月的第二階段社區參與已於本年五月十二日開始，研究團隊會在諮詢各位委員後再諮詢區議會。社區論壇將於六月二十八日舉行，有關時間及地點可參考《第二階段社區參與摘要》，希望各位委員能踴躍支持，並邀請其他村民和朋友出席。初步發展大綱圖只屬初步建議，研究團隊會在收集了大家的意見後，再進一步制定建議發展大綱草圖。曾樹和主席表示，多謝楊詠珊女士詳細的介紹該規劃的內容，各委員有任何問題或意見請提出。

鄧達善副主席表示，將會徵收現時運作的露天倉土地，會令這些工業及就業人士失業，政府如何安置？將會保留附近一片農地，現時農業工業

式微，很少人耕種。建議將該農地安置作露天倉用途或政府收取作房屋用途。

張志賢副主席表示，該項房屋發展將整個山下村圍封，壓迫感很重，不知如何向村民交待，因涉及山下村及欖口村很多土地，部分為運作中的露天倉地，有些村民涉及利益問題。至於將渠道覆蓋的幾個方案仍未定案，農地作用是為村內的蓄洪藏水區，目的減少出現水浸情況，如果以渠取代不及農田收集雨水有效。另外村內有一個葬區(圖棕色 R1 位置)被圍封，會否設立緩衝區。今次諮詢不是由區議會或鄉事會通過就過關，希望顧問公司可以直接到山下村及欖口村講解才算是真正的諮詢，讓村民可以了解更多，因為受影響最深都是該兩條鄉村。

張木林議員表示，同意張副主席的意見，從規劃署的設計角度圖看是完美的，但沒有顯示層樓層高度，初步估計週邊的房屋圍繞山下村，到會有屏風樓效應。現時山下村都有水浸問題，擔心日後更加嚴重，渠道的走線設計如何？山下村及欖口村右邊位置劃為工業區，如何減少排污及空氣污染等問題，希望顧問公司直接落村聽取村民意見。

文流芳執委表示，本人是欖口村村代表在上次諮詢會後曾承諾會更改規劃，現時卻將本村的左邊位置劃為公屋，右邊劃為工業區，規劃成密集式的發展，擔心日後影響村內的環境污染、空氣、噪音及村民的身體健康，本村的鄉村式發展用地已不足夠，部分土地也納入發展範圍內，將來村民無地興建小型屋宇，如不作出規劃修改，本村一定會反對該項發展。

曾樹和主席表示，首先澄清張副主席誤會以為只要鄉事會通過就過關，鄉事會只可通過發展大綱圖。在上次諮詢會上已強調影響最大的三條村(包括山下村、欖口村及唐人新村)，席上要求有關村代表儘量表達意見，並要求顧問公司直接與有關村代表對話商討。由於張副主席缺席當日會議，所以才有以上誤解。

林如棟村代表表示，本人為唐人新村村代表，如何規劃對外的交通配套設施？

楊詠珊小姐逐一回應，就如何安置露天倉的及鄉郊工業，楊詠珊小姐表示會建議會在元朗公路南面旁邊的「就業帶」提供特別設計的設立多層工廠業區大廈，亦可特別設計多層工業大廈以配合行業運作需要大型貨車可直上大廈內，曾與露天倉代表商議，。具體實施細節安排方面，由於仍屬初



步規劃階段，因此未有就具體實施有任何方案。研究團隊會進一步就具體實施安排諮詢經營者，亦希望，有待大家可以給予意見，才可制訂初步方案。另外，由於唐人新村南部現時有的農地是常正在運作耕農地面積較大並相連中，所以建議會保留。

鄧達善首副主席表示，不贊成保留農地，建議將農地作露天倉用途，或政府徵收農地或作休憩用地，這樣比作農地價值更高。

林如棟村代表表示，圖內 DO 是休憩用地，這些地都是屏山太公地。

張洪勳村代表表示，圖內 R1 部分為葬區，會否影響原居民的葬區。

楊詠珊小姐回應表示，上次會議曾主席在第一階段社區參與時已也建議研究團隊與受影響的三條鄉村召開小組會議，可以便直接對話交流意見。楊小姐亦得悉鄧首副主席及張副主席所提出的意見已收到，會按你們的意見跟進及儘量作出修訂研究團隊會直接與山廈村、欖口村及唐人新村的村代表聯絡，安排小組會議。另外，關於初步發展大綱圖上的 R1 地帶位置並不會影響原居民認可殯葬區。

曾樹和主席表示，建議顧問公司楊詠珊小姐女士直接與欖口村、山廈村及唐人等村代表聯絡，安排一個焦點諮詢會議。

鄧慶業議員表示，希望這個發展不只是屋苑形式，而是以新市鎮開放模式的發展設計，可以帶動元朗區一帶的消費意欲。要有完善的交通配套(對外及內)及渠務設施，以明渠設計提供足夠排水容量會否負荷過重，否則會令鄰近的三條鄉村出現水浸情況，希望大家商討可行方案。

馮志慧女士回應表示，元朗南與元朗新市鎮被元朗公路阻隔，研究團隊已盡量通過行人及交通連繫，連接元朗南及元朗新市鎮和擬議洪水橋新發展區。透過改善與新市鎮及新發展區的連繫，元朗南可發展成新市鎮的延伸。會以新市鎮的概念設計，配合元朗南的發展，本研究內亦會建議所需有足夠的休憩用地、鄰近有學校、社區設施、消防局及體育中心等設施，以新市鎮的形式發展規劃以提供足夠所需的社區設施以及商業設施，而並非只有住宅發展。這些社區設施可供元朗南的未來居民、周邊村民及元朗新市鎮南邊的現有居民使用會有足夠的社區設施，希望可以連接附近洪水橋的房屋發展及鄰近鄉村，發揮城鄉共融的理念。

楊詠珊小姐表示，明白到不同人士對改善公庵路及交通情況有不同意見，一方面有建議覆蓋元朗明渠，以提供 4 條行車南線；但亦有人士希望可以活化明渠。因此研究團隊希望在初期規劃階段，推出三個方案，探討如何改善公庵路及活化明渠。回應，就大家擔心會對填高土地興建新市鎮，進行土地平整而會引致導到鄰近鄉村水浸問題及產生屏風樓效應的關注，研究團隊顧問公司包括有渠務顧問，有一專業團隊設計及研究應對各項環境影響會對所關注事項進行進一步技術評估設施(例如交通，渠務及污水處理)等，。

就委員對產生屏風效應的關注方面，楊小姐表示會沿山廈村及欖口村村邊規劃作美化市容地帶設施，亦會進行環境影響評估、景觀影響評估及空氣流通評估等。另外，「就業帶」的工廠業邨大廈建議為密封式的設計，不像露天倉以開放式，所以避免不會影響大家的周邊的生活環境。為令該項發展的規劃更符合大家的要求，研究團隊稍後會與有關村代表聯絡，定出日期召開小組會議，進一步聽取大家的意見，定出一個可行的方向，才可制訂可行規劃方案。有關林如棟村長提及交通配套設施方面交由顧問公司董事朱家敏小姐回應。

朱家敏小姐表示，元朗南的規劃不只限於土地用途規劃，亦整合了當發展新市鎮時不單是交通的配套設計，還要顧及土地規劃。現時唐人新村的交匯處的設計較局限，因土地限制不能接駁到至元朗公路的每個行車方向，經過整合的規劃後，車輛可經由唐人新村交匯處上元朗公路。發展區內建議的主道路該位置可以會接駁至唐人新村路及沙井路的路網，並會連接各個的規劃區域路網，強化各區連接點，達致四通八達的交通網絡；，包括亦建議亦包括強化天水圍（西）交匯處，讓唐人新村的交通可以儘量利用元朗公路出市區或其他地方。

曾樹和主席表示，建議徵收山廈下村村民的農地及綠化地作房屋用途，只要地價稍為調高一點，就會順利收地，因為這些地是屬於私人地。

張木林補充，現時山廈下路後面一條明渠(沿欖堤東/西路公庵路)為配合將來建屋，一定會填高地面，會導致水浸(以元朗馬田村為例)。如將住宅用地(R1)的樓宇發展為梯級型，由低至高，就不會有屏風樓的效應。希望顧問公司留意。

曾樹和主席表示，建議將 I 地擴大為 V-ZONE 地及增加休憩地方及綠化週邊環境，讓市民有舒適的居住環境。

山廈村張姓村民表示，現時山廈下村的交通接駁已不方便，擔心該發展會影響日後的交通問題更為嚴重。現時山廈下村人口不斷增加，村內鄉村土地已不足夠，建議考慮擴大鄉村擴展區。

山廈村張姓村民表示，想了解 R1(PH)住宅地距離山廈下村的 V-ZONE 地有幾多米 m？該處附近有一明渠河流，如何規劃排水及交通問題，希望顧問公司詳細規劃。

張志賢副主席表示，希望顧問公司個別與村代表開會聽取意見，主要是排水及交通問題，同時要求擴大村內的 V-ZONE 地，希望大家各取所需，才會順利發展該規劃。

林如棟村代表表示，沙井村會否保留，及欖裕路會否雙線行車。

楊小姐回應，距離山廈下村的 V-ZONE「鄉村式發展」地帶及初步發展大綱圖上的「住宅發展密度第 1 區（公營房屋）」之間有一個約為 6 米的美化市容地帶。初步發展大綱圖上顯示的只屬初步土地用途地帶邊界，至於有關詳細發展地段邊界及土地平整水平等議題，會在稍後的詳細設計階段中，再作進一步研究。另外，亦建議亦會保留沙井村會保留。現時為初步規劃的階段，未定距離界線，大家提出的意見，會紀錄在案，作為詳細設計的指標，亦會有第三階段的諮詢，稍後會個別聯絡受影響的村代表再聽取意見。

與會者無其他意見，規劃署、土木工程拓展署及顧問公司先行離席。

**Minutes of 1060th Meeting of the  
Town Planning Board held on 6.6.2014**

**Present**

Permanent Secretary for Development  
(Planning and Lands)

Mr Thomas T.M. Chow

Chairman

Mr Stanley Y.F. Wong

Vice-Chairman

Professor S.C. Wong

Mr Roger K.H. Luk

Professor Eddie C.M. Hui

Mr Dominic K.K. Lam

Dr C.P. Lau

Ms Julia M.K. Lau

Mr Clarence W.C. Leung

Mr H.W. Cheung

Mr. Sunny L.K. Ho

Mr Stephen H.B. Yau

Ms Janice W.M. Lai

Dr W.K. Yau

Mr Lincoln Huang

Mr Laurence L.J. Li

Ms Christina M. Lee

Ms Anita W.T. Ma

Mr H.F. Leung

Mr David Y.T. Lui

Mr Francis T.K. Ip

Mr Frankie W.C. Yeung

Dr Eugene K.K. Chan

Mr Peter K.T. Yuen

Deputy Director of Environmental Protection  
Mr C.W. Tse

Director of Lands  
Ms Bernadette H.H. Linn

Assistant Director (2), Home Affairs Department  
Mr Eric K.S. Hui

Principal Assistant Secretary (Transport)  
Transport and Housing Bureau  
Miss Winnie M.W. Wong

Director of Planning  
Mr K.K. Ling

Deputy Director of Planning/District  
Mr Raymond K.W. Lee

Secretary

**Absent with Apologies**

Dr Wilton W.T. Fok

Professor K.C. Chau

Mr Patrick Lau

Professor P.P. Ho

Ms Bonnie J.Y. Chan

Mr Ivan C.S. Fu

Mr F.C. Chan

**In Attendance**

Assistant Director of Planning/Board

Miss Fiona S.Y. Lung

Chief Town Planner/Town Planning Board

Mr Louis K.H. Kau (a.m.)

Ms Lily Y.M. Yam (p.m.)

Senior Town Planner/Town Planning Board

Mr Stephen K.S. Lee (a.m.)

Mr Raymond H.F. Au (p.m.)

**Agenda Item 3**

[Open Meeting]

Planning and Engineering Study for Housing Sites in Yuen Long South – Investigation Preliminary Outline Development Plan and Stage Two Community Engagement (TPB Paper No. 9616)

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[The item was conducted in Cantonese.]

12. As Ove Arup & Partners Hong Kong Limited (ARUP) was the consultant of the Planning and Engineering Study for Housing Sites in Yuen Long South (YLS) – Investigation (the Study) and the Preliminary Outline Development Plan (PODP) of the Study had recommended the provision of about 15,800 public housing flats in YLS, the following Members had declared interests in this item:

- |                      |   |   |
|----------------------|---|---|
| Mr Patrick H.T. Lau  | ) |   |
| Mr Dominic K.K. Lam  | ) | having business dealings with ARUP  |
| Mr Ivan C.S. Fu      | ) |   |
| Professor S.C. Wong  | - | being the Director of the Institution of Transport Studies of which some activities of the Institute were sponsored by ARUP |
| Mr Stanley Y.F. Wong | - | being a Member of the Hong Kong Housing Authority (HKHA) and Chairman of the Subsidized Housing Committee of HKHA           |

13. Members noted that Mr Ivan C.S. Fu and Mr Patrick H.T. Lau had tendered their apologies for not being able to attend the meeting. As the item was only a briefing to



Members as part of the public engagement exercise and the above Members who had declared interests had no involvement in the Study, Members agreed that they could stay in the meeting.

Presentation Session

14. The following representatives from the Government and the consultant were invited to the meeting at this point:

Mr K.T. Yau	-	Chief Engineer/Cross-boundary Infrastructure & Development, PlanD (CE/CID, PlanD)
Ms Katy Fung	-	Senior Town Planner/ Cross-boundary Infrastructure & Development, PlanD (STP/CID, PlanD)
Mr Ip Wing Cheung	-	Chief Engineer/New Territories 1 (New Territories North & West, CEDD (CE/NT1 (NTN&W), CEDD)
Ms Theresa Yeung	]	
Mr Peter Chan	]	ARUP
Ms Shirley Chan	]	

15. The Chairman then invited the representatives of PlanD and the consultant to brief Members on the Study.

[Ms Julia M.K. Lau and Ms Janice W.M. Lai arrived to join the meeting at this point.]

16. Mr K.T. Yau, CE/CID, briefed Members that the objective of the Study was to examine and optimise the development potential of the degraded brownfield land in YLS for housing and other uses with supporting infrastructure and community facilities and to improve the existing environment. The Stage 1 Community Engagement (CE) of the Study was concluded in June 2013 and a PODP had been prepared taking into account the public views collected and the findings of the preliminary technical assessments. The Stage 2 CE had commenced on 12.5.2014. A draft Recommended Outline Development Plan (RODP)

and the implementation programme of the potential development areas (PDAs) would be prepared after the Stage 2 CE.

17. With the aid of a Powerpoint presentation, Ms Theresa Yeung of the consultant made the following main points:

Major Comments of Stage 1 CE

- (a) the community generally supported the optimization of the development potential of degraded brownfield land for housing purpose and some requested that the development potential of abandoned agricultural land in the vicinity should also be explored;
- (b) consolidation of the open storage yards and rural industrial uses into multi-storey flatted factory buildings was also suggested. However, some of the existing operators requested status quo for their operational mode and some local residents opposed the development. There were also requests for retaining and rehabilitating the active agricultural land and the abandoned agricultural land respectively;
- (c) housing development in the PDAs was in general well received as it would improve the environment. The developments should nevertheless be in keeping with the surrounding environment and be commensurate with the planned infrastructural improvement works;
- (d) there were diverse views on the implementation mechanism and there should be reasonable compensation for the affected residents and business operators;

Overall Planning and Design Framework and Major Development Proposals

- (e) about 15,800 (60%) of public and 10,300 (40%) private housing units would be provided in PDAs with a total area of about 216 ha. Development intensity in three residential areas would decrease from a plot

ratio (PR) of 5 in the north near the Yuen Long New Town to 1 in the south adjoining the Tai Lam Country Park. The first population intake was anticipated to be in 2025 subject to the detailed technical assessments to be conducted in the next stage of the Study;

[Mr Clarence W.C. Leung and Dr W.K. Yau arrived to join the meeting at this point.]

- (f) an area of about 11 ha covering the active agricultural land and about 3 ha of secondary woodland and natural stream were proposed to be zoned “Agriculture” and “Green Belt” respectively. An area to the south of Yuen Long Highway would be reserved for rural industrial uses. About 15 ha of land would be for rural industrial uses while about 5 ha of land would be provided for open storage of bulky and heavy goods and machinery;
- (g) it was estimated that about 10,900 employment opportunities would be created within PDAs;

#### Road and Transportation Improvement Proposals

- (h) the proposed road and pedestrian networks within PDAs would be connected to the Yuen Long New Town and the proposed Hung Shui Kiu New Development Area (HSK NDA). Public transport would also be provided to connect PDAs to the Light Rail and West Rail stations;
- (i) the extent of road improvement works to the northern section of Kung Um Road and Kiu Hing Road would hinge on the scale of decking over of Yuen Long Nullah. Three options on revitalisation of the northern section of Yuen Long Nullah and the associated traffic improvement works were proposed for consultation;

#### Yuen Long Area 13 – Potential Housing Sites

- (j) to capitalise on the opportunities of the YLS development, three sites in Yuen Long Area 13 could be considered for implementation together with

the YLS developments to release their development potential for housing purpose (about 4,300 housing units could be provided). The housing type and details of implementation would be examined in the next stage of the Study; and

#### Stage 2 CE

- (k) stage 2 CE for two months from 12.5.2014 to 14.7.2014 had commenced. Relevant councils/committees and local interested/concern groups would be consulted.

#### Discussion Session

- 18. As the presentation by the representatives of PlanD and the consultant had been completed, the Chairman invited questions and comments from Members.

#### Traffic

- 19. The Vice-chairman noted that the existing traffic in Yuen Long was already very heavy. With multifold increase in population arising from the proposed residential developments in PDAs, the Study should carefully examine the possible traffic impacts. In response, Mr K.T. Yau said that a new road would be constructed to link up PDAs with Yuen Long Highway. Shuttle/feeder bus services to the West Rail and Light Rail stations would be provided and an environmentally friendly transport system connecting with the proposed HSK NDA would be explored. Junction improvement works, if any, would be recommended in the Traffic Impact Assessment. Mr Peter Chan of the consultant supplemented that an elevated public transit interchange (PTI) would be provided for interchange for the West Rail near the fringe of the Yuen Long Town Centre. With the new transportation infrastructure, the population growth in PDAs would not aggravate the traffic conditions of Yuen Long Town Centre.

[Miss Winnie M.W. Wong arrived to join the meeting at this point.]

#### Employment

20. The Chairman noted that about 10,900 employment opportunities would be created in PDAs. He asked about the nature of these employment opportunities and whether the fragmented landownership would impede the implementation of PDAs. Ms Theresa Yeung said that the employment opportunities created were related to rural industrial and open storage uses, retail business and government, institution and community uses. On landownership, Ms Katy Fung, STP/CID, PlanD, said that about 80% of land within PDAs were private land and Government land was mainly roads and areas for public utilities. Implementation issue would be examined in the next stage of the Study.

#### Existing Open Storage Uses

21. Four Members were concerned about issues relating to relocation of the current open storage uses in the area. They generally considered that open storage uses were important to Hong Kong's economy. The Study should examine how to relocate the existing operators in a comprehensive and innovative manner in the next stage of the Study. A Member said that it was necessary to (a) examine whether the existing operators would be given priority of relocation; (b) adopt an innovative approach in solving all relevant issues, such as land use and visual impact of the rural industries; and (c) work out the implementation mechanism.

22. Noting that there were proposals to put open storage uses into multi-storey buildings, a Member asked about the area and percentage of land in the PDAs that was currently occupied by open storage uses. In response, Mr K.T. Yau said that about 49% or 106 ha of land within PDAs were occupied by open storage uses. To optimize the use of land, about 5 ha of land were reserved for open storage of bulky goods and machinery whereas about 15 ha of land were designated for rural industrial uses in the PODP with the adoption of multi-storey buildings. Assuming the storage capacities of multi-storey buildings were four times that of storage on open ground, 15 ha of land would handle as much storage as that of 60 ha of open ground. Ms Theresa Yeung supplemented that taking into account the nature of the current open storage uses in the area, the future multi-storey buildings would be specially designed with high headroom, sufficient structural loadings, and ramp for heavy vehicles. Operators would be further consulted on the PODP and their views would be taken into account in formulating the draft RODP in the next stage. The

Member said that not every type of open storage uses could be accommodated in the multi-storey buildings.

[Dr Eugene K.K. Chan arrived to join the meeting at this point.]

### Options for Yuen Long Nullah

23. A Member asked about the criteria for decking over the open nullah and whether the extent of decking would depend on the water quality and odour emitted from the nullah. In response, Ms Theresa Yeung said that the decking over options would only be applicable to the northern part of the nullah. The southern part of the nullah as foraging ground for birds with ecological value would not be decked over. Mr K.T. Yau said that the different options of decking would result in different levels of revitalization of the nullah and different extent of widening of Kung Um Road, starting from the full decking over of nullah with limited revitalization opportunities and four traffic lanes under Option 1 to no decking over of nullah for full revitalization with two traffic lanes under Option 3. Ms Theresa Yeung supplemented that the odour of the nullah was not serious and the locals were more concerned about traffic improvement. The current Kung Um Road and Kiu Hing Road were sub-standard roads. Decking or partial decking over of the open nullah could provide space for road widening. Road widening under Option 3 would require land resumption.

24. In response to another Member's question on whether the estimated passenger car units (PCUs) before and after decking over the northern part of the nullah had been assessed and whether there would be reserved capacity under Option 3 for four traffic lanes, Mr K.T. Yau said that whether there were two or four traffic lanes for Kung Um Road would not have a significant impact on the traffic flow, as Kung Um Road was just a local road. The extent of decking might affect whether there would be enough space for roadside planting or cycle tracks. Mr Peter Chan supplemented that in terms of traffic flow, Kung Um Road did not need to be four lanes. The provision of four traffic lanes could allow priority lane(s) for public transport services during the peak hours to the proposed PTI in Yuen Long New Town. The provision of four traffic lanes would not facilitate further development in the area which would be subject to the capacity of the external traffic link - Yuen Long Highway.

25. Noting that the provision of a four-lane Kung Um Road would not bring about significant traffic improvement to the area, a Member considered it more desirable to preserve the nullah as far as possible. Although the locals might not see the benefits of the nullah in its present form, with revitalization and beautification, it would be an asset to the community. Two other Members echoed that open nullah was a unique character of rural New Territories and should be preserved as a local landmark. The nullah could be reverted to a river through revilalization to help provide better living environment for residents. Ms Yeung said that with the full revitalization of the open nullah, the widening of Kung Um Road would involve resumption of some village structures of Tin Liu Tseun and Muk Kiu Tau Tsuen. The Chairman said land resumption would be subject to certain requirements being met. Public interest was one of the considerations. Another Member requested the Study team to be more innovative not only in relocating the open storage uses but also in revitalizing the open nullah. The nullah was not only a drainage facility for stormwater, and it could also be turned into a water feature with landscape value.

26. In response to a Member's question on the guiding principles for revitalizing nullah, Mr Peter Chan said that as a preliminary thinking, the concrete surface of the nullah would be replaced by natural covering and measures would be taken to curb discharge of pollutants into the nullah. During the dry seasons, replenishment of water to the nullah could be made possible by the treated water from a proposed sewage treatment plant.

[Ms Bernadette H.H. Linn arrived to join the meeting at this point.]

27. Mr K.K. Ling, Director of Planning, said that YLS was in close proximity to the proposed HSK NDA to its northwest. As these development areas would proceed almost at the same time, the Study should be put in the context of HSK NDA as it was very likely that the NDA, instead of Yuen Long New Town, would provide support for government and community facilities for YLS. As for relocation of the open storage uses in the area, it had to be considered carefully and done in a sustainable manner. Flexibilities would be allowed in the land use proposals to increase the efficacy of land for open storage uses. The Yuen Long Nullah should not be decked over as far as possible, as it would be a good urban design element. The detailed proposal would be worked out in the next stage.

28. The Chairman concluded the discussion and requested the Study Team to take



note of Members' comments. He thanked the representatives of the government departments and the consultant for attending the meeting. They left the meeting at this point.

十八鄉鄉事委員會第二十三屆村代表大會  
2014 年度第一次會議

日期：2014 年 6 月 6 日(星期五)

時間：下午 3 時 00 分

地點：本會會所二樓會議室

出席者：梁福元、駱鑑球、黃東強、易喜亮、李柏偉、黃律中、李樹芳、黃劍雄、  
簡竹田、楊全發、蘇福壽、何潤發、駱乃昌、古呈祥、黃維新、戴潤南、  
吳 洪、朱祖蔭、陳作堯、程振明、胡兆雄、胡偉傑、陳錦勝、黃佳灶、  
張華年、鄧歡樂、易漢猷、林玉棠、簡秀金、張月明、蔡森球、林煥富、  
陳禮喜、曾玉生、李鳳佳、譚泰明、林添福、陳玉榮、胡水賢、胡景光、  
楊東才、何志偉、鄭延平、葉振發、蔡子來、林照權。

鄉議局特別議員 - 梁智峯

列席者： 元朗民政處 - 吳燕冰、鄭文傑  
規劃署 - 馮志慧、黃杏兒  
土木工程拓展署 - 徐偉樂、葉偉倫  
奧雅納工程顧問 - 楊詠珊、劉慧璋、鄧思威  
本會法律顧問 - 沈豪傑

記 錄： 本會秘書 - 鄒維芳、羅梅芳  
主席秘書 - 梁明堅

會議紀錄

開會時間：下午 3 時 15 分。



(乙) 報告及跟進事項：

1. 元朗南房屋用地規劃及勘察研究初步發展大綱圖

規劃署馮志慧表示元朗南房屋用地發展諮詢，去年就第一階段主導原則上已諮詢過各位意見，顧問公司制定了初步發展大綱圖，現進行第二階段社區參與，會就土地用途方案諮詢各位意見，至於大家關注的發展模式會在下一階段提出建議。

奧雅納顧問楊詠珊表示，上次會議已收集了大家意見，今次主要是聽取意見，研究目的是探討元朗南棕地房屋發展潛力基礎及社區配套。圖中黃線部份約 216 公頃土地具有發展潛力，現制定初步發展大綱圖，經收集後公眾意見是希望優化棕地作房屋發展；探討周邊荒廢農地；要求原地保留；改善環境；整合露天倉為多層工廠大廈；原居民要求擴大 V-Zone 範圍。交通、排水、水浸問題亦是研究重點，受影響居民及商戶賠償及安置等安排尚未決定。

淺藍色部份周邊荒廢農地會一併納入為具發展潛力地方，但為何公庵路東面荒廢農地並未包括在內？因為漁護署視察後認為可以復耕。

整體規劃及設計大綱：

- 改善及加強與元朗市中心聯繫，靠近市中心樓宇高密度發展。
- 總發展人口約 8 萬，提供 6 成公營房屋，4 成私營房屋，並會有 10,500 個就業機會（包括現有倉庫工作者）。
- 唐人新村常耕農地會保留，鄉郊工業帶用地約 20 公頃，將來有道路直接通往元朗公路，現時露天倉將整合為五層高工廠大廈，善用土地資源。



住宅發展劃分為 3 區：

第 1 區 - 都市生活區；鄰近公庵路旁邊以北 (地積比率 5 倍)。

第 2 區 - 樂活生活區；鄰近大欖郊野公園 (地積比率 4 倍)。

第 3 區 - 花園城區；鄰近唐人新村低密度住宅 (地積比率 1 倍)。

奧雅納顧問鄧思威講解交通配套及公庵路明渠建議：

交通配套規劃建議：

- i) 主要南北通道連接 3 個住宅區及配合唐人新村交匯處改善工程，連接元朗公路及市中心。
- ii) 改善公庵路一帶交通情況符合交通標準。
- iii) 建議元朗公路兩旁建新支路，連接元朗臨時魚市場設立的公共交通交匯處。
- iv) 天水圍西交匯處改善工程，連接洪水橋新發展區。
- v) 向運輸署建議加強公共交通接駁服務，每區預留位置興建公共巴士、小巴士，連接輕鐵及元朗港鐵站。
- vi) 增設單車徑及行人路，研究軌道式交通工具，方便市民往返元朗市中心。

元朗公庵路明渠建議：

- i) 完全覆蓋公庵路明渠，提供 4 條行車線。
- ii) 覆蓋部份明渠，提供 2 條行車線。
- iii) 完全不覆蓋明渠，須徵收公路兩旁的私人土地。

大家可提供覆蓋明渠方案，元朗公路南有幾幅土地將提供 4,300 個新單位，第二階段社區論壇於 28/6/2014 舉行，公眾意見收集日期截至 14/7/2014。

梁主席表示多謝顧問公司提供幾個方案解決元朗南公庵路、橋興路交通擠塞，現時人口由 3 萬人將會增至 8 萬人。附近受影響村落，各位村代表有何意見？公屋、私樓如何分佈？

黃律中村代表表示，第一次十八鄉諮詢大會已提出竹新村有很多荒廢農地，可安置受影響貨倉，報告沒有解釋為何意見未被接納？

林添福村代表表示，須要時間查閱有關文件，可再約顧問公司作焦點討論。



駱副主席表示，十八鄉南發展不夠全面，主要靠近洪水橋發展而制定，正如黃律中村代表已指出石塘村、竹新村、上、下攸田村仍有很多荒廢農地，因水源問題，土地根本沒有覆耕能力，應全面考慮十八鄉南發展，報告只是捨易取難。

何潤發村代表表示，地區人士意見完全被忽視，建議元朗南發展只用了 5 份之 1 土地，有很多荒廢農地未有善用，浪費珍貴土地資源，報告只為大財團度身而造，要全面研究整個元朗南計劃才可取。

易漢猷村代表表示，必須顧及沿路村落居民需要，公庵路、橋興路已非常擠塞，極力反對此計劃。

易喜亮村代表表示，元朗南發展一半土地屬於白沙村，第一次諮詢大會完全沒有提及覆蓋明渠的建議，首要必須改善交通，否則沿路原居民村落絕對不會支持此方案。

胡兆雄村代表表示，橋興路、公庵路改善是部份或是整條路？現時交通擠塞、改道、交通燈等問題，日後必須依照當地人流量情況而設計交通方案。

梁主席表示，人口驟增，必須改善交通，覆蓋明渠，增設交通網絡、單車徑、行人路，大棠路已飽和，非常擠塞，第一次諮詢鄉事會已反映的意見，建議發展荒廢農地，讓貨倉使用，以免影響生計。另外首要是居民原區安置、就業，基本條件是擴大 V-Zone 範圍，諮詢會上三無人士不是持份者，不能代表當區居民意見，應直接諮詢受影響村落、貨倉會、鄉事會、居民組織等、並必須磨合各方意見，要有共識才可規劃。

規劃署馮志慧表示，荒廢農地已檢討，漁農署視察後認為大部份農地有覆耕潛力，擴大 V-Zone 範圍涉及小型屋宇發展政策，會檢討土地需求。

奧雅納顧問鄧思威表示必須改善整條公庵路，增加橋興路以東路口連接，元朗公路兩旁亦有道路連接元朗港鐵站及大棠路路口往元朗市中心，疏導交通。

梁主席表示首要處理基本問題，規劃道路網絡、研究發展荒廢農地、擴大 V-Zone 範圍等，持份者意見最為重要。

駱副主席表示是次諮詢會不被接納，紀錄在案。



**Planning and Engineering Study for Housing Sites in Yuen Long South - Investigation  
Stage 2 Community Engagement**

**Follow-up Meeting with Village Representatives of Tin Liu Tsuen,  
Muk Kiu Tau Tsuen, Pak Sha Tsuen, Wong Nai Tun Tsuen and Shui Tsiu San Tsuen**

**Gist of Meeting**

Date: 19 June 2014 (Thursday)  
Time: 3pm – 4:30pm  
Venue: Shap Pat Heung Rural Committee Office

**General**

- The PODP should address the possible impacts to the areas outside the Potential Development Area (PDA), especially in terms of traffic, infrastructure and community facilities. They quoted the example of Tin Shui Wai New Town which generated traffic impact on the surrounding areas due to influx of residents.

**Land Use Planning**

***Proposed Residential Uses and Existing Village Settlements***

- It was noted that four-fifths of the proposed population would be housed along Kung Um Road, whereas the population in Tong Yan San Tsuen would be much smaller. They enquired about the rationale behind this arrangement and opined that the population should be distributed in a balanced manner.
- Village representatives of Muk Kiu Tau Tsuen wished that villagers could be better informed of the proposed developments in the vicinity of their village, especially the public housing near them. They would like to know in more details about the height and density of the proposed public housing. They were also concerned whether the proposed community facilities would be able to cater for all residents in the area.
- More buffer zones or open space between the villages and public housing developments were required to preserve the tranquil and rural character of the villages. More amenity facilities for enjoyment of both villages and public housing estates should be provided. Markets, shops, shopping malls and recreational facilities should also be provided.
- While the village representatives recognised the housing need of the territory as a whole, they opined that the “Village Type Development” (“V”) zones should be expanded to

meet the need of housing provision for the indigenous villagers as their population grown. The abandoned agricultural land could be rezoned to “V” zones. The livelihood, employment and land for indigenous villagers should also be taken care of.

### ***Proposed Open Storage and Rural Industrial Uses***

- The importance of the Open Storage/Rural Industrial (OS/RI) operations in the area should be recognised because the small-scale manufacturing industry (山寨廠) supported the wider logistics industry in Hong Kong with frequent trade with the Mainland. The nature of the operations was different from that in Lok Ma Chau and Ha Tsuen.
- Land area proposed for OS/RI uses, which was only one-fifth of the land area currently occupied by such uses, was insufficient for relocating all of the existing operators.
- The ‘Employment Belt’ should be expanded to accommodate more business activities, and thus providing more employment opportunities to the local community. For examples, the two existing “Open Storage” (“OS”) zones at Tai Tong Shan Road and Tai Shui Ha Road should be expanded to accommodate more open storage yards. These measures could provide employment opportunities for the local community and reduce cross-district commuting.
- The existing OS/RI operations in Shap Pat Heung would not be moved to Ping Shan Heung. The ‘Employment Belt’ should be provided near Shap Pat Heung by utilising abandoned agricultural land there. This would reduce any conflicts between Ping Shan Heung and Shap Pat Heung, and sustain local industry and employment.
- The proposed multi-storey industrial compounds in the “I” zones at the ‘Employment Belt’ would not be suitable for the nature of the existing industrial operations. In particular, open storages and warehouses stored heavy machineries and construction materials that could not be stored in buildings due to the loading of the buildings and the manoeuvrability of heavy goods vehicles.

### ***Proposed Agricultural Uses***

- The village representatives queried the rehabilitation possibility of the abandoned agricultural land in the vicinity of the PDA in Shap Pat Heung South since agricultural activity there was minimal nowadays. They opined that the abandoned agricultural land could be converted into OS/RI uses, supported by widening of Kung Um Road and Kiu Hing Road to accommodate more freight traffic.

### **Yuen Long Nullah**



- Yuen Long Nullah had low ecological value and should be decked for providing four traffic lanes. Decking of Yuen Long Nullah was supported and the decking should be from the southern end of Yuen Long Nullah all the way up to Ma Tong Road for direct linkage to Yuen Long New Town.
- Any land resumption for the construction of the new four-lane road should be justified.

## **Transport and Traffic**

### ***Proposed Road Network***

- The need of improving Kiu Hing Road was not addressed in the Study and no benefits would be brought to the villages. To improve the connectivity between Kung Um Road and Kiu Hing Road, the existing pedestrian footbridges should be changed to vehicular crossings. Concrete proposals to improve Kung Um Road and Kiu Hing Road should be included in the Stage 3 Community Engagement.
- Village Representatives from Wong Nai Tun Tsuen also requested to extend decking of Yuen Long Nullah and road improvement works to Wong Nai Tun Tsuen so that they could enter Yuen Long New Town via a more direct route.
- There were concerns regarding the external linkage to Yuen Long New Town and to the urban area as well as the road capacity during the peak hours. Road improvement works should not be restricted to the south of Yuen Long Highway. Roads in Yuen Long New Town such as Shap Pat Heung Road should be improved as well.
- It was suggested to build a new road connecting Tai Tong Road with Kiu Hing Road, enabling a more direct route to the centre of Yuen Long South.

### ***Proposed Pedestrian and Cycling Network***

- Pedestrian corridors and cycling tracks should be provided at Kung Um Road/Kiu Hing Road. To enhance the connectivity to Long Ping Station, proposed cycle tracks should be connected with the proposed elevated pedestrian walkway at Ma Tong Road.
- More crossings between Kung Um Road and Kiu Hing Road should be provided to improve connectivity between the east and west.

## **Infrastructure**

- There were concerns about flooding that may occur due to the difference in levels between new and existing developments, as new developments would be built on a higher formation level or platform. The resulting level difference may lead to flooding of the villages situated in low-lying areas.

- Representatives of Muk Kiu Tau Tsuen were concerned of the various utility facilities located near the village including the sewage treatment works, sewage pumping station and electricity substation, in terms of its size, and any noise, odour, and pollution which posed adverse impact on villagers. The ventilation outlets of the underground facilities or the plants should be relocated to a position further away from existing residential settlements.

### **Implementation**

- The affected parties should be reasonably compensated and relocated/rehoused. Otherwise, they could not support the project and the existing occupants would resist to move out.

**Planning and Engineering Study for Housing Sites in Yuen Long South - Investigation  
Stage 2 Community Engagement**

**Follow-up Meeting with Shan Ha Tsuen**

**Gist of Meeting**

Date: 20 June 2014 (Friday)  
Time: 7:30 pm – 9:00 pm  
Venue: Shan Ha Tsuen Village Office

**Land Use Planning**

***Proposed Residential Uses and Existing Village Settlements***

- Development intensity should decrease from the town center to the fringe. The higher density from the northern end of Yuen Long South was not a continuation of the lower densities of the fringe of Yuen Long New Town.
- Residents were concerned about the height of the housing development and opined that the public housing located to the east of the village should adopt stepped height profile and buildings near the village should be lower.
- Tranquillity would be lost with more people move into public housing estates situated next to the village. There would be security concerns and possible conflicts between new residents and the villagers with different lifestyles.
- Residents requested that the “Village Type Development” (“V”) zone should be expanded to meet the housing need of villagers. They requested that the public housing sites on the eastern side of Shan Ha Tsuen should be converted into “V” zones to reserve for village expansion.

***Proposed Open Storage and Rural Industrial Uses***

- There was query on whether employment opportunities from the proposed industrial development could sustain local employment and suitable for the local community. The size of the proposed ‘Employment Belt’ was significantly less than that in the present, and it was accused that the plan is catered to private large-scale developers only.
- Residents queried whether the proposed multi-storey industrial compounds in the “Industrial” (“I”) zone would be suitable for existing operations since large machineries

and heavy construction materials could not be stored in buildings. Residents noted that the area of the proposed industrial land was significantly less than current provision and concerned about inadequate provision of industrial land.

- Residents were concerned that the future multi-storey industrial compounds would generate air and noise pollution.

### ***Proposed GIC Facilities and Utilities***

- Residents questioned whether facilities were adequate for local population.
- Residents were concerned with the need and location of the fire station and ambulance depot as it might pose noise nuisance at night. They suggested that such facilities should be placed in the “I” zone rather than in the residential areas.

### **Transport and Traffic**

- Residents raised that the proposed north-south running road located to the south and west of Shan Ha Tsuen would have ‘fung shui’ (風水) implication and the issue should be addressed.
- Residents requested to extend the proposed road connecting to Lam Tai Road to Shan Ha Tsuen.

### **Drainage**

- Shan Ha Tsuen had long been suffered from flooding problem. The issue could not be resolved despite repeated complaints. The development of Yuen Long South should also address the flooding problem of the village.
- Residents were concerned about potential flooding due to difference in formation level between existing developments in Shan Ha Tsuen and new developments and roads. They requested Government to provide proper drainage to the areas and by installing pumps and drains to resolve the flooding problems.

### **Implementation**

- Residents were concerned on land resumption and requested Government to provide proper compensation and relocation arrangements to affected parties including the open storage operators.
- Residents noted that 80% of the land of the Yuen Long South development was belonged to Shan Ha Tsuen. They should be compensated fairly.

### **Community Engagement**

- Residents appreciated that Government had adopted their comment provided in Stage 1 Community Engagement to retain the agricultural land located to southwest of Shan Ha Tsuen.
- Residents welcomed the community engagement exercise and wished to be further consulted at the next stage.

**Planning and Engineering Study for Housing Sites in Yuen Long South - Investigation  
Stage 2 Community Engagement**

**Meeting with Kam Lan Koon**

**Gist of Meeting**

Date: 22 June 2014 (Sunday)  
Time: 11:00am – 12:30pm  
Venue: Kam Lan Koon

**Background of Kam Lan Koon**

- Kam Lan Koon was one of the permanent members of the Hong Kong Taoist Association and contributed to the society through promoting Taoist beliefs and values.
- Kam Lan Koon had significant cultural and historical values in the Yuen Long South area and served as a community focal point in the area. There were regular traditional and religious rituals taken place in Kam Lan Koon, such as Qigong (氣功) class and Planchette (扶乩).
- Members generally supported development, but opined that cultural resources were crucial to the development of the locality and that existing culture should be preserved to complement new town developments. Kam Lan Koon has significant and unique historical value that was not found elsewhere, and should be retained since cultural resource was an essential element to strengthen local identity and social stability. It would benefit existing and future residents by sharing cultural values, traditions, and belonging with future residents of Yuen Long South, as well as any tourists from other districts. They also need the premises to hold ceremonies, gatherings and to practise Qigong.

**Comments on the Preliminary Outline Development Plan (PODP)**

- Historical buildings should be respected when developing the New Territories.
- The “Institution or Community” (“IC”) zoned site was not owned by Kam Lan Koon and the temple was not allowed to use the site about a month ago after the death of the land owner in March 2014. Since the physical entity of Kam Lan Koon was carefully designed taking account of ‘Fung Shui’ (風水) and the stringent requirements inspired by ‘Master’ (祖師爺), it was preferred to be retained in the existing location with

opportunity to expand the existing “Government, Institution or Community” (“G/IC”) zone to facilitate Kam Lan Koon’s future development.

- Alternatively, the temple might consider relocated to a site closer to the hill and ‘Green Zone’ with natural environment. The site should also be some distance from major roads in order to maintain the tranquillity of the religious institute. The “Green Belt” (“GB”) zone at the southwest of Kam Lan Koon could be considered for relocation purpose. There was also another suggestion to relocate the proposed road abutting the “IC” site that was reserved for the temple on the PODP to a location that was near the existing Kam Lan Koon. However, identifying a new location was not easy due to the stringent requirements set by Master.
- There were concerns about the potential interface with the “OS” zone. The traffic generated from the “OS” zone would affect the operation and tranquillity of Kam Lan Koon. As some of the regular religious activities such as morning bell and burning incense might induce nuisances to the future neighbourhood, the interface issues with the surrounding residential zone should also be addressed.
- There were tombs located behind Kam Lan Koon, the feasibility of proposed new road on PODP was doubtful.
- Kam Lan Koon would not be able to accommodate within a building, having considered the requirements for holding regular religious activities.

### **Implementation**

- The Government should assist the temple’s relocation and provide reasonable compensation for relocation if it was inevitable.
- Members inquired about the statutory town planning procedure, especially regarding any new applications received during the course of the Study. They were especially concerned that the adjacent land would be rezoned for residential uses and thus affecting their future plans to expand or to build an access route.

### **Community Engagement**

- Members opined they could be better informed of the Yuen Long South Study. Nonetheless, they appreciated the Study Team for meeting with them and that more meetings should be set up during the Study.
- They asked about whether the minutes of meetings and the individual written comments would be available for public inspection.



**Planning and Engineering Study for Housing Sites in Yuen Long South - Investigation  
Stage 2 Community Engagement**

**Follow-up Meeting with Lam Hau Tsuen**

**Gist of Meeting**

Date: 22 June 2014 (Sunday)  
Time: 4:00pm – 5:00pm  
Venue: Lam Hau Tsuen

**Land Use Planning**

***Proposed Residential Uses and Existing Village Settlements***

- Public housing near Lam Hau Tsuen might pose adverse visual and air ventilation impacts.
- Residents opined that the area around Lam Hau Tsuen should remain intact for their own development.
- Residents said that they were informed by the Lands Department during a meeting in 2003 that the “Residential – Zone 1 (Public Housing)” (“R1(PH)”) zone east of Lam Hau Tsuen and west of Lam Tai West Road on the PODP would be included in the Village Environs (“VE”) for their use as village expansion. The arrangement was agreed when land was resumed from the village in the 1990s for the construction of Yuen Long Highway, yet the arrangement had never been materialised. The residents could pass the minutes of the meeting to the consultants later. Residents noted that they would liaise with Lands Department for compensation, and requested to delete the concerned “R1(PH)” zone.

***Proposed Open Storage and Rural Industrial Uses***

- Residents would like to know what types of goods would be housed in the proposed multi-storey industrial compounds. They were concerned about the adverse noise and air pollution and the high rent of the proposed multi-storey industrial compounds.
- It was suggested that the “Agriculture” (“AGR”) zone could be rezoned for open storage use.

**Transport and Traffic**

- Residents urged to improve the traffic condition of Lam Hau Tsuen. Access to the village was only through one road i.e. Lam Hi Road which involved private lots and was very congested particularly during school hours. This road should be widened. Otherwise, the Government could make use of the basketball court within the village for road improvement. The residents were opened to the idea of land resumption for road widening. The new/improved road could run parallel to Yuen Long Highway and connected with Long Hon Road and Lam Tai East/West Road, allowing two-way traffic.
- Residents were concerned of future traffic conditions with Yuen Long South development. They noted that traffic on Lam Yu Road was already heavy and would not be able to handle future traffic. Traffic near La Grove was especially congested with the traffic light.
- Nullahs should be decked for traffic improvement.

### **Implementation**

- New development should take place on reclaimed land instead of the village land as there were existing residents.
- The PODP was in favour of private developers to assist them to resume land.
- The Government should inform affected parties the compensation and rehousing and should provide the information as soon as possible. Reasonable compensation and relocation arrangements to all affected business operators including the open storage yards, land owners, tenants and residents should be provided. Affected residents should be rehoused in public housing.
- Some residents opined that monetary compensation from land resumption was ineffective as they would lose their living place. The amount of compensation was inadequate for purchasing another house or flat of the same conditions as property prices in the private housing market were too high, yet they were over qualified for public rental or subsidized housing and any other compensation and rehousing arrangements of the Government. Some requested to amend the plan to avoid affecting their houses and land.
- A resident said that the PODP had frozen developments in the area as his open storage yard was disapproved by the Planning Department. Arrangements should be made to retain existing uses, such as the open storage to the east of the village, for the foreseeable future until undertaking land resumption.

### **Community Engagement**

- While some residents noted that they had been consulted in the Stage 1 Community Engagement, others noted that the consultation was ineffective because the plan was fixed. Villagers should be further consulted.

The minutes were confirmed on 2 September 2014 without amendment.

(Extracted)

**Minutes of the 3<sup>rd</sup> Meeting of**  
**Yuen Long District Council in 2014**

**Date** : 24 June 2014 (Tuesday)

**Time** : 9:30 a.m. – 5:45 p.m.

**Venue** : Conference Room, 13/F., Yuen Long Government Offices,  
2 Kiu Lok Square, Yuen Long

<u>Present</u>	<u>Time of Arrival</u>	<u>Time of Withdrawal</u>
Chairman : The Hon LEUNG Che-cheung, BBS, MH, JP	(Beginning of the meeting)	(End of the meeting)
Vice-chairman : Mr WONG Wai-shun	(Beginning of the meeting)	(End of the meeting)
Members : Mr CHAM Ka-hung, Daniel, BBS, MH, JP	(Beginning of the meeting)	(End of the meeting)
Ms CHAN Mei-lin	(Beginning of the meeting)	(End of the meeting)
Mr CHAN Sze-ching	(Beginning of the meeting)	(End of the meeting)
Mr CHEUNG Muk-lam	(Beginning of the meeting)	(End of the meeting)
Mr CHING Chan-ming	(Beginning of the meeting)	(End of the meeting)
Ms CHIU Sau-han	(Beginning of the meeting)	(5:00 p.m.)
Mr CHONG Kin-shing	(Beginning of the meeting)	(5:10 p.m.)
Mr CHUI Kwan-siu	(Beginning of the meeting)	(End of the meeting)
Mr KWOK Hing-ping	(Beginning of the meeting)	(3:00 p.m.)
Mr KWOK Keung, MH	(Beginning of the meeting)	(End of the meeting)
Mr KWONG Chun-yu	(Beginning of the meeting)	(End of the meeting)
Mr LAI Wai-hung	(Beginning of the meeting)	(End of the meeting)
Ms LAU Kwai-yung	(11:15 a.m.)	(End of the meeting)
Mr LEE Yuet-man, MH	(Beginning of the meeting)	(End of the meeting)
Mr LEUNG Fuk-yuen	(Beginning of the meeting)	(End of the meeting)
Mr LUI Kin	(12:50 p.m.)	(End of the meeting)
Mr LUK Chung-hung	(Beginning of the meeting)	(3:50 p.m.)
Mr MAK Ip-sing	(Beginning of the meeting)	(5:10 p.m.)
Mr MAN Chi-sheung	(Beginning of the meeting)	(2:20 p.m.)
Mr MAN Kwong-ming	(Beginning of the meeting)	(End of the meeting)
Mr SHUM Ho-kit	(Beginning of the meeting)	(5:00 p.m.)
Mr SIU Long-ming	(Beginning of the meeting)	(End of the meeting)

Mr TAI Yiu-wah, Robert, MH, JP	(Beginning of the meeting)	(End of the meeting)
Mr TANG Cheuk-him	(9:55 a.m.)	(End of the meeting)
Mr TANG Cheuk-yin	(Beginning of the meeting)	(2:20 p.m.)
Mr TANG Hing-ip	(Beginning of the meeting)	(End of the meeting)
Mr TANG Ho-nin	(Beginning of the meeting)	(5:00 p.m.)
Mr TANG Ka-leung	(Beginning of the meeting)	(End of the meeting)
Mr TANG Kwai-yau	(Beginning of the meeting)	(End of the meeting)
Mr TANG Kwong-shing, MH	(Beginning of the meeting)	(5:30 p.m.)
Mr TANG Lai-tung	(Beginning of the meeting)	(2:20 p.m.)
Mr TSANG Hin-keung, MH	(Beginning of the meeting)	(5:00 p.m.)
Mr TSANG Shu-wo	(Beginning of the meeting)	(End of the meeting)
Mr WONG Cheuk-kin	(Beginning of the meeting)	(End of the meeting)
Ms WONG Wai-ling	(Beginning of the meeting)	(2:45 p.m.)
Mr WONG Wai-yin, Zachary	(Beginning of the meeting)	(5:00 p.m.)
Ms YAU Tai-tai, BBS, MH	(Beginning of the meeting)	(End of the meeting)
Mr YIU Kwok-wai	(Beginning of the meeting)	(End of the meeting)
Ms YUEN Man-yee	(Beginning of the meeting)	(End of the meeting)

Secretary : Miss LAM Ka-hing, Senior Executive Officer (District Council) (Atg),  
Alexis Yuen Long District Office

In Attendance Mr MAK Chun-yu, District Officer (Yuen Long)  
Edward, JP  
Mr WONG Chi-wah, Assistant District Officer (Yuen Long) 1  
Steve  
Mr CHOI Chung-lam, Assistant District Officer (Yuen Long) 2  
Timothy  
Miss CHENG Siu-mui, Senior Liaison Officer (Town), Yuen Long District  
Cyndia Office  
Ms SIU Mo-fei, Bridget Senior Liaison Officer (Rural), Yuen Long District  
Office  
Mr IP Wing-cheung Chief Engineer/New Territories 1(New Territories  
West and North), Civil Engineering and

	Development Department
Mr CHAN Fu-man	Chief School Development Officer (Yuen Long), Education Bureau
Mr CHEUNG Pui-chung	District Environmental Hygiene Superintendent (Yuen Long), Food and Environmental Hygiene Department
Mr TSANG Cheung-tat	District Commander (Yuen Long), Hong Kong Police Force
Ms SHIU Wan-yee	Police Community Relations Officer (Yuen Long District), Hong Kong Police Force
Mr LEE Yeung-to	Chief Manager/Management (Tuen Mun and Yuen Long), Housing Department
Ms CHIU Lee-lee, Lily	District Lands Officer/Yuen Long (District Lands Office, Yuen Long), Lands Department
Ms Vivianne MOK	Administrative Assistant/Lands (District Lands Office, Yuen Long), Lands Department
Miss CHEUNG Wai-ying, Olivia	District Leisure Manager (Yuen Long), Leisure and Cultural Services Department
Mr LAU Wing-seung	District Planning Officer/Tuen Mun and Yuen Long West, Planning Department
Ms LAM Wai-yip, Michelle	District Social Welfare Officer (Yuen Long), Social Welfare Department
Miss LEUNG Pui-yin, Wendy	Chief Transport Officer/ New Territories North West, Transport Department

**Item 2**

Mr CHU Chu-leung, Stephen	Chief Civil Engineer 2, Housing Department
Mr YUNG Cheung-nung	Senior Civil Engineer 6, Housing Department
Mr LAM Tak-keung, Barry	Senior Planning Officer 4, Housing Department
Mr KAN Kwok-chee, Joshua	Senior Town Planner/Tuen Mun 2, Planning Department
Ms Carmen CHU	Director, Ove Arup and Partners Hong Kong Limited

**Item 3**

Ms CHIN Man-yi, Maggie	District Planning Officer/Fanling, Sheung Shui and Yuen Long East, Planning Department
Mr TSANG Chiu-kei	Senior Town Planner, Planning Department
Miss PANG Yuen-san, Helena	Assistant Town Planner, Planning Department
Mr TANG Kam-fai, Keith	Chief Engineer/New Territories 2 (New Territories West and North), Civil Engineering and Development Department
Mr Steve YIU	Head of Town Planning, MTR Corporation Limited
Mr Lam CHAN	Senior Manager, Projects and Property Management, MTR Corporation Limited
Mr NG Ka-wah	Senior Town Planning Manager, MTR Corporation Limited
Mr Steven HO	Technical Director (Transportation Engineering) , MVA Hong Kong Limited

**Item 4**

Mr CHUI Wai-lok	Senior Engineer, Civil Engineering and Development Department
Mr YAU Ka-tai	Chief Engineer, Planning Department
Miss FUNG Chi-wai, Katy	Senior Town Planner, Planning Department
Ms Theresa YEUNG	Director, Ove Arup and Partners Hong Kong Limited
Ms Carmen CHU	Director, Ove Arup and Partners Hong Kong Limited
Ms Apple LAU	Planner, Ove Arup and Partners Hong Kong Limited

Absent

Mr CHOW Wing-kan (Absent due to other commitments)

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clearance and rehousing arrangement. Moreover, he enquired of the relevant departments whether facilities such as major stadiums, swimming pools and community halls would be provided for the joint use of the eight proposed secondary and primary schools and the public.

65. Mr MAK Ip-sing enquired about the number of villagers affected by land resumption and the relevant rehousing and compensation arrangement.

66. The Chairman asked Members to vote on the motion.

67. Members voted on the motion by the show of hands and open ballot. Mr WONG Wai-shun, Mr Daniel CHAM, Ms CHAN Mei-lin, Mr CHAN Sze-ching, Mr CHEUNG Muk-lam, Mr CHING Chan-ming, Ms CHIU Sau-han, Mr CHONG Kin-shing, Mr CHUI Kwan-siu, Mr KWOK Hing-ping, Mr KWOK Keung, Mr KWONG Chun-yu, Mr LAI Wai-hung, Mr LEE Yuet-man, Mr LEUNG Fuk-yuen, Mr MAK Ip-sing, Mr MAN Chi-sheung, Mr SHUM Ho-kit, Mr SIU Long-ming, Mr Robert TAI, Mr TANG Cheuk-yin, Mr TANG Hing-ip, Mr TANG Ho-nin, Mr TANG Ka-leung, Mr TANG Kwai-yau, Mr TANG Kwong-shing, Mr TANG Lai-tung, Mr TSANG Hin-keung, Mr WONG Cheuk-kin, Ms WONG Wai-ling, Ms YAU Tai-tai, Mr YIU Kwok-wai and Ms YUEN Man-yee voted for the motion. Mr LUK Chung-hung abstained from voting.

68. The Chairman announced that there were 33 votes for the motion, 0 vote against the motion and one abstention. The YLDC passed the motion by an absolute majority of votes.

69. The Chairman concluded that the concerns of Members on the land use review were clearly expressed in the passed motion. He hoped the relevant departments could duly consider the actual needs of the expected new population and existing population during the course of development, including traffic ancillary facilities and leisure and cultural facilities. He also hoped the PlanD could conduct further study and review the development concerned having regard to Members' views and consult the relevant rural committees and the YLDC about the proposals concerned when appropriate.

(Post-meeting note: The YLDC Secretariat wrote to the Director of Planning and the Director of Civil Engineering and Development to relay the motion passed by Members on 3 July 2014 and forwarded the written response co-ordinated by the PlanD to all Members on 25 July 2014.)

**Item 4: Planning and Engineering Study for Housing Sites in Yuen Long South – Investigation**

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**Preliminary Outline Development Plan and Stage 2 Community  
Engagement  
(YLDC Paper No. 36/2014)**

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70. The Chairman asked Members to refer to paper no. 36/2014 on the Preliminary Outline Development Plan formulated for the development of Yuen Long South.

71. The Chairman welcomed the following attendees, in addition to Mr IP Wing-cheung, the standing representative of the CEDD, to the meeting:

<u>CEDD</u> Senior Engineer	Mr CHUI Wai-lok
<u>PlanD</u> Chief Engineer Senior Town Planner	Mr YAU Ka-tai Miss Katy FUNG
<u>Ove Arup and Partners Hong Kong Limited</u> Director Director Planner	Ms Theresa YEUNG Ms Carmen CHU Ms Apple LAU

72. Mr YAU Ka-tai and Ms Theresa YEUNG briefly presented the above paper and asked Members to express their views on the Planning and Engineering Study for Housing Sites in Yuen Long South – Investigation (“Yuen Long South Study”).

*(The meeting was adjourned for a lunch break and resumed at 2:20 p.m.)*

73. The Chairman said that Mr LEUNG Fuk-yuen moved a motion at the meeting. The motion was seconded by Mr TANG Kwai-yau, Mr TANG Ka-leung, Ms CHAN Mei-lin, Mr TANG Kwong-shing, Mr WONG Cheuk-kin, Mr CHING Chan-ming, Mr CHEUNG Muk-lam, Mr CHAN Sze-ching, Mr LAI Wai-hung, Mr Robert TAI, Mr CHONG Kin-shing, Mr TANG Ho-nin, Mr Daniel CHAM, Mr WONG Wai-shun, Ms CHIU Sau-han, Mr TSANG Hin-keung, Mr SHUM Ho-kit, Mr TANG Hing-ip, Ms LAU Kwai-yung, Mr LUK Chung-hung, Mr MAN Kwong-ming, Mr TANG Cheuk-him and Mr TANG Cheuk-yin. The contents of the motion were as follows:

“Motion: This Council supports the Government’s housing development projects in Yuen Long South

According to the Government Notice, at present there are more than 200 000 applicants on the Waiting List for PRH and many of them were living in subdivided units with poor living conditions. In the face of the high level of price and rent of private property, the government needs to promptly increase

housing supply so as to address this livelihood issue which is a top priority of the Government. The consultant is conducting a consultation on the study of housing development on the brownfield land in Yuen Long South. This Council supports the proposal and has the following requests:

1. The existing operators of warehouses or logistics industry in the study area should be relocated to nearby areas so that they can sustain operation with a view to solving the problem of local community employment;
2. Residents and villagers in the study area must be properly rehoused and the planning area of the “V” zone should be enlarged so as to solve the housing problem of indigenous inhabitants;
3. Reasonable compensation should be made to the affected lot owners and stakeholders;
4. The present road condition should be improved on a long term basis by decking all nullahs at Kung Um Road and widening the carriageways and pavements. This Council requests the Administration to consult the Rural Committee of this district about the above requests and Yuen Long South development before consulting the YLDC.

This Council hopes that the housing development in Yuen Long South could comprehensively improve the transport network in Yuen Long and its vicinity so as to promote the sustainable development of the community and economy of Yuen Long.”

74. The Chairman proposed that paper no.36 and the above motion be discussed together. There was no objection.

75. Mr TSANG Shu-wo supported the development in Ping Shan and commended the relevant departments for widely consulting the villagers in Yuen Long South about the study in response to the request of the Ping Shan Rural Committee. In addition, he said that as the current demand for “Agriculture” (“AGR”) zone was quite low, many lot owners and stakeholders had reservation about the proposed preservation of agricultural land in the potential development area (“PDA”) in Tong Yan San Tsuen. He also proposed using the land concerned for residential buildings or rural-based industrial use.

76. Mr SHUM Ho-kit said that the road network in the vicinity of Yuen Long South had reached its maximum capacity at present. Although it was suggested in the paper that a north-south carriageway be constructed to link up PDAs with Yuen Long Highway near Tong Yan San Tsuen Interchange, he opined that the measure was unable to meet the development need. He proposed linking up Tai Tong Road, Kung Um Road, Tai Shu Ha Road East and Tai Shu Ha Road West. Besides, he supported the complete decking of the Yuen Long Nullah in the vicinity of Kung Um Road and

Kiu Hing Road for widening the road to four lanes in order to accommodate traffic. Furthermore, he was concerned that the land proposed for re-zoning to “Open Storage” and “Industrial” was not large enough to relocate all existing warehouses and logistics business operators in the vicinity of Kung Um Road affected by the development. He would like to learn about the relocation and compensation arrangement. He also enquired if the relevant departments such as the Agriculture, Fisheries and Conservation Department, had any policies to support the proposal of agricultural rehabilitation. He pointed out that agricultural rehabilitation was already outdated because the economic benefits of farming were very low.

77. Mr LEUNG Fuk-yuen said that he had made a number of comments at stage 1 community engagement, but the relevant departments had not given a direct replay yet. He wished to express his views and aspirations on the Yuen Long South Study by moving the motion. He said that much land in the vicinity of Yuen Long South was used at present for rural industries such as workshops, warehouses and port logistics, etc. He considered that the proposed multi-storey buildings could hardly accommodate large-scale machines. He thus hoped the relevant departments to consider identifying sites in Shap Pat Heung for the relocation of the affected industries, with a view to minimising the impact on the local industrial activities and employment. Furthermore, he supported the complete decking of the Yuen Long Nullah to widen Kung Um Road and proposed the relevant departments give due consideration to the relocation of affected villagers.

78. Mr CHING Chan-ming said that the Shap Pat Heung Rural Committee supported the proposed Preliminary Outline Development Plan in principle, but he hoped that the relevant departments could seriously consider relocating the affected operators of open storage yards and logistics industry in situ when developing Yuen Long South. In addition, he proposed enlarging and fully reviewing the “V” zone because many “V” zones in Shap Pat Heung was not within the “environs of a recognised village” and were therefore impossible for the construction of small houses. He hoped the relevant departments could offer concessionary grants to the indigenous inhabitants affected by the development. In respect of transport planning, he supported the formation of new roads and the complete decking of the Yuen Long Nullah for the widening of Kung Um Road to help alleviate traffic congestion. Moreover, he suggested further strengthening the connection between the NDAs and Yuen Long Highway.

79. Mr CHEUNG Muk-lam said that he had several communications with the relevant departments and the consultant on the Yuen Long South Study with the consultant. He said that quite a number of operators of open storage yards and logistics industry had made substantial investment to obtain the relevant operating licences. Although the northern part of the Tong Yan San Tsuen PDA (i.e. the site along Yuen Long Highway) was proposed to be rezoned to “Industrial” and “Open Storage” and would be supported with a road system for the convenience of freight traffic to the highway without intruding into the residential neighbourhood, the area was not large enough to accommodate all the activities affected by the development. He urged the relevant departments to duly consider the reprovisioning arrangement.

Furthermore, he pointed out that there was a lack of drainage facilities near the proposed “AGR” zones in Tong Yan Sun Tsuen and considered that the local demand for agricultural land was low. In view of this, he suggested that the site be used for community facilities. In addition, he pointed out that Shan Ha Tsuen had always been plagued by floods and hoped that the relevant departments could solve the problem while undertaking the development.

80. Mr TANG Hing-ip said that he had high expectations for the development in Yuen Long South and hoped that a sustainable community could be established. He agreed that there was a need to widen Kung Um Road, but worried that decking the Yuen Long Nullah might affect its drainage capacity. In view of this, he considered that the proposal of providing two traffic lanes by resuming land near the road was more desirable. In addition, he hoped that street-fronting shops resembling those in Yuen Long Town could be planned in NDAs and suggested that agricultural land be rezoned for cultural and recreational use.

81. Ms YUEN Man-yee supported increasing the supply of PRH. Since such development involved a number of existing rural industrial sites, she hoped that the Government would duly consider the aspirations and suggestions of the logistics industry and provide reasonable reprovisioning and compensation arrangements to them. Furthermore, indicating that there was frequent traffic congestion at the junction of Shap Pat Heung Road near La Grove, she hoped that the relevant departments could resolve the existing traffic problem in the vicinity of Yuen Long South before implementing the development project.

82. Mr YIU Kwok-wai supported the development direction of the Yuen Long South Study and opined that it would help ease the shortage of housing supply in Hong Kong. He then expressed his views on the motion. He agreed that there was a need to address the problem of local community employment and the Government should provide reasonable compensation to affected residents and owners. Moreover, he considered that the housing needs of the indigenous villagers could be met through expanding the “V” zones. In addition, he hoped that the relevant departments could formulate a comprehensive plan for transport and infrastructure and enquired about the criteria adopted in the planning of road facilities.

83. Mr Zachary WONG considered that the Preliminary Outline Development Plan was exhaustive and comprehensive. He hoped that the relevant departments could continue to listen to the public’s views. Furthermore, he said that all the housing developments under the Wang Chau Development Project, the Land Use Review for Kam Tin South and the Yuen Long South Study were expected to be completed in 2025. He was concerned about the overall impact of the rapid population growth on the Yuen Long District, particularly the population carrying capacity of Yuen Long Town. He was also concerned about the clearance and compensation arrangements and opined that the Government should establish a separate standard for determining the compensation rate for existing operators of rural industrial activities on the brownfield land.

84. Mr Robert TAI enquired whether all three proposals of decking the Yuen Long Nullah at Kung Um Road and Kiu Hing Road could enhance the capacities of roads to meet the expected transport demand. Moreover, he opined that the widened Kung Um Road should be able to accommodate heavy vehicles such as double-deckers. He also would like to know the details of the environmentally friendly transport system linking up Yuen Long South with Hung Shui Kiu NDA. In addition, pointing out that the proposed sewage treatment facility station would be near Muk Kiu Tau Tsuen, he hoped that the relevant departments could ensure that the facility would neither emit odour nor affect the cleanliness and residents in its neighbourhood.

85. Mr MAK Ip-sing said that the involvement of large amount of private land in the Yuen Long South Study would affect the existing residents and operators of the rural industry. In view of this, he hoped that the relevant departments would explain the details of rehousing and compensation. He also hoped that the relevant departments could provide adequate cultural and recreational facilities. Furthermore, pointing out that the proposed new road was still connected to the network of Yuen Long Highway, he considered that such transport infrastructure might not be able to cope with the transport demand arising from the additional population of over 80 000 and worried that there would be traffic congestion.

86. Mr LUK Chung-hung supported increasing the housing land supply. However, he considered that there were insufficient commercial sites and was concerned that residents would have to go to Yuen Long Town for daily activities in future, thus aggravating the congestion in Yuen Long Town. In view of this, he suggested that adequate catering and shopping facilities be provided to meet residents' needs. He pointed out that the projected population for the development was over 80 000, while there would be only about 10 000 local job opportunities. He worried that many residents would need to work across districts, thus adding pressure to the transport network. In this regard, he hoped that the relevant departments could properly resettle the operators of open storage yards and logistics service affected by the development lest the existing rural industrial activities and employment situation would be adversely affected. Furthermore, he suggested developing other commercial activities proactively, such as hotels, large shopping malls and offices, with a view to creating more local job opportunities. In addition, he suggested that the sites for education use near Kung Um Road be put together for a holistic planning under which facilities such as major stadia would be shared among schools in the form of "school villages" and be opened to the public during non-school hours and holidays. He also suggested that a comprehensive mode be used for the development of PRH so as to optimise the use of the limited land resources for provision of ancillary facilities that could better suit the needs of residents.

87. Mr LUI Kin supported developing Yuen Long South for housing, especially for PRH. He said that there was quite a number of land currently used for warehouses or rural industries in Yuen Long South. As the operators had allocated

substantial resources to the business and had provided numerous local job opportunities, he hoped that the Government would make reasonable compensation to the affected operators and consider adjusting the principles for determining compensation for land resumption. Regarding ancillary transport facilities, he took the view that the existing and proposed transport infrastructure might not be able to cope with the transport demand arising from the population growth. He thus suggested strengthening the connection between Yuen Long North and Yuen Long South by planning a new road network in the hope of mitigating the traffic congestion in Yuen Long Town.

88. Mr CHONG Kin-shing supported the Yuen Long South Study, considering that increasing housing supply would ease the difficulties encountered by young people in acquiring home ownership. He hoped that the Government would offer reasonable compensation to the affected lot owners and stakeholders for land resumption. He also proposed that due consideration be given to the relocation of the operators of logistics industry in Yuen Long South to avoid affecting local rural industries and employment. Given the frequent traffic congestion in Yuen Long, he called for early improvement to the transport infrastructure and ancillary transport facilities in the district in order to support future development.

89. Mr Daniel CHAM proposed the development of a town centre or a core industrial/commercial zone in Yuen Long South so that residents did not have to go to Yuen Long Town for daily activities in future. He also suggested creating more local community job opportunities to reduce cross-district employment. He pointed out that a number of housing projects were underway concurrently in the district and the population was estimated to increase from approximately 600 000 to approximately 1 000 000. He therefore requested the Government to develop comprehensive transport infrastructure and ancillary social facilities to dovetail with the increase in housing supply. He was concerned that the road facilities in the district might not be able to meet the transport demand arising from future development and therefore called for a more detailed transport planning framework, including widening Yuen Long Highway connecting Tuen Mun Road and Route 3. He urged the Government to give due consideration to a new external road network in order to strengthen the connection between the district and urban areas. He also recommended an increase in the plot ratio for commercial sites for the development of commercial facilities, such as hotels and offices, in order to enhance economic benefits and create job opportunities. He enquired about the plot ratios for “Residential” zones R1, R2 and R3 and suggested the adoption of cascading design for buildings and a maximum plot ratio of 3 for the housing development projects in the fringe areas of Yuen Long Town.

90. Mr KWOK Keung supported increasing the housing supply. He hoped that the departments concerned would reach an agreement with the affected lot owners and operators of logistics industry. He remarked that the tracks of the Light Rail Transit occupied much road space, leading to traffic congestion and crowded pavements in Yuen Long Town. In this connection, he suggested the departments concerned develop an elevated light rail system in the NDAs in Yuen Long South and Hung Shui



Kiu to strengthen the connection between Yuen Long South, Yuen Long Town and the proposed Hung Shui Kiu NDA.

91. The Vice-chairman considered the flood prevention capacity of the Yuen Long Nullah very limited and thus supported the decking of all nullahs in the vicinity of Kung Um Road and Kiu Hing Road to widen the road and to better utilise land resources as well. He then drew the attention of the departments concerned to the conflicts between pedestrians and vehicles that would easily arise from the works near the nullah.

92. Mr Zachary WONG said that the Transport Department (“TD”) currently tended to manage the traffic at intersections with traffic signals in lieu of roundabouts for road safety reasons. This practice, however, often gave rise to traffic congestion. He thus proposed the construction of double-deck roads to replace intersections. He also endorsed the proposed scenic cycle track which, in his view, should be widened to include a jogging track.

93. Mr LEUNG Fuk-yuen remarked that the Members who spoken had reflected the concerns of the affected parties over the Yuen Long South Study. He hoped that the departments concerned would heed Members’ views by studying the possibility of an elevated light rail system and the decking of the Yuen Long Nullah for the widening of Kung Um Road with a view to strengthening the ties between Yuen Long South and other areas. He suggested developing a town centre in Yuen Long South to create a self-contained community. Stressing that the indigenous inhabitants had surrendered much land for community development in the past, he hoped that the Government would take into account their housing needs in the course of housing development by expanding the “V” zone. He expected that the departments concerned would amend the development plan in accordance with Members’ views, and would consult again the Ping Shan Rural Committee, Shap Pat Heung Rural Committee, District Members of the constituencies concerned and relevant local bodies.

94. Mr TSANG Shu-wo understood that there was difficulty in industry relocation. He hoped that the departments concerned and consultants would identify sites within Shap Pat Heung for the in-situ relocation of the rural industries affected by the development in Yuen Long South. He suggested the Government consider rezoning the “AGR” zone in Shan Ha Tsuen to “Open Storage” zone.

95. Mr YAU Ka-tai gave a consolidated response as follows:

- (1) He thanked Members and the relevant rural committees for actively putting forth their views during the consultation period and was pleased to hear that the overall direction of the development in Yuen Long South gained general support from Members;

- (2) He noted Members' concerns over matters such as traffic planning, water supply and sewage. The department had conducted preliminary technical assessments on various facets for the Preliminary Outline Development Plan, including transport, sewage, drainage, environment, air ventilation, geotechnical condition, water supply, utilities, sustainable development and city design, and would give Members' opinions serious consideration;
- (3) Apart from increasing housing supply, comprehensive community facilities and ancillary support would also be provided;
- (4) The review on "V" zone was related to New Territories Small House Policy under which indigenous inhabitants were permitted to construct small houses in "V" zones. When drawing up "V" zones, the PlanD would duly take into account relevant factors such as individual villages' demand for small houses and village environs; and
- (5) The department would consider in detail the opinions collected during the second stage of consultation and would put forward proposals on the arrangements for relocation and compensation of affected residents and operators in the next stage of community engagement.

96. Mr IP Wing-cheung gave a consolidated response as follows:

- (1) He thanked Members for their views on the Yuen Long South Study;
- (2) In respect of traffic planning, with the proposed dual three-lane road linking Yuen Long South to Yuen Long Town and Yuen Long Highway, the proposed two-lane carriageway linking Tong Yan San Tsuen and Hung Shui Kiu NDA, and the proposed improvement works of Kung Um Road, it was believed that the additional traffic volume brought about by the development of Yuen Long South would not cause negative impacts on Yuen Long Town and Yuen Long Highway. The department also planned to carry out a number of improvement works and provide new roads in Tin Shui Wai (west) and Tong Yan San Tsuen Interchange, with a view to linking up Yuen Long South, Yuen Long town and Yuen Long Highway;
- (3) He noted that Members generally supported decking the nullahs in the vicinity of Kung Um Road and Kiu Hing Road for provision of a four-lane carriageway. The department also agreed that the proposal could directly address the traffic needs arising from the relevant developments. Nevertheless, given that revitalisation of the Yuen Long Nullah within the PDAs could promote biodiversity and create landscape feature for Yuen Long South, the department had put forward various proposals to seek public opinions on revitalisation of the northern section of the Yuen Long Nullah and on the relevant traffic arrangements so as to strike a balance between widening of roads, stepping up greening efforts and minimising land resumption.

Members' opinion would also be duly considered;

- (4) The departments concerned would explore the feasibility of addressing the flooding problems in some low-lying areas (e.g. Shan Ha Tsuen) by means of District Minor Works Project. The Drainage Services Department would arrange for pumping away of water in case of emergency. In the development of Yuen Long South, the department had made adjustments having regard to the height of adjacent districts during site formation to ensure that the development would not give rise to additional surface runoffs in surrounding districts. Moreover, a comprehensive drainage network had been included in the planning of the development area so that the flooding risk would not increase; and
- (5) Infrastructures such as sewage treatment works were designated projects required by the Environmental Impact Assessment Ordinance. The department was carrying out an environmental impact assessment for the Yuen Long South development project to ensure that the impacts resulted from development would comply with the requirements stipulated in relevant legislations. It would adopt appropriate mitigation measures when necessary.

97. Ms Carmen CHU gave a consolidated response as follows:

- (1) She noted Members' concerns over the traffic planning of YLS;
- (2) At present, since Tong Yan San Tsuen Interchange did not provide access to Yuen Long South, vehicles going from Yuen Long South to Yuen Long Highway must go on a roundabout route by making a U-turn at Castle Peak Road (Ping Shan section). Upon completion of the proposed improvement works, vehicles could turn to every direction at the interchange, thereby enhancing the accessibility. Furthermore, the proposed north-south road would become the major road of PDAs. The widened Kung Um Road and the horizontal roads in its vicinity were also available for diversion;
- (3) In order to enhance the public transportation service of Yuen Long South without causing additional burden on the transport infrastructure in the vicinity of Long Ping Station of the WRL by extending the public transport network to Yuen Long town centre, feeder bus service operating between Yuen Long South and Yuen Long Station would be diverted to enter Yuen Long Highway via Kung Um Road and the proposed slip road adjacent to Yuen Long Highway. Passengers could then walk to Yuen Long Station after alighting at the proposed public transport interchange at the site of Yuen Long Fresh Fish Wholesale Market.
- (4) The above traffic proposals were preliminary ideas. Members were welcomed to put forward suggestions on the traffic improvement proposals during the consultation period. Their opinion would be

given due consideration; and

- (5) At present, there were three lanes on Kung Um Road and Kiu Hing Road in total. If the proposal of decking all the nullahs was adopted, Kung Um Road could be widened to four-lanes to accommodate large vehicles such as double-decked buses; if the nullahs were not completely decked, only small vehicles could travel on Kung Um Road and the proposed public transport routes should be re-planned to avoid overloading Kung Um Road.

98. Ms Theresa YEUNG gave a consolidated response as follows:

- (1) She thanked Members for their views on the development of Yuen Long South;
- (2) She noted the suggestions of Members to rezone the “AGR” zones for other development purposes and would conduct a review upon completion of stage 2 community engagement;
- (3) She would continue to maintain liaison with relevant residents, residents’ representatives, rural committees and Members and would follow up the flooding issue in Shan Ha Tsuen. She would also consider carefully the views received concerning the compensation and rehousing arrangement and would put forward relevant proposals in stage 3 community engagement;
- (4) In order to relocate and consolidate the rural industrial workshops and open storage yards, the northern part of Tong Yan San Tsuen PDA, i.e. the site adjacent to the Yuen Long Highway, would be zoned “Open Storage” and “Industrial” in the Preliminary Outline Development Plan. The area would be around five hectares and 15 hectares respectively. The latter could even provide a floor area of around 600 000 square metres. She stressed that she would continue to maintain communication with stakeholders on the location, area and industry operation needs of the “Employment Belt”, and would report the review results at stage 3 community engagement;
- (5) Three “Commercial” zones had been designated adjacent to the residential areas to provide shopping, recreation, leisure and catering facilities to cater for the daily needs of existing residents and the expected population. The study team would study if it was feasible to provide more “Commercial” zones; and
- (6) The cascading design was adopted in the housing projects in Yuen Long South and the plot ratios of residential projects would range from 1.5 to 5. Having regard to the strong demand of the public for PRH and making reference to the development density of Yuen Long town centre, it was suggested that the plot ratio of PRH should be set at 5 to make use of the limited land resources to provide more PRHs, thereby

shortening the long waiting time for PRHs. The study team would conduct air quality and landscape assessment for the proposed development to ensure that the density and height of buildings would not affect the residents nearby.

99. Mr LEUNG Fuk-yuen noted the responses from the relevant departments and the consultant and agreed to the proposed traffic planning. If the proposal to deck all nullahs in Yuen Long could not be adopted, he suggested decking some nullahs in Yuen Long and providing an additional traffic lane along the proposed cycling track to connect Tong Yan San Tsuen Interchange, Kong Um Road and Tai Tong bus station on Kiu Hing Road.

100. The Chairman asked Members to vote on the above motion.

101. Members voted on the above motion by the show of hands and open ballot. Mr WONG Wai-shun, Mr Daniel CHAM, Ms CHAN Mei-lin, Mr CHAN Sze-ching, Mr CHEUNG Muk-lam, Mr CHING Chan-ming, Ms CHIU Sau-han, Mr CHONG Kin-shing, Mr CHUI Kwan-siu, Mr KWOK Keung, Mr KWONG Chun-yu, Mr LAI Wai-hung, Ms LAU Kwai-yung, Mr LEUNG Fuk-yuen, Mr LUI Kin, Mr LUK Chung-hung, Mr MAN Kwong-ming, Mr SHUM Ho-kit, Mr SIU Long-ming, Mr Robert TAI, Mr TANG Cheuk-him, Mr TANG Hing-ip, Mr TANG Ka-leung, Mr TANG Kwai-yau, Mr TANG Kwong-shing, Mr TSANG Shu-wo, Ms YAU Tai-tai, Mr YIU Kwok-wai and Ms YUEN Man-yee voted for the motion.

102. The Chairman announced that there were 29 votes for the motion, 0 vote against the motion and 0 abstention. The YLDC passed the motion by an absolute majority of votes.

103. The Chairman thanked the representatives of the relevant departments and the consultant for attending the meeting and listening to the views of Members on the development plan of Yuen Long South. He hoped the Government could consult the relevant rural committees and the YLDC again at stage 3 community engagement.

(Post-meeting note: The YLDC Secretariat wrote to the Director of Planning and the Director of Civil Engineering and Development to relay the motion passed by Members on 3 July 2014 and forwarded the written response co-ordinated by the PlanD to all Members on 16 July 2014.)

**Item 5: Community Participation Programme in Environmental Protection  
in 2014/15  
(YLDC Paper No. 37/2014)**

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**Planning and Engineering Study for Housing Sites in Yuen Long South - Investigation  
Stage 2 Community Engagement**

**Follow-up Meeting with Tong Yan San Tsuen**

**Gist of Meeting**

Date: 27 June 2014 (Friday)  
Time: 7:30pm – 9:30pm  
Venue: Lutheran Centre, 57 Tong Yan San Tsuen Road, Tong Yan San Tsuen

**Boundary of the Potential Development Area (PDA)**

- For a comprehensive planning of Tong Yan San Tsuen (TYST), a resident representing the residential community at Ma Fung Ling Road requested that the boundary of the PDA should be expanded to the north of Yuen Long Highway.

**Land Use Planning**

***Proposed Residential Uses and GIC Facilities***

- The retention of the well-established existing residential communities along Sha Tseng Road and TYST Road was agreed. The environment along Long Hon Road where OS/RI was currently occupied would be improved with the proposed residential use.
- The public housing estates would be in close vicinity and might affect some of the traditional activities of the villages.
- There was query why there was no public housing in TYST and asked about any community facilities provided. This resident opined that there was no need to include TYST in the plan.
- A resident queried why his house was zoned for open storage and open space uses.
- There was a lack of community facilities in the TYST area as most were proposed along Kung Um Road. In particular, residents requested for medical facilities, community hall, sports centre, swimming pool, basketball fields, wet market, elderly home, daytime elderly facilities, public toilets and parks.
- A resident commented that the proposed sports centre near Kung Um Road was close to Yuen Long Park where similar facility was now in place. As such, the proposed sports centre could be relocated to the TYST area.

- An “IC” site should be reserved for the Lutheran Centre, which was newly opened in the northern TYST and provided community services to the neighbourhood.

### ***Proposed Open Storage and Rural Industrial Uses***

- Residents agreed the arrangement of direct access to the highway to avoid the intrusion of freight traffic to the residential areas.
- There was concern about the incompatibility of the proposed industrial use adjacent to residential use. They suggested that the existing industrial use should be rezoned to residential use to improve the environment of the neighbourhood, and the proposed industrial use could be placed at the permitted burial ground to the south of TYST.
- Residents opined that no polluting industries should be carried out in the ‘Employment Belt’ as they would induce adverse impacts to the residential neighbourhood especially waste recycling yards which had frequently caused problems of fire hazards and illegal dumping of waste, and also concrete batching plants, while storage of construction materials were considered acceptable in the ‘Employment Belt’.
- To address the interface issue, residents requested that buffer zones between industrial and residential uses should be provided and facilities such as designated refuse collection points should be provided. Refuse collection points for industrial and residential use should also be separated, and those for industrial use should be placed away from any residential settlements.
- The ‘Employment Belt’ did not provide enough area/space to accommodate all the existing open storage yards and warehouses in Yuen Long South. Impacts on job opportunities and economy should be well assessed.
- Residents worried the height of the proposed multi-storey industrial compounds and thus the walled effect imposed onto the residential settlements in the vicinity.
- Residents commented that incentives should be provided for the existing business operators to move to the ‘Employment Belt’, otherwise they might move to areas outside the PDA such as the area to north of Yuen Long Highway. This might degrade the overall living environment in that area.

### **Traffic and Transport**

- Yuen Long town centre was already congested, and the problem would be worsened due to the development of Yuen Long South.

- In view of the inadequate public transport provision in the TYST area and more traffic to be generated by the 'Employment Belt', residents requested for a comprehensive traffic network and point-to-point public transport service
- There was concern about the impacts on the residential neighbourhood if there would be bridge or elevated roads. It was also suggested that roads should be laid using tarmac instead of cement, as roads laid using the latter tend to create more noise under heavy traffic.
- A resident suggested to provide railway in TYST. The alignment and transport mode for the Environmentally Friendly Transport Services should also be further investigated.
- Cycle tracks should be extended to public transport interchanges and bicycle parking facilities should be provided.

### **Drainage**

- The flooding problem of existing villages should be resolved.

### **Implementation**

- Residents were concerned about land resumption, and opined that reasonable compensation and relocation should be provided.
- There were questions about the implementation mechanism for commercial and residential developments and some asked whether the commercial developments could be developed by land owner(s).



**Planning and Engineering Study for Housing Sites in Yuen Long South - Investigation  
Stage 2 Community Engagement**

**Follow-up Meeting with Yuen Long District Council Members  
and Members of Democratic Party**

**Gist of Meeting**

Date: 3 July 2014 (Thursday)  
Time: 11:00am – 2:00pm  
Venue: Meeting Room 3, Yuen Long District Council

**Land Use Planning**

***Proposed Open Storage and Rural Industrial Uses***

- The size of the industrial areas did not match the total area that was currently occupied by open storage and rural industrial uses. The operators worried that there was inadequate land to take up all such uses in the “I” and “OS” zones.
- The proposed multi-storey industrial compounds were not suitable for the storage of large machineries and heavy construction materials. There were suggestions that Government should be responsible for the construction of special multi-storey industrial compounds to allow heavy loadings and high storey heights.
- Mitigation measures should be provided to minimize any disturbance of the future open storage and rural industrial uses to the local residents.

***Proposed Commercial Uses***

- The culture of ‘street-front shop’ (街鋪文化) should be extended from Yuen Long town center to Yuen Long South. Land could be divided in smaller plots to encourage small-scale development to add vibrancy to the area. Small shops, such as food kiosks should be considered for inclusion in local and district open space zones (“Local Open Space” (“LO”) and “District Open Space” (“DO”)) for the convenience of visitors.
- Roads between fragments of the street shops would weaken its vitality and cultural values and raise road safety issues. Lam Tai Road East / West Road could be pedestrianised with street-front shops and alfresco dining.
- Retail areas should also be strategically located at locations accessible to local residents and close to transport nodes.

- Hotel and office developments (including Government offices) in the area were proposed for creation of substantial job opportunities within the district.

### ***Proposed GIC Facilities***

- Adequate land should be reserved for the provision of government, institution and community (GIC) facilities in the district. Past experience from other new town developments had proven that inadequate space for GIC uses might pose social problems.
- A wet market serving the area was required. It was noted that there was little policy support for building new wet markets, provision of wet markets could be considered under public-private partnership or outsourcing arrangement. Alternatively, a wet market could be located within a multi-purpose government building with government offices and community facilities.
- A school village could be established by grouping several schools together to share common sports facilities, school halls and swimming pools. These facilities could also be open for public uses after school hours.

### ***Proposed Agricultural Uses***

- Government should consider to resume the existing agricultural land for future agricultural uses.
- There were concerns on waste discharge and waste water treatment of the operation of existing livestock farms. Livestock farms with multiple storeys for consolidation purpose was suggested.
- Possible conflicts related to the change from the current “Residential (Group D)” (“R(D)”) zone to Agricultural (“AGR”) zone were noted.

### **Urban Design**

- Urban greening features could be well incorporated along the transport network, such as planting larger trees or trees with red leaves along the roads and cycling lanes to create a pleasant environment along the beautified nullah.
- The concerned departments might also wish to consider planting 「風鈴木」 (*Tabebuia impetiginosa*) at both sides of roads to enhance the environment.

### **Yuen Long Nullah**

- All three options for providing more road space along Kung Um Road had its own advantages and disadvantages, and whether traffic needs could be accommodated elsewhere was raised.

## **Transport and Traffic**

### ***Proposed Road Network***

- Traffic problems must be avoided as it would lead to social problems. Any proposed traffic network should take into account peak hour traffic because of the long travel time currently experienced.
- All roads within the Yuen Long South area should be two-lane two-way as a minimum, and most ideal is to have three-lanes on both direction. To reduce congestion at junctions, certain busy junctions could incorporate flyovers or small roundabouts to efficiently allocate traffic. The use of signalised junctions should be kept to a minimum.
- There was concern about the capacity of the trunk roads and highways connecting Yuen Long and the metro areas. It was suggested that a tunnel could be constructed at the southern end of the PDA running through the Tai Lam Country Park to the urban areas, or a new road along the fringe of the Country Park for diverting traffic.
- As a response to the lack of parking within Yuen Long Town Centre, a ‘park and walk’ scheme could be implemented by building car parks on the fringe of the town centre.

### ***Proposed Public Transport Network***

- Public transport should be the key mode of transport in the area for the general public.
- The mass transit network might not be able to cope with the influx of residents into the Yuen Long area as a whole, and expansion in capacity should be considered in advance. There was concern whether the development timeframe of the proposed Hung Shui Kiu station would match the Yuen Long South development.
- Connections to Light Rail stations could be made by an elevated Light Rail by decking the whole Yuen Long Nullah with connection to West Rail Long Ping Station.
- Instead of track-based transport mode such as the existing Light Rail system or other tram systems, dedicated bus routes and elevated monorail could be considered.
- The proposed public transport interchanges (PTIs) should be able to accommodate both internal and cross-district traffic needs. Local lines should run in a radial pattern to reduce repeating of routes.
- The PTI near Tong Yan San Tsuen Interchange is located at a strategic location, and could also provide ancillary retail outlets and public toilets facilities. A small retail

outlets could also be incorporated within the PTI at 'LOHAS Living' Planning Area to serve the locals. However, concerns about the capacity, conditions and environment of the proposed footbridge from the PTI near Sun Yuen Long Centre to West Rail Yuen Long Station were raised

### ***Proposed Pedestrian and Cycling Network***

- Pedestrian subways should be provided to enhance pedestrian accessibility to Yuen Long Area 13.
- The provision of cycling lanes along all roads in new town developments was a basic requirement. The cycling lanes should also be extended beyond Yuen Long South and linked up with the cross-district cycling network. Jogging lanes should be considered for incorporation alongside proposed cycle lanes/tracks.
- The scenic cycle track could be extended to cover the southern fringe of the PDA in Tong Yan San Tsuen, alongside the existing hillslope. The management and maintenance issues of the extended scenic cycle track should be resolved earlier among concerned departments to ensure early implementation.
- Cycle parking spaces should be provided at both ends of the hiking trail.

### **Implementation**

- Any land resumption, compensation, and relocation plans must be conducted fairly and transparently in view of the complex land ownership. The complexity of the land ownership was noted and the implementation strategy should be thoroughly considered. In particular, they would like to know whether the open storage and rural industrial uses would be compensated according to the existing uses despite the lease only permits agricultural use.
- Yuen Long South should be implemented in phases which would be critical to the successful development of the area.

### **Community Engagement**

- Conflicts between different stakeholders must be addressed during the process of plan-making. Frequent communication with stakeholders should be allowed to understand their needs.

**立法會**  
***Legislative Council***

LC Paper No. CB(1)12/14-15  
(These minutes have been seen  
by the Administration)

Ref : CB1/PL/DEV/1

**Panel on Development**

**Minutes of special meeting**  
**held on Monday, 7 July 2014, at 2:30 pm**  
**in Conference Room 1 of the Legislative Council Complex**

**Members present** : Dr Hon LAU Wong-fat, GBM, GBS, JP (Chairman)  
Hon Tony TSE Wai-chuen, BBS (Deputy Chairman)  
Hon CHAN Kam-lam, SBS, JP  
Hon Abraham SHEK Lai-him, GBS, JP  
Hon Frederick FUNG Kin-kee, SBS, JP  
Hon Cyd HO Sau-lan, JP  
Dr Hon LAM Tai-fai, SBS, JP  
Hon CHAN Hak-kan, JP  
Hon CHAN Kin-por, BBS, JP  
Dr Hon Priscilla LEUNG Mei-fun, SBS, JP  
Hon IP Kwok-him, GBS, JP  
Hon Mrs Regina IP LAU Suk-ye, GBS, JP  
Hon Alan LEONG Kah-kit, SC  
Hon LEUNG Kwok-hung  
Hon Albert CHAN Wai-yip  
Hon Michael TIEN Puk-sun, BBS, JP  
Hon James TIEN Pei-chun, GBS, JP  
Hon WU Chi-wai, MH  
Hon YIU Si-wing  
Hon Gary FAN Kwok-wai  
Hon CHAN Chi-chuen  
Dr Hon Kenneth CHAN Ka-lok  
Hon CHAN Yuen-han, SBS, JP  
Hon LEUNG Che-cheung, BBS, MH, JP

Hon Alice MAK Mei-kuen, JP  
Dr Hon KWOK Ka-ki  
Dr Hon Fernando CHEUNG Chiu-hung  
Dr Hon CHIANG Lai-wan, JP  
Ir Dr Hon LO Wai-kwok, BBS, MH, JP

**Members absent** : Hon James TO Kun-sun  
Hon Emily LAU Wai-hing, JP  
Hon CHAN Han-pan, JP

**Public officers  
attending** :

**Agenda item II**

Mr Eric MA Siu-cheung, JP  
Under Secretary for Development  
Development Bureau

Mr Michael CHAN  
Principal Assistant Secretary (Planning & Lands)5  
Development Bureau

Ms Amy CHEUNG Yi-mei  
Assistant Director of Planning/Territorial  
Planning Department

Mr IP Wing-cheung  
Chief Engineer/New Territories 1  
Civil Engineering and Development Department

**Clerk in attendance** : Ms Sharon CHUNG  
Chief Council Secretary (1)6

**Staff in attendance** : Mr Anthony CHU  
Senior Council Secretary (1)6

Mr Fred PANG  
Senior Council Secretary (1)8

Ms Christina SHIU  
Legislative Assistant (1)6

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Action



**II Planning and engineering study for housing sites in Yuen Long South -- Investigation -- Preliminary Outline Development Plan and Stage 2 Community Engagement**

(LC Paper No. CB(1)1456/13-14(08) -- Administration's paper on planning and engineering study for housing sites in Yuen Long South -- Investigation -- Preliminary Outline Development Plan and Stage 2 Community Engagement

LC Paper No. CB(1)1456/13-14(09) Paper on planning and engineering study for housing sites in Yuen Long south prepared by the Legislative Council Secretariat (Updated background brief))

38. USDEV briefed members on the background for the Stage 1 and Stage 2 CE under the "Planning and Engineering Study for Housing Sites in Yuen

Long South -- Investigation" ("the YLS Study") and the Preliminary Outline Development Plan ("PODP") formulated for Yuen Long South ("YLS"). With the aid of a powerpoint presentation, Assistant Director of Planning/Territorial, PlanD ("AD/PlanD(T)"), highlighted the major comments collected during the Stage 1 CE, the salient points of the PODP and the Stage 2 CE, as well as the way forward for the YLS project.

*(Post-meeting note: A soft copy of the powerpoint presentation materials was circulated to members vide LC Paper No. CB(1)1760/13-14(02) by email on 8 July 2014.)*

The Preliminary Outline Development Plan and the planning parameters for Yuen Long South

39. Mr Albert CHAN said that though he did not find the general direction of the development proposal for YLS objectionable, he queried if the Administration had defined the role of YLS in the overall development of the region, in particular, how it would complement the development of the proposed Hung Shui Kiu New Development Area ("HSK NDA") and Tin Shui Wai. He noted the irregular shape of the YLS Potential Development Areas ("PDAs") and expressed concern that the PODP was drawn up based on the land holdings of private developers and in a way contributed to transferring benefits to private developers. He sought information on the ownership of the private land in the area covered by the YLS Study.

40. AD/PlanD(T) said that YLS was planned mainly for residential purposes and would be developed as an extension of the Yuen Long New Town. Without direct transport links to the urban areas, in particular no railway station to be provided, YLS was not suitable for developing as a major centre for economic activities. Around 20% of the land in YLS was Government land, most of which was currently used for providing infrastructure facilities, such as drainage systems and roads. She advised that the study team only identified the distribution of Government land and private land within the PDAs. The team did not have information on the owners of the private land in YLS. Mr Albert CHAN did not agree that YLS was not suitable for developing into a major centre for economic activities. He remarked that an interchange could be provided in YLS to connect the area to Yuen Long Highway. Moreover, in the vicinity of YLS, there would be a new railway station at the proposed HSK NDA.

41. Mr Albert CHAN sought clarification on the proposed plot ratios for the developments in YLS. He found it unusual for the area near the town

centre (i.e. the Planning Area for the "Garden Community") to have a plot ratio lower than that in the peripheral areas (i.e. the Planning Area for "LOHAS Living"). In reply, AD/PlanD(T) said that despite its relative proximity to Yuen Long Town, a plot ratio of 1 was proposed for the "Garden Community" Planning Area, so that the new developments would be compatible with the existing low-density and low-rise residential clusters there.

#### Development of agricultural and livestock industries

42. Mr YIU Si-wing supported conducting the YLS Study to explore increasing housing land supply in the area. Noting that there were some 29 farms in Yuen Long which were open to the public for leisure farming, he called on the Administration to formulate a plan to promote the development of agriculture industry in YLS, such as building large leisure farms that allowed the public to enjoy farming experience. In view of the lack of ancillary facilities for the livestock industry to develop in Hong Kong, he also suggested that a designated area in YLS for the industry to operate be planned.

43. USDEV said that the Stage 2 CE for the YLS Study was underway and the Administration was open to public views on the planning of YLS. Mr YIU's suggestions were noted and would be considered. With improved infrastructure and transport links in the area, he believed that the farmland in YLS had good potential to be used for leisure farming/tourism purposes.

44. Mr YIU Si-wing pointed out that there were numerous constraints on the operation of leisure farming and urged the Administration to undertake a cross-departmental review on the existing policies with a view to facilitating the development of the activity. USDEV said he would convey Mr YIU's view to the Food and Health Bureau for consideration.

#### Impact of the proposed developments on villagers and the compensation mechanism

45. Dr LAM Tai-fai said that during the land development process, it was inevitable that some parties would be adversely affected. It was imperative that the impact on the affectees be minimized. Citing the controversies over the North East New Territories ("NENT") NDAs project as an example, he said that the Administration would likely meet a lot of oppositions from the affected villagers when implementing land development projects in the New Territories. He remarked that, although the YLS project was of a smaller

scale than the NENT NDAs project, the Administration should not ignore and must allay the suspicion that the development of YLS was to transfer benefits to private developers. As the compensation to be made to the affectees had always been a contentious issue in a development project, the Administration should review the compensation mechanism in order to address the demand of the affectees before taking forward the YLS project. During the review, the views of Heung Yee Kuk and the local communities should be sought and the affectees should also be kept informed of the plans and progress of the project as well as the compensation details. Dr LAM also sought the Administration's views on the suggestion for increasing the maximum compensation for eligible affectees of the NENT NDAs project from \$0.6 million to \$2 million each. He called on the Administration to provide more details on the transport links and community facilities for YLS for public information.

46. USDEV assured members that the Administration would keep close liaison with the affectees of the YLS development project. Local residents had been consulted and their demand would be conveyed to the relevant bureaux and departments and addressed in the next stage of the YLS Study. He further said that the compensation of \$2 million previously suggested by some local representatives in NENT far exceeded the maximum amount under the existing policy. As public money was involved, the Administration had to ensure that the compensation offered was appropriate. The compensation for those to be affected by the YLS project would be reviewed at the next stage of the YLS Study.

47. Miss CHAN Yuen-han urged the Administration to review the compensation mechanism for the affectees, in particular those villagers who had lived in the area for a long time, taking into account the lessons learnt from the NENT NDAs project and the case of Choi Yuen Village. A win-win option should be worked out before the land occupied by the affected villagers had to be resumed. If the compensation mechanism was not improved, she cautioned that the Administration would face strong opposition from the affected villagers.

48. Dr Fernando CHEUNG noted that the planning for YLS would not affect the indigenous villages. However, some affected non-indigenous residents and farmers, who rented land from indigenous villagers, were only aware of the scope of the project lately. Due to the anticipated increase in the value of the land in the area, some landowners had terminated the tenancy with the tenants and evicted them. He asked if the Administration would conduct a freezing survey on the identities of the occupants to protect them

once a planning study commenced. The information collected from the survey would be useful for the Administration to offer assistance to the residents and farmers during the planning process.

49. AD/PlanD(T) said that the YLS Study mainly focused on examining the development potential of the brownfield sites, which occupied a large proportion of the PDAs. She assured members that the Administration would strive to minimize the impact of the development on existing residents, and for this reason, two non-indigenous villages were proposed to be preserved under the PODP. Moreover, during the public consultation exercises, the Administration had received requests from non-indigenous villagers for preserving their structures. The Administration would strive to address these requests at the next stage when preparing the draft recommended outline development plan ("RODP"). USDEV advised that the YLS Study was only at the stage of going through Stage Two CE, and a freezing survey would only be conducted when the development plan was finalized.

50. Mr Alan LEONG enquired why SDEV seldom attended the meetings of the Panel to discuss land development proposals with members. He concurred with some members' views that it was necessary to formulate a win-win option for relevant parties, including the affected non-indigenous residents, for a land development project. He asked whether the Administration had learnt any lessons from the NENT NDAs project and the Choi Yuen Village incident on sharing the benefits of a land development project with the affected residents. Referring to a suggestion that housing development at YLS could obviate the need for or reduce the scope of the Kwu Tung North and Fanling North NDAs project, he asked about the interaction between the two projects.

51. USDEV said that subject to timely completion of the relevant procedures, it was envisaged that the first population intake for YLS would take place around 2025. Given that more than 80% of land in YLS was privately owned, the Administration had to carefully consider the implementation mechanism. Development of YLS had long been one of the Administration's long-term measures to increase land supply. It was, in no way, a replacement of the Kwu Tung North and Fanling North NDAs project. He assured members that the development of YLS would take into account the experience learnt in previous projects. USDEV supplemented that despite the Administration's best efforts, there would still be dissatisfaction with the Administration's proposed arrangements among

some stakeholders. The Administration would strive to make the best arrangements for all concerned parties.

52. Mr Alan LEONG expressed regret that the Administration seemed to have learnt nothing from the experience in the planning of the Kwu Tung North and Fanling North NDAs project. He drew the Administration to the concern that the residents affected by the project were only informed about it at a very late stage. Sharing similar concerns, Dr Fernando CHEUNG asked if the Administration had enhanced the communication with the local residents affected by the YLS project.

53. USDEV replied that two teams of social workers had been engaged for liaising with the residents to be affected by the Kwu Tung North and Fanling North NDAs project to offer necessary assistance. The YLS project would take account of the experience learnt from the aforesaid project. In addition, the Administration had made use of the Hong Kong Post's service to send the relevant information about the YLS Study to every mailing address in the area.

54. Dr Fernando CHEUNG said that according to a local organization, there were 10 hectares of farmland actively engaged in farming activities in YLS. However, almost all the farmers were not aware that they would be affected by the YLS project. As some landowners had resumed the land currently used for farming from the tenants, without making any compensation, after the announcement of the YLS Study, a large amount of farmland in YLS was now deserted. Given that the proposed development in YLS would only be implemented many years later, it was a waste of precious land resources to leave the farmland abandoned. He urged the Administration to work out measures to protect the farmland and the farmers. Principal Assistant Secretary (Planning & Lands)5, Development Bureau, said that a freezing survey, which was to record the information about the persons living in the structures but not the activities undertaken, would be conducted when the development plan was confirmed, and as explained by AD/PlanD(T), the largest piece of active farmland land in YLS had been preserved for agricultural use. USDEV said that he could liaise with Dr Fernando CHEUNG on the issue.

### Implementation approach

55. Taking in view that more than 80% of land in YLS was privately owned, Miss CHAN Yuen-han asked about the implementation approach to be adopted for the development project. She expressed concern on how agricultural rehabilitation could be arranged by the Administration on private farmland.

56. Mr LEUNG Che-cheung opined that the Administration should allow private owners to develop their land in YLS as the process of land resumption by the Administration would be lengthy. Moreover, it would be unfair to landowners if the Administration resumed private land in low prices and sold it at high prices to developers. In his view, the Administration should only be responsible for developing subsidized housing and essential infrastructure facilities in the area.

57. USDEV said that the Administration adopted an open attitude to the implementation approach for YLS project at this stage. Diverse views were received during the Stage 1 CE on the subject. Some supported the "Conventional New Town Approach", i.e. the Administration to resume private land for development, while some considered that private property rights should be respected and therefore private sector participation in the development should be allowed. The Administration would work out an appropriate approach and a mixed approach would be a possible option.

### Operation of logistics services in Yuen Long South

58. Miss Alice MAK stressed that the planning of YLS and HSK NDA, both intended for the development of logistics industry and creation of employment opportunities, should be well coordinated. Noting that under the PODP, some sites in YLS would be reserved for open storage and industrial uses, she said it was imperative for the Administration to ensure that the sites were suitable for the existing operators in the area to continue their business. According to her discussion with the operators, they found the proposed multi-storey flatted factory buildings to be provided in YLS and the proposed HSK NDA not suitable for the operation of the logistics industry. She pointed out that a planning mismatch would affect the number of employment opportunities to be generated in HSK NDA and YLS. She also requested the Administration to formulate a policy to facilitate the development of the logistics industry in Hong Kong.

59. AD/PlanD(T) said that the Administration was mindful of the views of the logistics industry on the planning of the sites in YLS and the HSK NDA for the use of the industry in future. The study team had held discussions with the relevant local stakeholders on their concerns, such as how their businesses could be relocated to the multi-storey factory buildings. The issues raised would require consideration, in particular regarding how to assist the logistics industry to continue their operations in the area in future. This aspect would be further examined at the next stage of the YLS Study.

60. Miss Alice MAK opined that if multi-storey factory buildings would be provided in the proposed HSK NDA, other alternatives, such as open storage yards, would be preferable in YLS to meet the need for storage of special items. She invited the Administration to attend a meeting to discuss the issue with the industry. USDEV thanked Miss MAK for arranging the meeting. He said the Administration adopted an open mind to the views of the industry.

61. Dr LAM Tai-fai queried the feasibility and practicability of the provision of multi-storey factory buildings in YLS for the existing industrial operators in the area. He questioned how the existing open storage and recycling industries, which were land intensive, could be accommodated inside factory buildings, and asked which types of industrial operations were intended to be accommodated in, as well as the number of storeys of the proposed factory buildings. He expressed concerns about the occupancy rates and cost-effectiveness of such buildings. AD/PlanD(T) said that the suggestion to provide multi-storey factory buildings up to six storeys was arrived at after reviewing the existing uses of the brownfield sites, which were mainly for storage purposes, with some for storage of construction materials and machinery. The number of storeys could be reviewed at the next stage of the YLS Study. The factory buildings would need to be specially designed to provide, for example, high headroom as well as facilities which could allow goods vehicles to reach the upper floors in order to cater for the needs of the existing operations. As these buildings were mainly for storage purpose, Dr LAM considered that they should be referred to as warehouses instead of factory buildings.

#### Impact on buildings with heritage and cultural values

62. Citing the case of Kam Lan Koon, a Taoist temple in YLS, which had years of history but was not a graded historic building, Miss Alice MAK urged the Administration to conserve buildings with a long history and special cultural values in YLS and the proposed HSK NDA. She also



suggested that the Administration should organize heritage tours to the declared monuments, historic buildings, buildings with special cultural characteristics and village markets in Yuen Long. In reply, AD/PlanD(T) said that the study team had a meeting with representatives of Kam Lan Koon and had explained that a larger site abutting a planned vehicular road had been reserved for the temple on the PODP, noting that the existing site of the temple was not served by a vehicular road. The Administration understood the organization's aspiration for in-situ preservation of the temple and would consider its views when preparing the draft RODP at the next stage.

### External connectivity and the Yuen Long Nullah

63. Mr LEUNG Che-cheung said that the Yuen Long District Council was in principle supportive of the YLS proposal despite that some issues had not yet been addressed. He said that the existing Kung Um Road did not have extra capacities to handle the new transport demands arising from the new population, therefore a new road was proposed. As the traffic on Yuen Long Highway was already very heavy, he called on the Administration to carefully examine the connecting point of the new road to Yuen Long Highway and the traffic network in the area. He suggested that an environmentally friendly transport mode be adopted for the new road so as to improve the environment of the southern part of YLS, which comprised mainly low-rise and low-density developments. Improvement should also be made to enhance Kung Um Road to better serve the existing residents. On some local residents' suggestion about decking the Yuen Long Nullah for the road, Mr LEUNG pointed out that the Yuen Long District Council did not support decking of the section of the Nullah in Yuen Long Town. He suggested that the Administration should consider decking the Yuen Long Nullah (i.e. the section adjacent to Kung Um Road) by semi-enclosure and revitalize the Nullah as a river.

64. USDEV said that the Administration would examine in detail the views and concerns on various issues expressed by members and those received during the Stage 2 CE in the next stage of the YLS Study. As regards Kung Um Road, the Administration would strive to strike a balance between minimizing the environmental impact and meeting the transport needs. The Administration would examine the partial decking option for the Yuen Long Nullah. He further advised that, under the PODP, it was proposed that an environmentally friendly transport system be provided to connect the Tong Yan San Tsuen Interchange with the southern part of YLS.

In response to the Chairman's enquiry, USDEV said that the Yuen Long District Council had been consulted on the PODP.

**Planning and Engineering Study for Housing Sites in Yuen Long South - Investigation  
Stage 2 Community Engagement**

**Meeting with Planning Sub-Committee of the Land and Development Advisory  
Committee**

**Gist of Meeting**

Date: 9 July 2014 (Wednesday)  
Time: 2:00pm – 4:00pm  
Venue: Room 1707, 17/F, North Point Government Offices

**Land Use Planning**

***Proposed Residential Uses and GIC Facilities***

- A member commented that low-density residential development should be planned at Tong Yan San Tsuen area. For the areas to the east and near Country Park (i.e. ‘Urban Living’ and ‘LOHAS Living’), the areas should be allowed for the expansion of Yuen Long New Town.
- A member asked for the reasons for designating two different residential zonings for public housing development and the rationale for locating the “T” zone near the existing local villages which would create interface problem. He was concerned how the three residential areas proposed could be integrated with each other

***Proposed Open Storage and Rural Industrial Uses***

- A member commented that the existing industrial use near Yuen Long Highway should be retained.
- A member commented that most of the existing use in the ‘LOHAS Living’ Planning Area were squatters and open storage use. He suggested that open storage zoning providing one to two-storey building should be considered to encourage in-situ redevelopment by the landowners.
- A member suggested grouping together the industrial uses proposed along Yuen Long Highway and near the local villagers. Another member noted that the proposed industrial use was located at the gateway of the development. The site would be suitable for other more valuable land uses and the buildings should deserve a sensitive design, given this

very prominent location. If industrial use needed to be provided at this location, it should be set back and be concealed from view of the highway.

- Another member agreed that the gateway was an important point to address as it would hinge on the existing open storage and rural industrial uses and the planning intention for the Potential Development Area (PDA) to improve the environment.

### ***Proposed Commercial Uses***

- A member opined that the land area/scale of the proposed “Commercial” (“C”) zone at various locations was too small and the only employment opportunities were provided in the “I” zone. He questioned why office use was not considered in the Study as office use could be given a higher plot ratio up to 5 so that more employment opportunities could be provided locally in the same district to avoid long distance travelling to urban area for work.
- The proposed three commercial sites were scattered and it should be agglomerated and enlarged to cater for the demand for office and medical clinic uses to meet the proposed community need and to attract more clients. A large commercial zone would be more viable than three small commercial zones spreading in different locations.
- A member further commented if there were any tourist facilities or attraction proposed in the PODP to encourage tourism in the local area and for the territory as well as any measures/facilities to promote the use of the Country Park.

### **Urban Design**

- A member was concerned about the image and impression of the New Town and the townscape and identity of Yuen Long South after it was developed ten years later. The vision of Yuen Long South should be enhanced.

### **Yuen Long Nullah**

- The decking of the nullah was supported for an integrated planning of the whole PDA. A member noted that opened nullah would cause lots of hygiene problems citing an example in Tai Hang. Not only the hygiene condition and the environment could be improved, it would be possible to provide more space for road widening purpose. Other members agreed and commented that partially decking of the nullah would not be cost effective. However, openings for landscaping and breathing should be provided.
- Another member commented that decking a nullah for environmental improvement would depend very much on the type of land use and density proposed for the development in the area, and using which could explain and resolve the diverse views of the local and green groups particularly the issue on decking the nullah. In the ‘Urban

Living' Planning Area with high-density developments, fully decking for road interchange would be more suitable; while open nullah for revitalisation in the 'LOHAS Living' Planning Area would be compatible with the rural setting and Tai Lam Country Park. Opportunities of providing activities along the revitalised nullah could be explored.

### **Transport and Traffic**

- A member noted that the PDA were not served by railway and the population would hence have to travel to Yuen Long New Town. He asked if there was land reserved for public transport interchange in the PODP.
- Another member queried on whether the proposed environmentally friendly transport services would be rail based and would take up road space.

### **Implementation**

- A member agreed the development proposals on the PODP, but was concerned about the materialisation of the plan. He added that there should be mechanisms for preserving the active agricultural land and implementing the "I" zone. The views of the affected operators on the relocation and compensation should be sought. He suggested that a socio-economic impact assessment should be undertaken to assess the impacts on the existing community and trade operators to minimise the conflict and confrontation in implementation.
- Another member also queried on the mechanism for preserving the active agricultural land in the 'Green Zone'.

**Planning and Engineering Study for Housing Sites in Yuen Long South - Investigation  
Stage 2 Community Engagement**

**Follow-up Meeting with a Yuen Long District Council Member**

**Gist of Meeting**

Date: 11 July 2014 (Friday)  
Time: 12:00pm – 12:45pm  
Venue: 20/F, Yuen Long Trade Centre

**Proposed Public Transport Interchange (PTI) at Yuen Long Fish Market**

***Comments on the Proposed PTI***

- Noise issues from the Public Transport Interchange (PTI) were anticipated and it was questioned whether there would be noise barrier and whether the PTI would be covered. Local residents would only be willing to make the compromise of having a PTI located close to them if the fish market could be relocated, as both of them were not favoured by residents.
- There were concerns about any adverse impacts during the operation of the PTI, for example, whether it would further worsen the traffic condition at Pok Oi Interchange.
- The types of vehicle accessing the proposed PTI were asked. In particular, environmentally friendly vehicles such as electric and emission-free buses should be adopted.
- It was asked whether the buses using the PTI of Sun Yuen Long Centre could be relocated to this new PTI, in order to free up the site for a proposed pedestrianized zone.

***Relocation of the Existing Fish Market***

- The fish market should be relocated as it would cause noise during early morning and hygiene or odour nuisance, and was not favoured by the nearby residents. It was proposed to be relocated to Kam Tin in 2004 but the plan was not materialised due to conflicting issue on the construction responsibility. Other relocation sites included a site next to the vegetables wholesale market in Nam Sang Wai, as well as another site in Wang Chau as raised by Mr. Tsang Shu Wo during a district council meeting had been suggested.

- GIC provision was inadequate in the area. There were suggestions of alternative uses of the site, including indoor sports facilities, amenity areas (park, pet park) and governmental offices. An international school was also proposed. The proposal of having a PTI on the site might cause conflicts with other suggested uses.
- It was also opined that developments on top of the PTI, if any, should not be so tall that would affect the view and air ventilation of the nearby residential towers.

### **Implementation**

- There were concerns related to cavities beneath the fish market and any challenges that might delay construction.
- The implementation time frame of the PTI was asked, particularly in relation to the overall completion of the Yuen Long South development. The PTI should be built in advanced such that it would be available for operation at an earlier date, as well as to facilitate the relocation of the fish market.

### **Community Engagement**

- Residents in the vicinity of the proposed PTI should be consulted.

## Appendix C

### Gist of Meeting of Focus Group Meetings



**Appendix C****Gists of Meeting of Focus Group Meetings**

<b>No.</b>	<b>Gist of Meeting</b>
C-1	Focus Group Meeting with Operators of the Open Storage Yards and Rural Industrial Uses on 9.6.2014
C-2	Focus Group Meeting with Local Residents on 16.6.2014
C-3	Focus Group Meeting with Professional Institutes on 18.6.2014
C-4	Focus Group Meeting with Green Groups and Concern Groups on 26.6.2014
C-5	Focus Group Meeting with Farmers on 30.6.2014

**Planning and Engineering Study for Housing Sites in Yuen Long South - Investigation  
Stage 2 Community Engagement**

**Focus Group Meeting with Operators of Open Storage Yards and Rural Industrial Uses**

**Gist of Meeting**

Date: 9 June 2014 (Monday)  
Time: 7:00 pm – 8:30pm  
Venue: Lecture Room, Yuen Long Theatre, Yuen Long

**Land Use Planning**

***Proposed Residential Uses and Existing Village Settlements***

- Abandoned agricultural land in the vicinity of the Potential Development Area (PDA) within the Study Area such as those in Chuk San Tsuen and Yeung Ka Tsuen should be for housing development.
- Plot Ratio of the residential developments could be further increased, for examples to 9-10, to save land for open storage uses. The “Residential (Group C)” zone near Pak Sha Tsuen should be developed for high-rise developments to avoid waste of land.
- The existing villages would be surrounded by public housing which would generate walled effect and buffer zones should be allowed between the public housing and the existing villages. There was also concern on security because of the new population brought by the project.
- Sufficient community and commercial facilities should be provided for the existing and future residents.

***Proposed Open Storage and Rural Industrial Uses***

- The proposal would affect several thousand people and many families. The ‘Employment Belt’ did not provide enough area or space to accommodate all the existing open storage yards and warehouses in Yuen Long South. The Government should not sacrifice the open storage yards just for only around 4,000 residential units in the ‘LOHAS Living’ Planning Area. Larger area should be reserved for the sustainable development of the industry.
- The planning intention of the “Undetermined” (“U”) zone was reserved for the open storage use in Hung Shui Kiu. There would be less space of the ‘Employment Belt’ for relocating the existing operations in Yuen Long South if those from Hung Shui Kiu would be moved to Yuen Long South.
- The “Open Storage” (“OS”) zone on the Preliminary Outline Development Plan (PODP) was a vegetated slope area and was not suitable for such uses.
- The following location was suggested for open storage use:
  - the ‘LOHAS Living’ Planning Area could be reserved for open storage use with plot ratio (PR) of 4 or 8, and PRs of the ‘Urban Living’ and ‘Garden Community’ Planning Areas could be increased to 9-10 to keep the proposed total population;

- the abandoned agricultural land in the vicinity of the PDA such as those in Chuk San Tsuen and Yeung Ka Tsuen could be zoned “OS” or “U” to provide interim locations for relocating the existing operations;
  - the “Green Belt” (“GB”) zoned land located to the south of the Tong Yan San Tsuen PDA at the two sides of the permitted burial grounds;
  - land south of the “OS” zone on the PODP;
  - land within Shap Pat Heung, instead of land within Ping Shan Heung; and
  - land reserved for Environmental Friendly Transport Services.
- Residents along Kung Um Road did not mind sharing roads with the industrial uses, and some of the new roads could be reserved for open storage uses only if industrial / residential interface was a concern.
  - There was concern on whether the design of the multi-storey industrial compounds could accommodate bulky materials such as containers, heavy machinery (such as large excavators) or bulky goods. The floor-to-floor height would be around 22ft.

### **Yuen Long Nullah**

- Yuen Long Nullah should be decked to provide a 4-lane road access for accommodating future traffic demand.
- There were concerns about capacity of Yuen Long Nullah. There were queries on whether decking of the Nullah would lead to flooding and the various options would be technically feasible such as on maintenance aspect. Besides, there was concern on whether flooding would be diverted to the Tai Tong area.

### **Transport and Traffic**

- There should be a comprehensive road network to support Yuen Long South development. In particular, there was concern on the traffic condition of Kung Um Road (especially the junction near La Grove) and Tai Tong Road.
- There was query on whether cycle track and pedestrian path would be provided along Kung Um Road.
- Sufficient transport facilities should be provided for the future residents.

### **Drainage**

- There was concern on whether the new developments would cause flooding in Tai Tong area. Sufficient drainage facilities should be provided to support proposed development.

### **Implementation Arrangements**

- There were great concerns on the implementation of the ‘Employment Belt’ and the relocation and compensation of the existing operations. It was noted that there were existing open storage and industrial uses on land of the ‘Employment Belt’ and queried how the existing operations along Kung Um Road could be relocated to the ‘Employment Belt’. The Government should not expect the existing operations would close down themselves.
- There were queries on whether the proposed open storage yards and multi-storey industrial compounds would be implemented by the Government or the land owners.

There were also concerns on the high rent/costs of the proposed multi-storey industrial compounds.

- The land designated for open storage and industrial uses was within Ping Shan Heung. It would be difficult for the operators in Shap Pat Heung to move there.
- Reasonable relocation fee should be provided if relocation would be inevitable. The Government should also announce the compensation rate as soon as practicable, and consider to calculate the compensation rate based on open storage land instead of agricultural land. Compensation should be provided to both land owners and tenants.
- Residents in the PDA were also concerned the relocation arrangement. There were also around 50 to 60 residential units in Tai Fat Tsuen which was not retained under the PODP. Some suggested that public housing should be provided to the affected residents and some suggested that compensation should make reference to the Choi Yuen Tsuen and the Liantang/Heung Yuen Wai Boundary Control Point project.

### **Community Engagement**

- The community engagement process should be more transparent. For examples, the mobile exhibition vehicle should be stationed at more easily found locations.

**Planning and Engineering Study for Housing Sites in Yuen Long South - Investigation  
Stage 2 Community Engagement**

**Focus Group Meeting with Local Residents**

**Gist of Meeting**

Date: 16 June 2014 (Monday)  
Time: 7:00 pm – 9:00 pm  
Venue: Lecture Room, Yuen Long Theatre, Yuen Long

**Land Use Planning**

***Proposed Residential Uses and Existing Village Settlements***

- The proposed “Industrial” (“I”) zone would affect the existing residents along Hong Lok Road (康樂路) and they had been living there for 40 to 50 years with long-established good relationship. There were requests to retain all existing residential developments along Hong Lok Road.
- The planned population could be reduced to a smaller, more manageable figure, in order to accommodate any restraints that would be expected in the future. The proposed development density was also too high, and might pose problems related to air ventilation and traffic. Traffic in particular has suffered serious congestions and would only become worse with the influx of new residents.
- The development density of the public housing near Shan Ha Tsuen and Tin Lung Tsuen was too high and they would generate “walled-effect” and pose air ventilation and traffic problems. The villagers requested that the buildings would be disposed in a stepped height profile and buildings near villages should be low-rise or they could be schools and open space/amenity to minimize negative visual impacts.

***Proposed Industrial Uses***

- The area zoned “Industrial” in Tong Yan San Tsuen should be rezoned for residential use to ensure compatibility with the surrounding residential developments and to avoid residential/industrial interface problems such as air and noise pollution and traffic problems.
- There were vacant existing industrial buildings in Tong Yan San Tsuen, Ping Shan and Wang Chau and they could be refurbished for accommodating the open storage and industrial uses in Yuen Long South.

***Proposed Commercial, GIC Facilities and Open Space***

- The planned facilities in Yuen Long South could not support the population of 80,000, which should be reduced to 40,000 or 50,000. The lack of commercial facilities for daily necessities would induce residents to travel to Yuen Long New Town. This would further worsen the already overcrowded Yuen Long New Town and its facilities could not be able to accommodate any more new residents in the future. Yuen Long South should have its own commercial and community facilities, such as wet markets which could be provide in public housing, shopping centre and a larger clinic. The existing supporting

commercial and community facilities in Yuen Long New Town should also be provided in Yuen Long South.

- Relevant Governmental departments should carefully consider whether the proposed amenities and infrastructure would be able to accommodate that many residents.
- Residents suggested consolidating the small and scattered plots of local and district open space into a single and large open space located in a central location for the enjoyment of the general public, including the villagers in the vicinity.

### **Yuen Long Nullah**

- It was questioned whether decking of Yuen Long Nullah (Option 1) would bring substantial benefits if not accompanied with sound traffic management strategies. Decking was also considered to be marginal and do little to improve the current congestion issues.
- Residents were also concerned that the decking of Yuen Long Nullah might hinder the capacity and performance of the drainage, particularly, they raised concerns on the possible severe flooding after heavy rainstorms. The Drainage Impact Assessment should take into account the greater number of residents, future development intensity, and rare rainstorms of significant downpour (e.g. a black rainstorm warning).
- There were concerns on the no decking option (Option 3) especially related to the need for land resumption of nearby houses.
- An overpass could be built on top of the Yuen Long Nullah to ensure that drainage capacity is maintained whilst providing more road space.

### **Transport and Traffic**

#### ***Proposed Road Network***

- Residents urged that the traffic conditions should be improved immediately since the proposal would take many years for implementation.
- The proposal had not taken care of existing residents along Kung Um Road and in Shap Pat Heung and would bring additional needs for traffic. In particular, the signalised junction at La Grove worsened the traffic congestion along Kung Um Road. Traffic to Yuen Long New Town has suffered severe congestion due to the ‘bottle-neck’ at the junction near La Grove. The new traffic lights there have further worsened the congestion problem.
- The proposed public housing developments would impose pressure onto Kung Um Road, despite the planned road networks. Residents opined that the proposed north-south running through road could not relieve the local traffic congestion since drivers would use Kung Um Road for convenient reason. They suggested to add a new road between the public housing to address the traffic need.
- Residents of Shan Ha Tsuen suggested that the proposed new road along the proposed “District Open Space” should be extended to Shan Ha Tsuen. They observed that the number of residents in the village were increasing which rendered the existing road capacity inadequate.
- An overpass on top of the Yuen Long Nullah was suggested. The proposal could provide space for road widening while not affecting drainage capacity.

- Residents asked about any proposals to connect Yuen Long South with YOHO Town Phase 3 as there would be shopping facilities.

#### ***Proposed Public Transport Facilities***

- Residents complained that the existing mini bus service did not provide sufficient mini buses.

#### ***Proposed Pedestrian and Cycling Network***

- Residents demanded for cycle tracks, cycle parking facilities and pedestrian walkways with direct connection to Yuen Long town centre.

#### **Drainage**

- The proposal had not taken care of existing residents along Kung Um Road and in Shap Pat Heung and would bring additional needs for drainage and sewerage facilities. Villagers were concerned about flooding that might get more severe due to the differences in site level between new and old developments, as the villages are situated in low-lying areas. Adequate drainage infrastructure should be provided to suit the needs of villages, public and private residential areas.
- Residents of Shan Ha Tsuen suggested that drainage facilities could be constructed along the area east of the village and connected to the proposed sewage treatment works for effective alleviation of local flooding.
- Flooding in Ma Tin Tsuen was remedied after repeated complaints. There were floodings in the villages e.g. in Shan Ha Tsuen and near Pak Sha Tsuen. They were concerned about possible local flooding in the villages due to the raised site formation levels of new developments. The Government should ensure that the infrastructure should be in place early to avoid flooding problems.

#### **Implementation**

- They were concerned about the implementation mechanism and the compensation arrangements and some requested that the re-provided living conditions should be same as the existing.
- It was reported in the newspaper that “existing residents” would not be affected by the proposal. They would like to know what “existing residents” were referred to and whether any land resumption would be involved eventually.

#### **Community Engagement**

- Residents recognised that the Study Team has taken into account some of their comments from the Stage 1 Community Engagement (CE) and appreciated that these comments were reflected in the PODP.
- Residents questioned whether any site visits were conducted.

**Planning and Engineering Study for Housing Sites in Yuen Long South - Investigation  
Stage 2 Community Engagement**

**Focus Group Meeting with Professional Institutes**

**Gist of Meeting**

Date: 18 June 2014 (Wednesday)  
Time: 7:00 pm – 8:30pm  
Venue: Activity Room 1, Hong Kong Central Library

**Land Use Planning**

***Proposed Residential Uses***

- There might be socio-economic conflict of future residents of public housing and medium-density private residential developments.
- The ‘Employment Belt’ might lead to industrial/residential (I/R) interface problem.
- As part of the low-density residential areas was close to the permitted burial grounds, there might be negative impacts toward residents and on property values.

***Proposed Commercial Uses***

- The distribution of commercial zones was generally acceptable.
- The two commercial zones in the Garden Community could be combined into a single and larger commercial development to foster synergy and efficiency.

***Proposed Agricultural Uses***

- Participants concerned the current farming conditions of the proposed “Agriculture” zone and enquired about the justifications to retain the agricultural land.
- The agricultural land might be eventually replaced by uses of higher economic value and proper zoning restrictions should be applied to enhance sustainable agricultural development. Meanwhile, one participant opined that there might be chance for residential or commercial uses on the reserved agricultural land as it did not fall within Country Park.
- The proposed site for livestock farming might pose possible health concerns such as avian flu to the residential areas in the vicinity.

**Urban Design and Landscape**

- The gradation of building heights and development intensities from north to south might have implication on air ventilation of the residential areas. Further air ventilation study should be conducted.
- Members questioned whether a green masterplan and green linkages were prepared under the PODP.



### **Yuen Long Nullah**

- Local comments should be carefully considered before selecting option for revitalising Yuen Long Nullah and provision of road space along Kung Um Road. Study should be conducted to analyse possible impacts to the local community.
- The southern end of Yuen Long Nullah should remain open in order to retain its drainage performance and respect the unique fabric of village settlement developed along the nullah.

### **Transport and Traffic**

- The PODP showed pedestrian subways underneath Yuen Long Highway and participants considered that underground pedestrian subway design was generally unwelcomed in the New Territories due to safety and security reasons.
- Participants enquired about the rationale for the layout of the cycle tracks and the location and alignment of the scenic cycle track.
- Regarding the possible Environmentally Friendly Transport Services (EFTS), traffic flow and maximum carrying capacity should be the most important factors in deciding the transport mode of EFTS.
- EFTS could be extended into Yuen Long New Town to enhance the connectivity with Yuen Long South, or alternatively extending the existing light rail network to Yuen Long South. Possible interchange arrangements between the two transport modes should be further investigated if both EFTS and Light Rail would be provided.

### **Environment and Ecology**

- One participant concerned whether the streams running through the “Agriculture” zone were purposively cut off to give way to future developments at the proposed residential zones in Garden Community. Relevant ecological protection requirements or zoning requirements should be applied in the concerned residential zones in order to protect the natural streams.

### **Cavities**

- Ground investigation should be conducted in advance to investigate the suitability for high-density development.

### **Implementation**

- Existing land owners’ and occupiers’ rights should be respected. If land resumption would be inevitable, proper compensation should be provided.

**Planning and Engineering Study for Housing Sites in Yuen Long South - Investigation  
Stage 2 Community Engagement**

**Focus Group Meeting with Green Groups and Concern Groups**

**Gist of Meeting**

Date: 26 June 2014 (Thursday)  
Time: 10:00am – 12:30pm  
Venue: Conference Room 1537, North Point Government Offices

**Land Use Planning**

***Proposed Residential Uses and Existing Village Settlements***

- There was suggestion to reduce the plot ratio to reduce pressure on the traffic network.
- The development densities of “Residential – Zone 1” (“R1”) and “Residential – Zone 2” (“R2”) zones, which adjacent to Kung Um Road and farmland of Yeung Ka Tsuen respectively, were too high and might induce negative impacts to the existing farmland at Yeung Ka Tsuen, especially blocking of sunlight. They also opined that the “R2” zone was close to the Tai Lam Country Park and proposed to zone it as “Comprehensive Development Area” (“CDA”) in order to have better control on development parameters.
- The Study should cover a larger area comprising the village area for formulating the urban design plan as well as for reducing potential social and hygiene interface problems. Yuen Long South development would be a good opportunity to improve the living conditions for existing villagers in whole Yuen Long South as well.

***Proposed Open Storage and Rural Industrial Uses***

- There was an enquiry whether the Study had conducted economic assessment on the open storage and rural industries in Yuen Long South and opined that it would be difficult for car repair workshops to move to multi-storey industrial compounds.

***Proposed Commercial Uses***

- Mixed uses should be promoted, size of development plots should be smaller and more commercial space could be provided to encourage street shops frontage similar to Yuen Long Town Centre and The Lane Square in Tai Po (大埔四里廣場).

***Proposed Agricultural Uses***

- Participants welcomed to preserve the active agricultural land located in Tong Yan San Tsuen. “Residential – Zone 3” (“R3”) zone near the preserved active agricultural land was considered acceptable.
- They were concerned about the implementation mechanism for the preserved active agricultural land and suggested the Government to resume the land in order to retain its use as agricultural land. There should be overall policy to preserve active agricultural land. Some of them suggested designating an “Agricultural Protection Area” to regulate the future uses of the ‘Green Zone’.

- They suggested that suitable urban design should be adopted for the buildings surrounding the farmland in order to facilitate the efficiency and productivity of the agricultural land.
- Uses ancillary to agricultural use should also be allowed in the “Agriculture” (“AGR”) zone including farmers’ market and local amenity uses. This could facilitate developing the “AGR” zone as community leisure centre and contribute to local economy.
- Participants noted that demand for agricultural land for farming had been steadily increasing and suggested more “AGR” zones should be designated in the surrounding areas. They worried that the farmland located at east of Kung Um Road would be affected.
- A query was raised about the change of farmland land and ponds in the northern part of Tong Yan San Tsuen to commercial and open space uses, and this would affect farmers there.

### **Yuen Long Nullah**

- In general, participants preferred Option 3 (i.e. no decking option) and opined that a revitalised nullah will improve the general improvement of the area. Decking of the Nullah and emphasising improving Kung Um Road was a backward step as it had been now talking about revitalisation of nullah. There were following comments on the traffic arrangements of the options:
  - it was not desirable having vehicular road alongside the revitalised nullah; and
  - there might be bottleneck at location where traffic passed through Yuen Long Highway even capacity of Kung Um Road was improved.
- The need to widen Kung Um Road / Kiu Hing Road was questioned. There could be other alternatives for traffic improvement and the following was suggested and discussed:
  - building a bypass or a new road within the PDA passing underneath Yuen Long Highway connecting Yuen Long South to Yuen Long New Town without the need to widen Kung Um Road and Kiu Hing Road;
  - relocating the roundabout proposed near Tin Liu Tsuen to near Lam Hau Tsuen to divert traffic to route through the PDA to Hung Shui Kiu should be encouraged, instead of concentrating traffic travelling through Kung Um Road; and
  - restricting one-way traffic along Kung Um Road and Kiu Hing Road.
- In terms of drainage capacity, participants were concerned about/enquired the impact on the capacity of the Nullah if decked or revitalised. Yuen Long Nullah might not be capable to serve the future development as it was designed under the standards for villages.
- Participants enquired the ecological features that could be incorporated in the options. The Nullah should not be decked in order to provide food source for the egrets in view of the recently found egretty in the central part of the PDA along Kung Um Road.

### **Transport and Traffic**

- Participants were concerned about the capacity of the district-wide traffic network of Yuen Long to accommodate additional traffic from Yuen Long South, Hung Shui Kiu and other development in the area in the future. There were also concerns on the stress

on public transport systems especially West Rail. A comprehensive traffic impact assessment was required to include rail-based transport mode, and not just focused on road-based transport mode.

- The tunnel below Yuen Long Highway near Lam Tai Road should be widened.
- Members questioned whether roads leading to the edge of the PDA boundary would imply future expansion of Yuen Long South.
- Cycling should be promoted as the daily commuting mode for the existing and future residents in Yuen Long South, rather than only for leisure purpose. Cycle routes connecting train stations and Yuen Long South directly should be provided. Relevant facilities including bicycle parking, maps and signage should be provided.

### **Drainage and Sewerage**

- More greenery features should be included in favour of paved surfaces as they might decrease surface runoff and put less stress on the drainage network.
- The Drainage Services Department might have concerns about the provision of landscape and ecological features inside nullahs as it might reduce the nullahs' performance.
- The future development in Yuen Long South should comply with the “zero discharge policy” for Deep Bay. Participants noted that the Study would explore opportunity to reuse treated effluent in Yuen Long South and other areas in Yuen Long. They were also concerned about the illegal discharge to the nullah as it would lead to health and sanitization hazard, surface run-off issue, etc.
- The key function of Yuen Long Nullah in future should be for flood discharge. Sewage discharge into the Nullah should not be allowed to improve the water quality of the Nullah.
- The Government should set up sewage treatment plan for the area covering also village areas to improve water quality and enhance the ecological value of nullahs.

### **Environmental and Ecological Concerns**

- Air quality in the area was generally poor. The nullahs and appropriate building density and building height would provide an air corridor to enhance ventilation.
- Participants asked whether there were more natural streams with high ecological value that could be resurrected, the kinds of species that were found in the preserved natural streams, and any other ecological resources/features that could be found in the PDA apart from natural streams. As some natural streams were too close to residential zones, buffer and suitable measures during construction should be provided to retain and not to affect the ecological value of the natural streams.
- The location of “R1” might block the fly paths of egrets. The disposition of building blocks should not block the fly paths and the plot ratio should be reduced.
- Presentation of development information to the public should be handled cautiously to avoid illegal filling of the egretty. Enforcement should be conducted against the illegal works to the vicinity of the Tai Tong egretty.
- Yuen Long Nullah, if revitalised, would provide food source for the egrets.

### **Implementation**

- A comprehensive plan or policy should be formulated to control and relocate the existing open storage and rural industrial uses. Otherwise, the PODP should not be implemented. Participants worried that there was a lack of incentive for the existing operators to relocate to the 'Employment Belt' and they would move to the surrounding greenfield land.
- They agreed the affected operators should be compensated accordingly and fairly. Land resumption strategy should take account of existing uses regardless of the permitted uses under the lease.

**Planning and Engineering Study for Housing Sites in Yuen Long South - Investigation  
Stage 2 Community Engagement**

**Meeting with Local Farmers**

**Gist of Meeting**

Date: 30 June 2014 (Monday)  
Time: 7:00pm – 8:30pm  
Venue: Lecture Room, Yuen Long Theatre, Yuen Long

**Land Use Planning**

***Proposed Agricultural Use***

- The potential site for livestock farm was inadequate to accommodate all the affected pig and chicken farms. As it was hard to find other suitable sites for relocation, it was unacceptable that only one farm could be properly relocated. Sufficient space should be provided for the relocation of all six livestock farms.
- The proposed site on the PODP could be enlarged towards the mountain or within the “Agriculture” or “Green Belt” zone in order to accommodate more livestock farms.
- There were concerns whether the site reserved for livestock farm was owned by the government or privately-owned. There were also concerns whether basic infrastructure, such as water and electricity, would be provided to the site.
- There was suggestion to investigate the possibility of co-locating livestock farms in the form of a multi-storey building. However, some considered co-location not feasible in reality as different operators have different requirements and modes of operation e.g. operators may not necessarily adopt the same feeding method.
- The current policy did not favour relocation of livestock farms and should be reviewed, such as the minimum 500 metres buffer from each livestock farms and the statutory requirement of the location of chicken farm. These policies limited the flexibility of co-location and might lead to business closure. Contingency measures including unemployment due to the closure of livestock farms should be provided.

**Implementation**

- All the affected operators indicated that they wanted to continue operation. As all operators were tenants, they worried that the land owners might not renew the tenancies with them after the release of the development proposals.
- They preferred remaining at the current locations than any compensation or relocation and requested the Government to explore feasibility of retaining the existing farms such as changing land uses in the southern part of the PDA along Kung Um Road to open space use so that they could continue their operations at the edge of the open space.
- A government led initiative was necessary to relocate them. It should be the Government to find suitable sites for relocation and the sites should be government land as landownership was an essential issue. The issue of consolidation or co-location of livestock farms could be explored.

- Relocation of site required a minimum of 3 years or more. The Government should learn lesson from the NENT NDAs and should start the relocation planning and work early. They should be properly relocated before the development of Yuen Long South.
- A fair relocation arrangement including sufficient time and provision of required infrastructure, suitable facilities and structures and bio-infrastructure at the new location(s) should be provided or funded by the Government. They were open to relocate outside Yuen Long South as long as they could continue their business and the relocation sites met the operational needs.
- A joint meeting with the participation of the Development Bureau, the Food and Health Bureau and the trade should be formed to discuss and follow up the issues regarding the livestock farm policy and any relocation issues because of the Yuen Long South development.

### **Community Engagement**

- The PODP did not address their comments given in Stage 1 Community Engagement (CE). They hoped that the Study Team would inform the affected operators on any progress of the project, and expected that favourable policy would be introduced in the Stage 3 CE.

## **Appendix D**

### **Gist of Community Forum**



## **Appendix D**

## **Gist of Community Forum**

### **Gist of Meeting**

Date: 28 June 2014 (Saturday)  
Time: 2:30pm – 5:00pm  
Venue: School Hall, Caritas Yuen Long Chan Chun Ha Secondary School

### **Land Use Planning**

#### ***Proposed Residential Uses and Existing Village Settlements***

- There were comments to support Government to increase housing land supply and to better utilise brownfield land.
- There were concerns about the development intensity of the residential zones. The proposed public housing was too high, posing adverse ventilation and view impact to adjacent villages.
- There were concerns with the interface issue of the existing villages with new housing and of the residential and industrial/agricultural uses in the ‘Garden Community’.
- Some villagers were concerned that their place of residence was zoned as an “Open Space” on the Preliminary Outline Development Plan (PODP) and requested to retain the concerned houses. Another villager requested to rezone his house from “Commercial” to “Residential – Zone 3” as his house was part of Sha Tseng Tsuen which was retained.
- Village Type Development (“V”) zone should be expanded. While government’s policy to provide more housing was supported, villagers felt that they were neglected, and their needs should be recognised.
- A villager said that the Government previously agreed to compensate the land resumed for Yuen Long Highway, which was part of the ‘Village Environ’ (VE) of Lam Hau Tsuen. However, the Government had not followed up the matter and the villager requested to change a site designated for public housing located to the west of Lam Tai West Road to VE of the village.

#### ***Proposed GIC and Commercial Facilities***

- Yuen Long South development should provide a wide range of community facilities to serve and support its residents, such as local leisure places, health facilities, sports ground, wet markets, elderly care facilities. This could reduce the need to travel to Yuen Long Town Center, thereby reducing pressure on the road system of the town center.
- The proposed employment opportunities were inadequate to meet the needs of the future population of Yuen Long South. There was suggestion to combine the small commercial zones to a larger zone to enhance business synergy and efficiency.
- A question was raised regarding the rationale behind the quantity, location and accessibility of local and district open space zones.

### ***Proposed Industrial Uses***

- With almost 1,000 open storage and rural industrial businesses in the area, the area of the proposed “Industrial” (“I”) zone on the PODP was inadequate to relocate all the existing operations. The existing “Undetermined” (“U”) zone could be rezoned for industrial and open storage use.
- The proposed multi-storey industrial compounds were also inefficient and could not meet the operational needs, especially in terms of the storage of large machinery and heavy construction materials.
- There were concerns related to heavy vehicles and road safety. Trucks and heavy vehicles should avoid entering residential areas.
- The operators of open storage yards and rural workshops now operating in Shap Pat Heung did not want to move to the proposed “Open Storage” (“OS”) and “I” zone as they were in another ‘heung’, i.e. Ping Shan Heung. Land for relocating the existing operations should be provided in Shap Pat Heung.
- Any relocation would incur substantial capital costs for setting up new facilities and building new structures. The operators questioned whether relocation was necessary and how the government would assist them.
- A question was raised about the rationale of deciding the location of the open storage sites.

### ***Proposed Agricultural Uses***

- There had been decline in agricultural activities and rehabilitation of farmland served no purpose as there was no interested party about rehabilitation. Abandoned agricultural land (for instance those in Yeung Ka Tsuen) could be rezoned for industrial and open storage use.
- A corresponding agricultural policy should be in place and infrastructure e.g. road, water should be provided to support the “Agriculture” zone on the PODP.

### ***Cultural and Historical Uses***

- Kam Lan Koon (KLK) KLK had been located in the Yuen Long area for more than 40 years and had contributed greatly to the area. It had been serving its followers from all over Hong Kong, promoting Taoist religious beliefs and offering free Qi Gong classes, which had benefited many. The religious and cultural importance of KLK and Chinese culture should be respected. While housing development was supported, KLK should not be neglected. KLK should be retained at the current location and the whole “Government, Institution or Community” (“G/IC”) zone should be maintained. The location of KLK should be marked on the draft Recommended Outline Development Plan (RODP) to be presented in the Stage 3 Community Engagement.
- Some members of KLK indicated that they were open to relocation, provided that the replacement location was suitable for their use and future development such as Kung Um Shan as the tranquillity environment would match their character.
- There was dispute in land ownership related to KLK and its vicinity. The subsidiaries of large private developers had been acquiring land surrounding KLK for residential development. The Planning Department should refuse any planning applications of the land lots adjacent KLK as the Study was still in progress.

- The PODP should include greater emphasis of promoting Chinese traditions and culture. For examples, KLK could be developed as a key node to promoting ‘health tourism’ focused in promoting better well-being.

### **Yuen Long Nullah**

- Decking of the Nullah for more road space was strongly supported, and that resumption of existing houses located along the Nullah should be avoided. The decking of Nullah should also be extended northward up to Ma Tong Road and southward up to end of Kiu Hing Road near Tai Tong. There was comment that Option 3 (i.e. the undeck option) was not acceptable.
- There was a comment that the proposal to deck the Nullah was not favoured by the Drainage Services Department for flood drainage reason.

### **Transport and Traffic**

#### ***Proposed Road Network***

- There were concerns about the impact of YLS development on the roads in Yuen Long town centre and on Yuen Long Highway. The proposed traffic network should meet the needs for residents and business operators in the future and the proposed north-south running road could not cater the traffic demand. In particular, the existing congested local roads, including those within adjacent villages, should also be improved.
- Traffic must be assessed thoroughly to meet the needs of Yuen Long South and the whole of Yuen Long.
- There were concerns about the road network as roads and junctions were close to capacities, in particular the frequent congestion on the highways and roundabouts, as well as congested traffic along Tai Lam Tunnel and Pok Oi Roundabout.

#### ***Proposed Public Transport Network***

- More direct routes from Yuen Long South to Yuen Long town centre should be provided, including public transport such as by enhancing existing light bus and bus services.
- Environmentally Friendly Transport Services (EFTS), like the Light Rail, took up road space and was not ideal and this would cause congestion.
- There were concerns about whether the capacity of the West Rail Line could cope with the increasing number of passengers as a result of various developments in Yuen Long such as Hung Shui Kiu New Development Area, Kam Tin South in addition to Yuen Long South.
- There were suggestions to examine the Tuen Mun South railway and to speed up the development of Northern Link.

#### ***Proposed Cycling Network***

- A more comprehensive cycling network should be provided, especially with direct connections into Yuen Long Town Center.

## **Drainage**

- Residents noted that current flooding issues should be resolved with careful planning and engineering works.
- There was a comment on the need of the retention lakes and whether the retention lakes could be integrated with other uses forming public space.

## **Implementation**

- Local stakeholders were concerned about relocation, compensation and land resumption arrangements. All stakeholders should be compensated accordingly, which would include the landowner, the primary lessee (who may have developed house(s) for sub-letting), and the secondary lessee (an occupier renting a house not developed by him/her). The compensation and relocation packages should be formulated and announced as soon as possible and they noted compensation and relocation arrangements of other projects such as NENT NDAs.
- Compensation should be taken account of the inflation and based on the existing uses regardless of the lease terms. For instance, an open storage or industrial use on agricultural land should be compensated for its actual use. The value of any structure erected on the land should also be compensated accordingly.
- Local residents were concerned that monetary compensation was not sufficient for purchasing a property in the urban areas and that they would lose a place of residence. They were also open to relocation and hoped that they could be allocated to public housing in the same locality. They also noted that the waiting list of public housing was very long, and would like to have preferential treatment.
- Relocation and re-housing should be conducted in phases, as this would provide more time for preparation. A phasing plan should be formulated.
- There were concerns about who would build the proposed multi-storey industrial compounds.

## **Community Engagement**

- The locals generally appreciated the arrangements made by the Study Team to visit various villages. They praised the efforts demonstrated by the Study Team in understanding their needs and opinions.
- However, some participants mentioned that some opinions raised during Stage 1 Community Engagement were not taken into account in the draft RODP. In particular, the boundary of the PDAs had not been expanded to include the suggested abandoned agricultural land.
- Some KLK members said that they were not approached by any relevant government departments during the Stage 1 Community Engagement.
- It is reiterated that the Study Team should consult all affected stakeholders during the consultation process, including local residents and business operators. Any consultation should be made in a transparent and democratic manner.

## **Appendix E**

### **Gist of Site Visits**

**Appendix E****Gists of Site Visits**

<b>No.</b>	<b>Gist of Meeting</b>
E-1	Site Visit to Tai Fat Tsuen on 23.6.2014
E-2	Site Visit to Tong Yan San Tsuen on 29.7.2014

**Planning and Engineering Study for Housing Sites in Yuen Long South - Investigation  
Stage 2 Community Engagement**

**Site Visit to Tai Fat Tsuen**

**Gist of Meeting**

Date: 23 June 2014 (Monday)  
Time: 3:00pm – 4:00pm  
Venue: Tai Fat Tsuen

**Background of Tai Fat Tsuen**

- Participants said that there were around 30-40 households in Tai Fat Tsuen. Most of the land was leased from Lam Hau Tsuen or Pak Sha Tsuen for about 30 years. The lease agreements were made between both parties, usually under the witness of a third party such as managers (司理). Within the village, there was active agricultural land.
- Some participants (primary lessees), after reaching the tenancy agreements with land owners, built the houses and sub-leased the houses out to others (secondary lessees), and hence not lived in Tai Fat Tsuen.

**Implementation**

- Participants were opened to the idea of compensation and relocation to public housing and they accepted relocation outside the area. Relocation should be arranged before the land resumption.
- Participants were very concerned about the land resumption process as most of them (primary and secondary lessees) did not own the land. They noted that the existing land resumption procedure would only compensate the landowners in monetary form and re-house the residents/occupiers residing on the land. However, the primary lessees who invested substantial cost to build the houses would not be compensated. Any land resumption arrangements should be carefully considered taking account of the complicated land and property ownership.
- Participants suggested an idea of a three-party compensation strategy that would compensate the landowners, the primary lessees, and the occupiers (secondary lessees). The primary lessees should be compensated for any costs for the construction of residential settlements or business establishments, any loss of rights of profit making such as generated from farmlands and crops, and the existence of other worthwhile properties such as trees and plantations. A robust compensation policy should be in place.
- Participants were concerned about the schedule for implementation and relocation. They opined that without an official arrangement or strategy, it might take a long time to settle the compensation between landowners and primary lessees on their own and this might result in conflicts and hence hinder the implementation of the Yuen Long South development.

**Planning and Engineering Study for Housing Sites in Yuen Long South - Investigation  
Stage 2 Community Engagement**

**Site Visit to Tong Yan San Tsuen**

**Gist of Meeting**

Date: 29 July 2014 (Tuesday)  
Time: 3:00 – 5:00 pm  
Venue: Tong Yan San Tsuen

**Site 1 – Restaurant at Sha Tseng Road (海燕輝記)**

- The owner/operator of the restaurant (also residents in the area) would like to retain the restaurant at the current location, noting that this family business had been operated for 40 years. He noted that this was a private lot.
- He was willing to relocate but only as a last resort. Monetary compensation was not ideal because he wanted a place to operate the restaurant for his livelihood. He wished to maintain the connection with the neighbourhood.
- He suggested that the road should be realigned to avoid his lot. In addition, his lot could be zoned as “Commercial” noting that it would be compatible with and complementary to the residential use.

**Site 2 – Corner Store at Sha Tseng Road**

- The owner/operator of the restaurant would like to retain the corner store at the current location, noting that this family business had been operated for some 10 years. He noted that this is a private lot.
- He would not consider relocation and compensation.
- He noted that the government had resumed part of his lot for the construction of the road that the store currently fronted to. The land that used to be under his ownership would be the area from the edge of his lot to the middle of the road.

**Site 3 – Residential Settlements near Long Hon Road**

- Owner/occupiers opposed to zoning their lots as “Industrial”. They suggested the area south of the proposed realigned Shan Ha Road be zoned for their residential use, but agreed that the “Industrial” zone north of this road could be kept. They also commented that the areas southeast of the adjacent open nullah should stay at its existing state as the nullah defined the village boundary. Residents generally expressed that they did not wish to relocate and would like to retain at its existing location.
- Residents opined that the “Village Type Development” (“V”) zone should be expanded, and land should be reserved for any expansion of the “V” zone in the future. In particular, residents from Lam Hau Tsuen and Shan Ha Tsuen said that land east of their village (i.e. the “R1(PH)” zone) should be reserved for their expansion. The Government should avoid including only part of a lot into the PDA.



- Residents living near the junction of the proposed major road (i.e. north of the “Agricultural” zone) opposed to designating their lots as ‘Road’, and road should not be placed near her lots to avoid adverse impact.
- A resident living in the lot at the end of the retained stream in the “Green Belt” zone (i.e. northwest of the “Agricultural” zone) noted that the road could be realigned such that it would run southwards from the junction with Tong Yan San Tsuen Road. He made this suggestion because the proposed road was too close to his home.

## **Appendix F**

### **List of Written Submissions**

## Appendix F

## List of Written Submissions

編號 No.	姓名 / 組織 Name / Organisation
1	Elton Chung
2	Mr. Jone
3	Chau Chi Kuen
4	Ms. Cheung
5	王嘉和
6	Roy K M Leung
7	Luk Chi Wai
8	Luk Chi Wai
9	Better for Rail
10	Darkie Chan
11	Helen Lam
12	To YP
13	羅小姐
14	Amy Cheuk
15	Tsang Chui Ying
16	Cheung Wing Yiu
17	Hui
18	Eng. Mohammad Hannoun
19	Mr. Lau Fai Shun
20	鄧善樂
21	張洪勳
22	CM Kwok
23	Lam Siu Long
24	梁淦棋
25	新界倉庫及物流業經營者聯會 Territories Warehouse and Logistic Business Association
26	新界倉庫及物流業經營者聯會 Territories Warehouse and Logistic Business Association
27	Lo Sing Foon
28	何星行
29	何啟龍
30	Cheung

編號 No.	姓名 / 組織 Name / Organisation
31	羅富庭
32	鄧鐵堅
33	Wong Chui Kum
34	張金壽
35	姓名不詳 Anonymous
36	李玉珍
37	張天祥
38	張浚健
39	林少芬
40	張潤貴
41	張冠洪
42	李洪玲
43	張定有
44	鄧鳳蓮
45	張立德
46	張立明
47	張旭泰
48	張朱發
49	張家傳
50	張興貴
51	張秀祥
52	張志堅
53	張錦仁
54	張錦祥
55	RC Cheong
56	張木發
57	張志林
58	張祥春
59	張合樹
60	張慶昌
61	張玉棠
62	張志忠
63	張安南
64	張丁羅

編號	姓名 / 組織
No.	Name / Organisation
65	張煜照
66	張永浩
67	張慧明
68	張怡心
69	張家強
70	張東
71	張博文
72	張豔芳
73	張永明
74	張水泰
75	張慶財
76	姓名不詳 Anonymous
77	Dr. Lim Loong Lu
78	薛國強
79	何志港
80	麥斯詠
81	Kelvin Law
82	Mr. Tai
83	Danny Wan
84	李貴珍
85	Peggy Chan
86	招太
87	李杜詩
88	郭詩琪
89	Betty Sin
90	Jenny Kwok
91	Mr. Wong
92	Larry Kwong
93	陳碧優
94	麥詠儀
95	Lee Lim Chee
96	Michael Wong
97	Candy Li
98	崔勁中
99	Winnie Cheung

編號	姓名 / 組織
No.	Name / Organisation
100	石雲霞
101	May Tsui
102	Shek Ho Ming
103	Yuet Ngor Cheung
104	Kathy Hui
105	Ms Chan
106	Dan Kwan Ning
107	阮小姐
108	張洪勳 (山廈村村代表)
109	Ivy Kan
110	Tat
111	Ting Kan Chui Man
112	Chan Suet Kwan
113	Alan
114	王美好
115	Fu Kit Hong
116	Christine
117	A. Lui
118	姓名不詳 Anonymous
119	Yin Chan
120	Angela To
121	Joy
122	TC Yeung
123	李亞力
124	金碧花園業主立案法團
125	Wei Gao
126	Shum Shui Yuen
127	Ms. Ma
128	Chung Chan
129	W.K. Chan
130	陳鈺貽
131	Li Wing Kin
132	HC Wong
133	CT Keung
134	李力

編號 No.	姓名 / 組織 Name / Organisation
135	施莉
136	元朗十八鄉鄉事委員會 Shap Pat Heung Rural Committee
137	張澤洪 / 張澤宏
138	何俊賢議員 (漁農界立法會議員)
139	Lee Ying
140	Patrick Mak
141	F Lui
142	Leung Kwai Huig
143	Tim So
144	Lee To See
145	龔美霞
146	高姑娘
147	May Wong
148	黃昌
149	Sam Wong
150	黃偉豪
151	李水花
152	陳有來
153	徐小姐
154	張定希
155	Chan Bik Yau
156	Danny
157	郭詠琪
158	Danny Kwong
159	WH Lee
160	Ting Chi Tak
161	黃昌
162	王惠珍
163	Ellie Chiu
164	昇
165	黃文達
166	Vincent Kwong
167	Vivian Chan
168	Zoe Hwang

編號 No.	姓名 / 組織 Name / Organisation
169	陳芷惠
170	葉偉其
171	Hei
172	Ms Yung
173	Patrick Mak
174	Eric Y.L. Hui
175	Chu
176	Fanny Ng
177	Ben Mak
178	P Chan
179	Raymond Wan
180	Hui Yan Lung
181	Ms. Tai
182	Kwok WK
183	Winnie Chu
184	YH Ng
185	Li Heung Kang
186	Fanny
187	Mrs. Wong CWY
188	Ms. Cheng
189	趙倩梅
190	Licy Chen
191	Cheung Chun Shing
192	林翔
193	Li Gao Xiao Ju
194	廖樹烽
195	招詠妍
196	Mr. Cheung
197	麥肇麟
198	Ting Long Hin
199	Ashley
200	麥穎嚴
201	麥先生
202	岑灝源
203	聶慕貞

編號 No.	姓名 / 組織 Name / Organisation
204	黃瑞娟
205	葉海藍
206	Siu Chun Yan
207	黃啟典
208	Freddy Chu
209	Tsang
210	Alan Lau
211	KK Lam
212	Sammy Ng
213	Marcus Ma
214	Harry Ng
215	Law CK Y
216	Dick
217	Albert Lam
218	Wancy Fung
219	Tomson Chan
220	盧映嫦
221	Simon Ho
222	李強
223	Arale Wong
224	李再欣
225	Shele Wom Chong
226	Keith Choi
227	Cindy Lee
228	Richard Wong
229	Vivian Lo
230	Chiu Wai Kwong
231	James Ho
232	Li Ping
233	何先生
234	鍾少華
235	范秀貞
236	范秀紅
237	蔡敏華
238	Liza Tang

編號 No.	姓名 / 組織 Name / Organisation
239	陳健聰
240	Ms. Chow
241	蘇小姐
242	Kristy
243	Li Bing Fong
244	Tinco Leung
245	Ms. Chong
246	陳映承
247	Hwang Shou Hwa
248	Li Kwo Kwo
249	Fung Chi Ho
250	Luk Chi Wai
251	世界自然基金會香港分會 WWF Hong Kong
252	Vivian Wong
253	Lam
254	Alex Ting
255	LN Choi
256	周祥
257	Alex Shek
258	Flora Chow
259	Kan Chui Man
260	Hung Fan
261	Mr. Cheung
262	朱少娟
263	Shirley Hui
264	陳健文
265	Cheung Tsz Hei
266	珍
267	輔
268	H Ng
269	Shek Wan Hung
270	Cherry Li
271	王惠珍
272	崔桂明

編號 No.	姓名 / 組織 Name / Organisation
273	Ellie Chiu
274	Fanny Ng
275	S Yip
276	Wong Mei Ho
277	Ting Miu Lin
278	Yuk Yee Chan
279	Cherry Li
280	Charles Chan
281	Ada Tsang
282	Su Si Wan
283	Germaine
284	劉雅妮
285	Cheung Yong
286	辛小姐
287	丁妙蓮
288	郭錦輝
289	Ronald
290	陳詠思
291	陳卓鏗
292	Tas Chan
293	Au-Yeung Hok Man
294	Chanlie Chan
295	黃瑞娟
296	慧
297	吳艷梅
298	歐陽娟
299	Beggy Chan
300	黃家寶
301	Kung Mee Wa
302	Li Siu Kan
303	黃美珊
304	程振明 (元朗十八鄉南區議員)
305	Wayne Cheung
306	麥詠儀
307	梁順秋

編號 No.	姓名 / 組織 Name / Organisation
308	黃家寶
309	Rick Fong
310	Kwok-Ting Lau
311	Tam Ka Kit
312	張志佳 CK Cheung
313	林秀靈
314	C Lee
315	Joseph Wong
316	Ady Choi
317	Hoi Cheung
318	陳彩雲
319	鄧茵芳
320	To Kwok Hung
321	Kan Yuen Yuk
322	鍾彩英
323	張羅英
324	Lee Ming
325	陳詠思
326	朱榮灼
327	鄧昌
328	Tam Fung Lin
329	Amit Chan
330	溫雙輝 / 黃艷珍
331	劉儀
332	Claudia
333	葉蔚楠
334	Kin Chan
335	張麗貞
336	郭偉強
337	梁曼麗
338	Kenny Ting
339	鄧文華
340	刁小姐
341	香港地產建設商會

編號 No.	姓名 / 組織 Name / Organisation
	The Real Estate Developers Association of Hong Kong
342	Dr. Michael CY Chan (Kam Lan Koon)
343	黎翠珍 (松蔭園佛道社)
344	Jenny Tam
345	Dick Chung
346	林富源
347	杜家敏
348	Tsui King Chung
349	岑灝源
350	陳麗歡
351	Shuk Ying Wong
352	O Lui
353	呂加強
354	黃之斌
355	楊惠敏
356	Oliver Tong
357	麥雲標
358	張月娥
359	不公開個人資料 Not to Disclose Personal Information
360	HC Wong
361	不公開個人資料 Not to Disclose Personal Information
362	不公開個人資料 Not to Disclose Personal Information
363	不公開個人資料 Not to Disclose Personal Information
364	達
365	李堅
366	鄧漢萍

編號 No.	姓名 / 組織 Name / Organisation
367	莫麗暎
368	Tracy Lam
369	Jonathan To
370	鄧瑛儀
371	Carsley Li
372	Christy
373	庄巧芳
374	姓名不詳 Anonymous
375	王慧敏
376	唐人新村康樂路居民
377	溫鈺鈴與家人
378	Lam Sau Ming
379	林運祥
380	曾漢文
381	Chung Lap Kwong / Yiu Chor Kwan Grace
382	鍾立光 / 姚楚君 / 鍾毓晞 / 鍾正昊
383	鄧建國
384	黎意球
385	梁凱琪 / 黃啟明 / 黃美嫦 / 黃艷嫦
386	鄧建國
387	楊國偉牧師 (基督教香港信義會元朗生命堂)
388	劉光
389	曾劍芳
390	劉燕萍
391	劉燕燕
392	劉沅欣
393	李沛球
394	吳坤有
395	林介屏 / 何寶蓮
396	麥錫珠
397	王方靈
398	林曉華
399	陳志成



編號 No.	姓名 / 組織 Name / Organisation
400	林文銳
401	鄧細妹
402	丘吳忠
403	劉國鼎
404	劉國雄
405	洪光閃
406	張鳳港
407	劉明立
408	何寶蓮
409	鄧彩霞
410	林貴思
411	Man Wing Yan
412	李芝利
413	林襯好
414	黃翠娥
415	King Tang
416	黃子恆
417	顧展恆
418	Leung Fung Ngan
419	鄧潔珍
420	廖遠東
421	鄧佩賢
422	關華濤
423	Man Tsz Fung
424	宋詠恩
425	侯竹鳳
426	Wong Roon Ho
427	鄧子武
428	黃玉寧
429	陳金城
430	鄧惠福
431	鄧子文
432	Leung Fung Kiu
433	林國英
434	Lai Siu Mei

編號 No.	姓名 / 組織 Name / Organisation
435	林鳳英
436	Shek Wan Ha
437	許思龍
438	Lee Che Leung
439	黃瑞興
440	Candy Chan
441	Kit Chan
442	Derek
443	Bobby Cheung
444	張晉誠
445	關兆文
446	Hung Shou Yee
447	CK Ho
448	白冰
449	Ms. Yeung
450	黃耀林
451	聶慕貞
452	傑
453	陳秋霞
454	潔
455	陳碧優
456	陳彥后
457	麥斯詠
458	梁福元(十八鄉區居民協會)
459	袁敏兒(十八鄉區居民協會)
460	林少華(十八鄉區居民協會)
461	胡勝德(十八鄉區居民協會)
462	易喜亮(十八鄉區居民協會)
463	鄧肇康(十八鄉區居民協會)
464	李樹芳(十八鄉區居民協會)
465	蔡家聰(十八鄉區居民協會)
466	譚順棠(十八鄉區居民協會)
467	胡圍金(十八鄉區居民協會)
468	薛漢明(十八鄉區居民協會)
469	楊榮新(十八鄉區居民協會)

編號 No.	姓名 / 組織 Name / Organisation
470	楊家榮(十八鄉區居民協會)
471	梁金蘭(十八鄉區居民協會)
472	鄧務本(新界倉庫及物流業經營者聯會)
473	吳新江(新界倉庫及物流業經營者聯會)
474	梁智峯(新界倉庫及物流業經營者聯會)
475	彭子龍(新界倉庫及物流業經營者聯會)
476	溫永興(新界倉庫及物流業經營者聯會)
477	鄧賢光(新界倉庫及物流業經營者聯會)
478	嚴健康(新界倉庫及物流業經營者聯會)
479	丘志勉(新界倉庫及物流業經營者聯會)
480	丘貴欽(新界倉庫及物流業經營者聯會)
481	何星行(新界倉庫及物流業經營者聯會)
482	方志輝(新界倉庫及物流業經營者聯會)
483	譚豐林(新界倉庫及物流業經營者聯會)
484	劉降(新界倉庫及物流業經營者聯會)
485	楊創富(新界倉庫及物流業經營者聯會)
486	莊忠偉(新界倉庫及物流業經營者聯會)
487	張立德(新界倉庫及物流業經營者聯會)
488	朱國芬(新界倉庫及物流業經營者聯會)

編號 No.	姓名 / 組織 Name / Organisation
489	鄧天賜(新界倉庫及物流業經營者聯會)
490	方志榮(十八鄉區居民協會)
491	黎耀權(十八鄉區居民協會)
492	朱子光(十八鄉區居民協會)
493	陳新財(十八鄉區居民協會)
494	郭南衡(十八鄉區居民協會)
495	黃漢榮(十八鄉區居民協會)
496	黃萱庭(十八鄉區居民協會)
497	徐位建(十八鄉區居民協會)
498	李柏偉(十八鄉區居民協會)
499	梁明堅(十八鄉區居民協會)
500	馬志堅(十八鄉區居民協會)
501	何潤發(十八鄉區居民協會)
502	江美英(新界倉庫及物流業經營者聯會)
503	丘勇(新界倉庫及物流業經營者聯會)
504	杜生(新界倉庫及物流業經營者聯會)
505	巫子仁(新界倉庫及物流業經營者聯會)
506	沈豪傑(新界倉庫及物流業經營者聯會)
507	李作榮(新界倉庫及物流業經營者聯會)
508	汪遠留(新界倉庫及物流業經營者聯會)
509	林志華(新界倉庫及物流業經營者聯會)
510	林庭華(新界倉庫及物流業經營者聯會)
511	林楚鈿(新界倉庫及物流業經營者聯會)
512	徐平(新界倉庫及物流業經營者聯會)
513	徐惠段(新界倉庫及物流業經營者聯會)

編號 No.	姓名 / 組織 Name / Organisation
514	張永良(新界倉庫及物流業經營者聯會)
515	張壯苗(新界倉庫及物流業經營者聯會)
516	張思敏(新界倉庫及物流業經營者聯會)
517	張慶祥(新界倉庫及物流業經營者聯會)
518	梁志偉(新界倉庫及物流業經營者聯會)
519	陳群中(新界倉庫及物流業經營者聯會)
520	陳錦華(新界倉庫及物流業經營者聯會)
521	堯春娣(新界倉庫及物流業經營者聯會)
522	黃世讚(新界倉庫及物流業經營者聯會)
523	黃益隆(新界倉庫及物流業經營者聯會)
524	楊建芝(新界倉庫及物流業經營者聯會)
525	楊振忠(新界倉庫及物流業經營者聯會)
526	楊權利(新界倉庫及物流業經營者聯會)
527	劉安流(新界倉庫及物流業經營者聯會)
528	劉佑赤(新界倉庫及物流業經營者聯會)
529	劉金華(新界倉庫及物流業經營者聯會)
530	劉俊(新界倉庫及物流業經營者聯會)
531	劉雄(新界倉庫及物流業經營者聯會)
532	劉道同(新界倉庫及物流業經營者聯會)

編號 No.	姓名 / 組織 Name / Organisation
533	蔡少華(新界倉庫及物流業經營者聯會)
534	沈慶旺(十八鄉區居民協會)
535	徐名團(十八鄉區居民協會)
536	方文利(十八鄉區居民協會)
537	周興容(十八鄉區居民協會)
538	梁新發(十八鄉區居民協會)
539	易國偉(十八鄉區居民協會)
540	黎啟張(十八鄉區居民協會)
541	鄧懷琛(十八鄉區居民協會)
542	楊碧光(十八鄉區居民協會)
543	趙傑子(十八鄉區居民協會)
544	關昌英(十八鄉區居民協會)
545	周運有(十八鄉區居民協會)
546	徐名軍(十八鄉區居民協會)
547	麥強茂(十八鄉區居民協會)
548	林煒丹(十八鄉區居民協會)
549	鍾明希(十八鄉區居民協會)
550	鄧文滔(十八鄉區居民協會)
551	徐武雄(十八鄉區居民協會)
552	鄧世雄(十八鄉區居民協會)
553	蔡德理(十八鄉區居民協會)
554	朱興祥(新界倉庫及物流業經營者聯會)
555	周勝(新界倉庫及物流業經營者聯會)
556	陳友技(新界倉庫及物流業經營者聯會)
557	陶湛川(新界倉庫及物流業經營者聯會)
558	溫雙輝(新界倉庫及物流業經營者聯會)
559	陳麗琼
560	譚芷菁
561	亞細
562	譚芷芬
563	陳文峰

編號 No.	姓名 / 組織 Name / Organisation
564	Will Tam
565	梁永年
566	梁明堅
567	梁智峯
568	賴明思
569	賴明儀
570	梁輝煌
571	梁婉蓉
572	周文泰
573	梁凱盈
574	陳麗詩
575	梁潔文
576	丘俊超
577	梁曉華
578	梁嘉偉
579	蔡致遠
580	劉俊熙
581	梁淑貞
582	馬藹怡
583	黃麗娟
584	陳美芬
585	Angus Yip
586	陳美燕
587	嚴國偉
588	劉偉鴻
589	陳嘉榮
590	梁紫蘭
591	關國傑
592	飽華添
593	甘志成
594	文雪芬
595	曹渝勉
596	向冬梅
597	梁婉蓉
598	梁超凡

編號 No.	姓名 / 組織 Name / Organisation
599	梁麗珊
600	李世炫
601	黃思哲
602	刁正敏
603	林衛良
604	張倩曉
605	梁詩薇
606	楊沛霞
607	劉素芳
608	蘇玲玲
609	楊健民
610	徐志祺
611	林錦琛
612	夏智鵬
613	陳家榮
614	陳家維
615	林海平
616	孫炳烈
617	鄧子豐
618	楊家榮
619	李肇偉
620	李罡毅
621	王賈茵
622	柏圖
623	趙子麟
624	鍾湘
625	彭德華
626	麥海華
627	曾志鴻
628	蔡進輝
629	許嘉威
630	Fanny Fan
631	許雅思
632	Alan
633	黃慶輝

編號 No.	姓名 / 組織 Name / Organisation
634	陳麗詩
635	馬卓希
636	李家俊
637	賴建華
638	陳魏
639	袁筱芬
640	張子健
641	張文達
642	簡敬賢
643	胡穩雲
644	楊燕萍
645	余仲良
646	袁玉蘭
647	張添球
648	曾文灝
649	曾文瀚
650	梁晴
651	張牛棍
652	張根伙
653	張偉琛
654	鄧積善
655	林如棟
656	張焯雄
657	張宜發
658	張鳳明
659	黃碧娥
660	鄭滿
661	楊波
662	黃毅志
663	張智聰
664	張俊斌
665	張錦光
666	張家康
667	張思遠
668	張冠洪

編號 No.	姓名 / 組織 Name / Organisation
669	張秀禪
670	李啟光
671	丘忠
672	張木發
673	張福賢
674	張惠儀
675	蘇隼峰
676	陳志林
677	任少球
678	張輝華
679	張桂雄
680	張禮雄
681	張佑鳴
682	張康寧
683	張花好
684	張采華
685	張伙錦
686	張富華
687	蘇瑞文
688	張伙有
689	鄭寶毅
690	馮彩
691	李世炫
692	梁松維
693	陳厚偉
694	梁伙財
695	李世安
696	梁麗詩
697	陳麗詩
698	賴明思
699	梁倩雯
700	黃健成
701	黃國輝
702	蔡添餘
703	黃佳灶

編號 No.	姓名 / 組織 Name / Organisation
704	陳錦勝
705	鄧歡樂
706	陳清麟
707	易美壽
708	易國偉
709	易華昌
710	李錦強
711	譚承重
712	譚錦仁
713	周轉香
714	楊冠昇
715	譚志釗
716	李連誠
717	李日培
718	李烈霏
719	劉麗君
720	鄧火耀
721	何泉俊
722	何嘉麗
723	何福興
724	李三娣
725	俞運財
726	俞伙金
727	何玉發
728	嚴蓮嬌
729	何美玉
730	何玉霞
731	何桂發
732	何有梅
733	Mabel Investment Co. Ltd
734	梁志強 / 李春華 / 張路發 / 黃愛花
735	Miki Yip
736	陸晶晶
737	郭志棉 Kwok Chi Min
738	Chan Chi Hing

編號 No.	姓名 / 組織 Name / Organisation
739	Poon Chi Sing
740	Kevany Siu
741	Wong Woon Ying
742	張洪勳
743	孫秉樑
744	陳永昌
745	Hui Chun Yu
746	Lap Tak Cheung
747	張木林議員 (元朗區區議員)
748	何倩彤
749	林昇陞
750	余偉雄
751	Chan Chung Hon
752	Ip Hui Yuk
753	Candy Lui
754	黃瑞興
755	林開堅
756	何崧聖
757	陳玉蓮
758	D. MO
759	蘇東霖 (竹林明堂有限公司)
760	Li Suk Yin
761	Happy Son
762	崔百聰
763	創建香港 Designing Hong Kong
764	PlanArch Consultants Ltd.
765	世界自然基金會香港分會 WWF Hong Kong
766	香港觀鳥會 The Hong Kong Bird Watching Society
767	嘉道理農場暨植物園公司 Kadoorie Farm & Botanic Garden Corporation
768	公民黨 Civic Party
769	陳玉玲

編號 No.	姓名 / 組織 Name / Organisation
770	周少文
771	陳寶珠
772	曾樹和主席 (屏山鄉鄉事委員會)
773	張林少芬
774	林少芬
775	張潤貴
776	張浚健
777	張浚裕
778	張天福
779	張伯倫 / 張年福 / 張旭麒 / 張旭麟
780	張藝 / 陳友弟
781	林浩丞 / 林浩正 / 林恩竽
782	田北辰議員 (立法會議員)
783	民建聯研究部
784	黃惠平
785	陳嘉浚
786	楊亦楠
787	王曉彤
788	Han Wing Chi
789	Lee Yip Wing
790	Mrs. Chiu
791	黃惠嫻
792	鄭章璟
793	陳敬延
794	馮穎賢
795	鄧淑媛
796	梁致聰
797	YC Chang
798	陳國基
799	MYA
800	鄧秦秋
801	Ming
802	Chow Chi Man
803	Lam Kwai Yan
804	Erica Liu

編號 No.	姓名 / 組織 Name / Organisation
805	廖彬羽
806	Wing
807	Lai
808	Maggie Chan
809	Chu
810	Li Yeung Wai
811	全穗生
812	Ping
813	馮嘉豪
814	Tsang Sin Yau
815	張國熙
816	馮綺玲
817	吳芷欣
818	陳文丹
819	張美思
820	Ng Chi Kwong
821	梁楚平
822	黃寶恩
823	易漢猷 (白沙村村委會)
824	綠色力量 Green Power
825	張林少芬
826	陳群娣
827	張柱山
828	張波妹
829	鍾旭波
830	Leung Hiu Man
831	Wong Mei Sheung
832	鄭杏芬
833	土地正義聯盟 Land Justice League
834	Ernest Wong
835	陳焯凡
836	姓名不詳 Anonymous
837	張藝 / 陳友弟
838	張志堅
839	魏帼楨

編號 No.	姓名 / 組織 Name / Organisation
840	仇風楓
841	Chan Sau Man
842	陳勤傑
843	張志賢 / 張水祥 / 張志明 / 張洪勳
844	香港地貌岩石保育協會 Association for Geoconservation , Hong Kong
845	袁劍輝 / 何元翠 / 袁伊雯 / 袁伊齡 / 袁伊屏 / 袁靖軒 / 袁伊莉 / 袁健強 / 鄧凱恩
846	Realray Investments Limited
847	劉國鼎 Kwok Ting Lau
848	李繼新 (十八鄉大發村居民協會)
849	陸毅 (金蘭觀)
850	Kwan Mo Sze, Yvonne
851	張鳳儀
852	鄧碧姬
853	何鴻德
854	余惠文
855	黎惠珍
856	王龍珍
857	呂鏗芳
858	干桂芳
859	劉振強
860	唐潔嫻
861	邱漢松
862	馮友珍
863	李彩英
864	沈培煜
865	張月梅
866	黃瑞娥
867	唐信友
868	蘇厚良
869	李業恆
870	Ko Wai Bong
871	杜光耀

編號 No.	姓名 / 組織 Name / Organisation
872	黃錦釗
873	莫玄先
874	李文康
875	唐觀利
876	孫惠芬
877	馬敏謬
878	張世亮
879	林明珠
880	陳羣如
881	陳金鳳
882	梁華龍
883	錢義梅
884	陳濱
885	陳俊民
886	吳碧蘭
887	李瑞琮
888	戴衛成
889	梁善彬
890	盧民溢
891	鄭艷群
892	曾日有
893	Alina Cheung
894	朱嘉莉
895	馮雯禧
896	許敏瑩
897	曾為勤
898	趙永富
899	梁綺華
900	吳芷穎
901	楊碧珠
902	潘漢光
903	李淑貞
904	陳德根
905	律意
906	張光梓



編號 No.	姓名 / 組織 Name / Organisation
907	張敏嫻
908	趙永富
909	楊蝶賢
910	簡秀玲
911	李碧娟
912	Chan Ho Kan
913	區燕霞
914	李乃隆
915	Kly Lo
916	石蔚芸
917	Ansel
918	張偉萍
919	張麗嫦
920	Lee Kune
921	黃來澤
922	楊美娟
923	王桂英
924	梁珊萍
925	Chu Moon Lam (金蘭觀)
926	陳惠如
927	韓炳乾
928	Kimmy Siu
929	Tam Siu Fai
930	沈啟禧
931	耿達光
932	李美玉
933	陳瀚雨
934	陳永長
935	黃月球
936	陳家雯
937	樂寶珍
938	何妙珍
939	吳麗珊
940	馬遂清
941	關雅廉

編號 No.	姓名 / 組織 Name / Organisation
942	廖潔貞
943	劉惠珠
944	鄭嘉強
945	蕭欽堅
946	黃麗儀
947	馮配顏
948	Liza Yeung
949	葉有棠
950	張穗珊
951	韋志洋
952	曾潔嫻
953	Yainn Lee
954	劉錫恩
955	邵仲坤
956	哈鎮忠
957	黃潔明
958	哈明慧
959	麥世華
960	李潤鴻
961	黃龍光
962	鄭小玲
963	麥瑞敏
964	馮燦輝
965	朱金耀
966	Law Yuk Chu
967	溫婷婷
968	冉雲秀
969	黃惠娟
970	Hung Siu Kuen
971	劉澤民
972	李廣文
973	韓小鳳(金蘭觀)
974	莊君偉(金蘭觀)
975	許祖昇(金蘭觀)
976	黎鎮豪(金蘭觀)

編號 No.	姓名 / 組織 Name / Organisation
977	黃愛琮(金蘭觀)
978	聶鳳萍
979	顏志賢
980	周錦棠
981	陳楚娟
982	沈如嬋
983	張文強
984	曾文華
985	黃寶恩
986	莫惠霞
987	Ko Siu Suet
988	黃宇東
989	蔡璇珍
990	蔡協良
991	林耀芳
992	梁森權
993	伍家輝
994	奚耀明
995	黃偉銓
996	黎少鳳
997	曹規平
998	盧海亮
999	蘇雪蘭
1000	何子榮
1001	簡秀群
1002	蔡金龍
1003	鄭月華
1004	嚴子明
1005	鄭金蓮
1006	Bok Tat Yuen
1007	李鈴貞
1008	徐繼新
1009	梁淑文
1010	鄧健華
1011	許祖翰

編號 No.	姓名 / 組織 Name / Organisation
1012	關蓉霜
1013	陳善聰
1014	蘇華達
1015	黃燕霞
1016	張文強
1017	Mak Ho Choi
1018	Siu Cheuk Ming
1019	Crystal Lau
1020	劉欽賢
1021	Pang Chun Kit
1022	嚴偉傑
1023	嚴偉光
1024	Leung Shuk Fong
1025	黃佩雲
1026	繆傑泓
1027	Yeung Slk Ying
1028	李華章
1029	余杏玲
1030	Hong Choi Hung
1031	陳明
1032	劉鳳瑤
1033	陸慧玲
1034	黃國勳
1035	Lo Yin Ping
1036	鄭康寧
1037	潘慧芝
1038	饒惠芳
1039	胡雪梅
1040	潘勁光
1041	陳麗珍
1042	周國華
1043	聶惠
1044	郭玉蘭
1045	黃安娜
1046	李玉霞

編號 No.	姓名 / 組織 Name / Organisation
1047	鄧柏村
1048	杜婉荷(金蘭觀)
1049	羅玉珠
1050	王雙香
1051	黃志連
1052	崔華卿
1053	唐家謀
1054	陳燕儀
1055	關志聰
1056	吳婉萍
1057	簡秀琼
1058	范國華
1059	梁淑玲
1060	關樑木
1061	施少雄
1062	林洋鉉
1063	載衛堅
1064	溫茜榕
1065	鄭碧華
1066	蕭日成
1067	麥彩崧
1068	馮木喜(金蘭觀)
1069	任志廣(金蘭觀)
1070	方覺生
1071	馮曉韶
1072	鄧少冰(金蘭觀)
1073	陳志剛(金蘭觀)
1074	鄧炒玲
1075	杜兆基
1076	李錦儀
1077	文俏群(金蘭觀)
1078	黃顯達
1079	陳漢耀
1080	Mang Wai Ling
1081	崔惠鈞

編號 No.	姓名 / 組織 Name / Organisation
1082	盧雪琴
1083	唐洗宛雲
1084	Mang Yu Fai
1085	李艷桃 Amy (金蘭觀)
1086	孟錦佳(金蘭觀)
1087	尹家源
1088	葉梁基
1089	溫傳志(金蘭觀)
1090	劉蓮玉(金蘭觀)
1091	孫芷瑩
1092	林月清
1093	林子華
1094	Shiao Ching Fen
1095	Kwok Tak Cheung
1096	陳步雲
1097	林文儀(金蘭觀)
1098	陳祉熹
1099	鄧麗嫦 Tang Lai Sheung
1100	陳文傑
1101	陳祉滔
1102	郭婉萍
1103	徐尚智
1104	郭燕萍
1105	黃敏華
1106	區卓權(金蘭觀)
1107	陳雪映(金蘭觀)
1108	馮景偉
1109	黎偉析(金蘭觀)
1110	吳梅芳
1111	譚寶娟(金蘭觀)
1112	羅婉桃
1113	朱少榮
1114	章敏琦
1115	廖雪梅(金蘭觀)
1116	謝天英

編號 No.	姓名 / 組織 Name / Organisation
1117	梁倬綺
1118	陸英英
1119	周淑儀(金蘭觀)
1120	張潤貴
1121	張康翹
1122	江清容
1123	張眾喜
1124	張連有
1125	張水連
1126	張連發
1127	張俊傑
1128	張麗媚
1129	Albert Tsui
1130	Albert Cheung Pak Cheong
1131	梁家宏
1132	湯安昕
1133	金碧花園業主立案法團
1134	載偉雄
1135	路心寧
1136	新界社團聯會(新社聯)社會事務委員會 New Territories Association of Societies
1137	黃宜全
1138	瞳
1139	梁紫晴
1140	Leung Yuk Chun
1141	Jessica Sit
1142	鄭永泰
1143	錢惠莫
1144	Vinci Lam
1145	鄧素芬
1146	陳敏霞
1147	張翠鳳
1148	李英淑 (金蘭觀)
1149	李芝慧

編號 No.	姓名 / 組織 Name / Organisation
1150	黃娟娣
1151	長春社 The Conservancy Association
1152	Tiger Wong
1153	Talent Ho
1154	康廣樂
1155	鄭金婷
1156	Kwan Wing Hei
1157	葉景龍
1158	朱嘉琪
1159	Mr. Chow
1160	陳兆翔
1161	楊朝暉
1162	Lau Ting Cheung
1163	Fai
1164	岑子健
1165	楊倩
1166	Mei
1167	陳奕廷
1168	周嘉瑜
1169	Fung Ka Ming
1170	陳政頤
1171	林華陞
1172	Li Wah Hei
1173	Brian Li
1174	不公開個人資料 Not to Disclose Personal Information
1175	不公開個人資料 Not to Disclose Personal Information
1176	Ho Siu Yin
1177	M. S. Chan
1178	Dons Li
1179	Rita Li
1180	Nicole

編號 No.	姓名 / 組織 Name / Organisation
1181	May Lau
1182	Arthur Sit
1183	Vincent Sit
1184	Chang King Wan
1185	Wong Pui Yee
1186	Kwok Pak Shing
1187	李鳳英
1188	Lam Sze Yuen
1189	Shum Shui Yuen
1190	陳淑指
1191	李凱靜
1192	林芷珊
1193	Sin Kam Shung
1194	何新如
1195	王廷琳
1196	林若琪
1197	何霆鋒
1198	Li Ka Ho
1199	梁艷
1200	杜瑩瑩
1201	吳慕妍
1202	王兆安
1203	廖家興
1204	陳鴻泰
1205	Mak Oi Chun
1206	張立明
1207	顏妹
1208	何思韻
1209	Wong Man Yee
1210	鄧鴻港
1211	陳兆豐
1212	梁鳳娟
1213	陳漢哲
1214	陳日蘭
1215	Agnes Lam

編號 No.	姓名 / 組織 Name / Organisation
1216	Queenie Cheung
1217	鄧群兒
1218	Janice Cheung
1219	Kwok Chi Kuen
1220	鄧世傑
1221	張興妹
1222	鄧世樂
1223	冼美
1224	張美兒
1225	李林
1226	林文傑
1227	吳良富
1228	曾國偉
1229	陳成偉
1230	Cheng Lai Mei
1231	許振宇
1232	張慧琳
1233	Tsang Kwok Wai
1234	Cheung Lai Kuen
1235	張銘煒
1236	張志強
1237	陳國昭
1238	潘志雄
1239	陳紫穎
1240	Ben
1241	不公開個人資料 Not to Disclose Personal Information
1242	J Chan
1243	鄧志誠
1244	Y Ho
1245	Sabina Sit
1246	不公開個人資料 Not to Disclose Personal Information
1247	鄭靜賢(十八鄉大發村居民協會)

編號 No.	姓名 / 組織 Name / Organisation
1248	黃培龍(十八鄉大發村居民協會)
1249	李嘉俊(十八鄉大發村居民協會)
1250	郭金彩(十八鄉大發村居民協會)
1251	高元青(十八鄉大發村居民協會)
1252	曾友瑞(十八鄉大發村居民協會)
1253	鍾家偉(十八鄉大發村居民協會)
1254	江同英(十八鄉大發村居民協會)
1255	蘇美(十八鄉大發村居民協會)
1256	吳仲軒(十八鄉大發村居民協會)
1257	余家庄(十八鄉大發村居民協會)
1258	王堃晉(十八鄉大發村居民協會)
1259	江卓文(十八鄉大發村居民協會)
1260	李德龍(十八鄉大發村居民協會)
1261	盧芳愛(十八鄉大發村居民協會)
1262	李景龍(十八鄉大發村居民協會)
1263	馬淑燕
1264	葉穎欣
1265	鄭偉強
1266	陳萬宜
1267	Mrs, Ng
1268	黃惠敏
1269	Ng So So
1270	黃群好
1271	梁凱恩
1272	陳澤恩
1273	Siu Kam Mang
1274*	廖啟明
1275*	劉秋鳳
1276*	何星行
1277*	Ken Chiang / Ada Leung
1278*	十八鄉鄉事委員會 Shap Pat Heung Rural Committee
1279*	楊玉麟
1280*	張志賢 / 張水祥 / 張洪勳 / 張志明
1281*	Ms. Chiu

編號 No.	姓名 / 組織 Name / Organisation
1282*	Ms. Chiu
1283*	曾煥文
1284*	王慧敏
1285*	松蔭園佛道社有限公司

Remarks:

\*Comments received after the end of Stage 2 CE





# 元朗南

房屋用地規劃及工程研究 - 勘查研究

PLANNING AND ENGINEERING STUDY FOR HOUSING SITES IN YUEN LONG SOUTH - INVESTIGATION



第  
STAGE

# 3

階段社區參與摘要

COMMUNITY ENGAGEMENT DIGEST

二零一六年一月 JANUARY 2016

ARUP



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# 簡介 Introduction

規劃署聯同土木工程拓展署於2012年11月展開「元朗南房屋用地規劃及工程研究 — 勘查研究」(本研究)，目的是探討及善用元朗南棕地作房屋和其他發展的潛力，並提供基礎設施及社區設施，及改善現有環境。

在第一階段社區參與之後，研究的第二階段社區參與於2014年5月至7月期間舉行，就元朗南的初步發展大綱圖諮詢公眾。綜合第二階段社區參與收集的公眾意見和技術評估，我們擬備了建議發展大綱草圖，現誠邀您就此發表意見。

The Planning Department and the Civil Engineering and Development Department commissioned the “Planning and Engineering Study for Housing Sites in Yuen Long South – Investigation” (the Study) in November 2012. The objective of the Study is to examine and optimise the development potential of the degraded brownfield land in Yuen Long South for housing purpose and other uses with supporting infrastructure and community facilities, and to improve the existing environment.

Following the Stage 1 Community Engagement (CE), the Stage 2 CE was conducted between May and July 2014 to engage the public on the Preliminary Outline Development Plan (PODP) for Yuen Long South. Taking account of the public comments received in Stage 2 CE and the technical assessments, we have prepared a Draft Recommended Outline Development Plan (RODP). You are now cordially invited to express your views on the Draft RODP.



## 研究初議階段 INCEPTION PHASE

### 方案制定階段 OPTION FORMULATION PHASE

#### 第一階段 STAGE 1

社區參與  
Community Engagement  
(2013年4月至6月 April to June 2013)

### 選取方案評估階段 PREFERRED OPTION ASSESSMENT PHASE

#### 第二階段 STAGE 2

社區參與  
Community Engagement  
(2014年5月至7月 May to July 2014)

### 建議方案完成階段 RECOMMENDED OPTION FINALISATION PHASE

#### 第三階段 STAGE 3

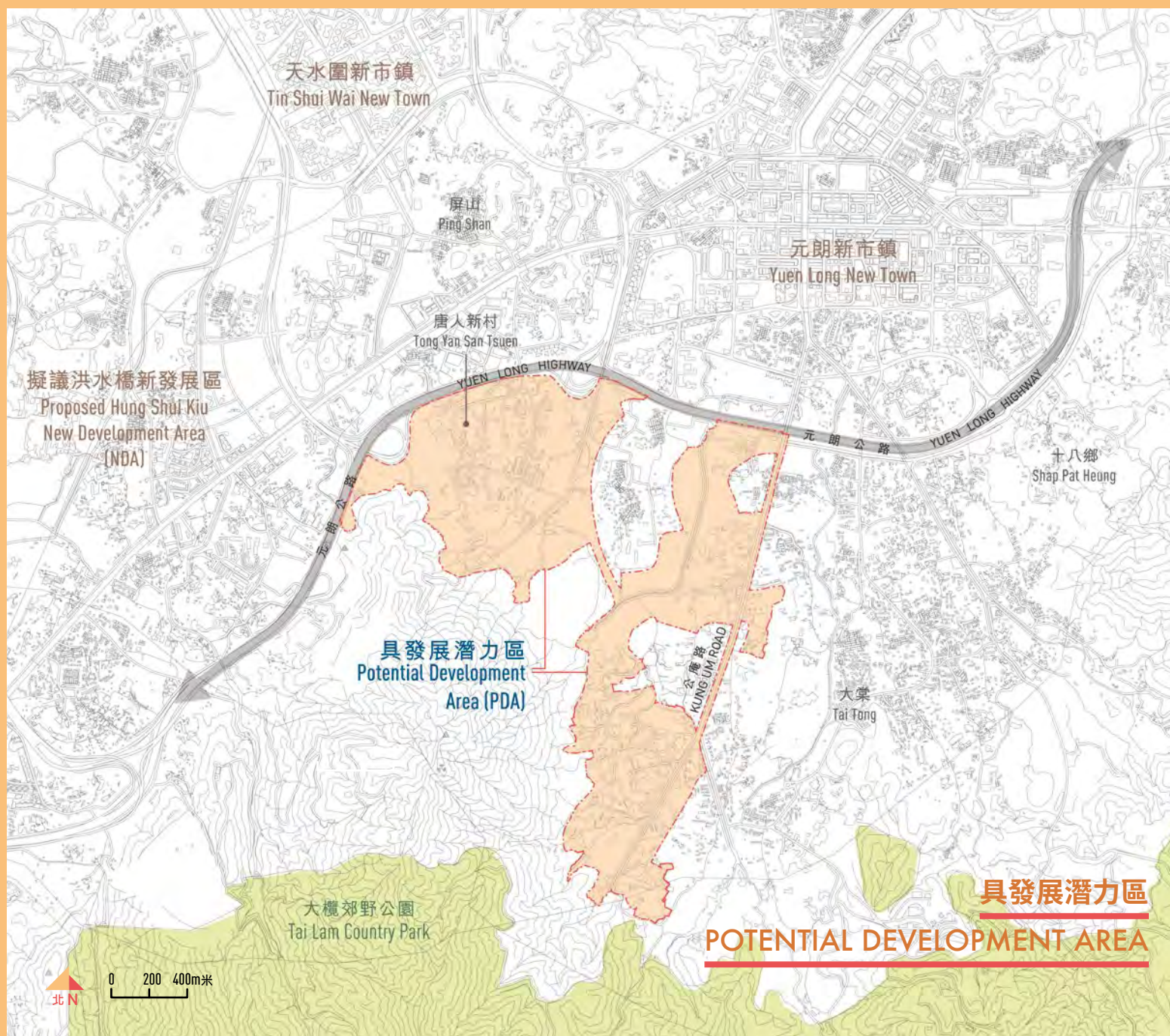
社區參與  
Community Engagement  
(2016年1月至4月 January to April 2016)



# 簡介 Introduction

元朗南具發展潛力區位於元朗新市鎮的南面，大致在元朗公路和公庵路之間。大欖郊野公園在其南面。具發展潛力區包括唐人新村及公庵路旁兩部分，現時有關用地主要用作為露天貯物場、倉庫、鄉郊工業工場，並夾雜鄉郊居所、住宅用地、農地及禽畜養殖場。

The Potential Development Area (PDA) of Yuen Long South is located to the south of Yuen Long New Town, and largely bounded by Yuen Long Highway and Kung Um Road. To the south is the Tai Lam Country Park. The PDA includes two main parts, one in the Tong Yan San Tsuen area and the other in the area along Kung Um Road. The PDA is predominantly occupied by open storage yards, warehouses, rural industrial workshops intermingled with rural settlements, residential uses, agricultural land and livestock farms.





# 第二階段社區參與概覽

## Overview of Stage 2 Community Engagement

第二階段社區參與收到的公眾意見及回應已收錄於《第二階段社區參與報告》，詳情可參閱本研究網頁，網址為www.yuenlongsouth.hk。公眾普遍支持研究目的，並就土地用途及城市設計、交通連接、基礎設施、生態及環境等議題提出意見，主要意見如下。

Public views received during the Stage 2 CE and the responses have been summarised in the Stage 2 CE Report. It is available at the Study Webpage at www.yuenlongsouth.hk. The public generally supported the study objectives. They also expressed their views on land use and urban design, connectivity, infrastructure, ecology and environment. Major comments are set out as follows.

### 1 土地用途

## Land Use Planning

- 應盡量避免影響現有住宅居所，並減少現有社區與擬議新發展為鄰而產生的問題。  
Impacts on the existing residential settlements and interface between the existing communities and the proposed new development should be addressed.
- 應增加商業及社區設施和就業機會。  
More commercial and community facilities and job opportunities should be provided.
- 減少住宅與工業為鄰而產生的問題。  
Industrial/ residential interface should be minimised.
- 支持保留常耕農地，提供更多禽畜養殖場地點。  
Preservation of active agricultural land was supported and more potential sites for livestock farms should be provided.
- 應保留現有文化資源。  
Cultural resources should be preserved.



### 回應

## Responses

在擬備建議發展大綱草圖時，我們已盡量平衡在具發展潛力區內不同土地用途的需求，包括進一步減少對現有住宅居所的影響、加強商業中心和提供社區設施，照顧現有及未來的居民，以及整合貯物及工場用途以善用土地。我們亦已盡量保留區內的現有宗教機構、常耕農地及禽畜養殖場。

We have striven to balance the needs for various land uses in formulating the Draft RODP, including further minimising impact on the existing residential settlements, enhancing the commercial nodes, providing community facilities for the existing and future residents, and consolidating the storage and workshop uses for better land utilisation. We have also preserved as far as possible the existing religious institutions, active agricultural land and livestock farms.

## 第二階段社區參與概覽

# Overview of Stage 2 Community Engagement

## 2

### 城市設計 Urban Design

- 應改善城市門廊的設計，以加強元朗南的特色。  
The design of the urban gateway should be improved to enhance the identity of Yuen Long South.
- 應調整建築物地積比率及高度，以避免影響區內的景觀及通風。  
The proposed plot ratios and building heights should be adjusted to avoid causing visual impact and affecting air ventilation.

我們加強在唐人新村的商業中心，為元朗南營造更明確的城市門廊設計概念。我們已充分考慮周邊環境、景觀和空氣流通因素，包括制定層遞式的發展密度和建築物高度，通過梯級式高度輪廓、劃設綠色空間網絡、「低矮建築帶」及「非建築用地」，改善擬議的新發展與周邊環境的協調。這些城市設計元素亦會成為通風廊及觀景廊。

We have strengthened the commercial node in Tong Yan San Tsuen to create a more legible urban gateway concept for Yuen Long South. We have considered the surrounding context, visual aspect and air ventilation. We have enhanced the compatibility of the proposed new development and the surroundings by formulating a gradation of development intensity and building height, adopting a stepped height profile, designating green space network, "low building areas" and "non building areas". These elements also serve as view corridors/breezeways.

回應

Responses

## 3

### 交通連接 Connectivity

- 應擴闊現有道路及建設新道路以建立完善的道路網絡，避免為元朗新市鎮帶來額外的交通負荷。  
A comprehensive road network should be established by widening the existing roads and providing new roads to avoid overloading the traffic capacity of Yuen Long New Town.
- 應提供更多公共運輸設施，包括環保運輸服務。  
More public transport facilities should be provided including environmentally friendly transport services (EFTS).
- 應建立完善的行人及單車網絡。公眾普遍支持擬議觀景單車徑。  
A comprehensive pedestrian and cycling network should be provided. The proposed scenic cycle track was generally supported.

我們同意改善元朗南的交通連接，並建議一系列的改善措施，包括擴闊公庵路/僑興路及改善唐人新村交匯處和天水圍（西）交匯處，亦會提供新的道路，加強元朗南及周邊村落與擬議的洪水橋新發展區及元朗新市鎮的連繫。我們亦已預留擬議的環保運輸服務的走線（有待進一步研究）連接洪水橋新發展區及連繫元朗南內各地區，和改善行人及單車網絡。

We agree on enhancing the connectivity of Yuen Long South and have proposed a series of improvement measures. These include the widening of Kung Um Road / Kiu Hing Road, improvement of Tong Yan San Tsuen Interchange and Tin Shui Wai West Interchange, and provision of new road linkages to strengthen the connectivity of Yuen Long South and surrounding villages with the proposed Hung Shui Kiu New Development Area (NDA) and Yuen Long New Town. We have also delineated the reserved alignment for the proposed EFTS (subject to further studies) to connect with Hung Shui Kiu NDA and to link up different parts of Yuen Long South. We have also enhanced the pedestrian and cycling network.

回應

Responses

## 4

## 基礎設施

## Infrastructure

- 有活化明渠的意見，亦有覆蓋明渠以擴闊現有道路的意見。  
Some suggested revitalising the nullah while some suggested decking it for road widening.
- 應提供足夠的排水及排污設施。  
Adequate drainage and sewerage facilities should be provided.

回應

Responses

在平衡各方意見後，我們建議覆蓋部分元朗明渠，除了擴闊公庵路/僑興路及提供行人道外，同時活化明渠作可持續水道。我們亦已進行排水及排污影響評估，並會提供足夠的排水及排污設施，包括一座三級污水處理廠。

Partial decking of Yuen Long Nullah is proposed after balancing the diverse public views. Apart from providing space for widening Kung Um Road / Kiu Hing Road with footpaths, we would also revitalise the nullah into a sustainable water channel. Drainage and Sewerage Impact Assessments have also been conducted, and adequate drainage and sewerage facilities would be provided including a new tertiary Sewage Treatment Works.

## 5

## 生態環境

## Ecology &amp; Environment

- 應減少對鷺鳥繁殖的影響，妥善保育自然河溪。  
Impact on breeding egrets should be minimised, and natural streams should be well-preserved.

回應

Responses

我們已按鷺鳥的飛行走線，在建議發展大綱草圖上預留「非建築用地」，以減少對鷺鳥的影響。我們亦建議沿保留的自然河溪預留緩衝地帶，及在公庵路的具發展潛力區南面沿山邊闢設新河道。

We are fully aware of the flight path of the egrets and have reserved “non building areas” on the Draft RODP to minimise impact to the egrets. We also recommend providing buffer zones along preserved natural streams and creating a new watercourse along the hillside of the PDA at the southern part of Kung Um Road.

## 6

## 實施安排

## Implementation

- 應盡量避免收地或影響現有發展。  
Land resumption and impact on the existing developments should be minimised as far as possible.
- 公眾非常關注元朗南計劃的實施模式。  
There were grave concerns on implementation mode for the Yuen Long South project.
- 應盡早提供補償安置及重置的安排。為受影響人士提供搬遷/安置安排及合理補償。  
Information on compensation and rehousing and relocation should be provided early. Affected persons should be rehoused/relocated and reasonably compensated.

回應

Responses

我們明白受影響人士的關注。我們在規劃元朗南的發展時，已盡量減少對現有發展的影響。政府會為受影響並合資格的住戶、商戶及農民提供適當的安排，亦會在決定實施模式及補償和搬遷/安置安排前，小心考慮所有因素。

We appreciate the concerns of the affected parties. The planning of the Yuen Long South development has minimised impact on the existing developments as far as possible. The Government will devise suitable arrangements for eligible affected households, business operators, and farmers. The Government will carefully consider all relevant factors before making decision on the implementation mode and the arrangement for compensation and relocation/rehousing.



# 元朗南的定位

## Positioning of Yuen Long South

元朗南位於元朗新市鎮的南面，透過綜合規劃及改善交通連接，元朗南將發展為元朗新市鎮的南面擴展部分，並成為房屋土地供應的主要來源之一。

Yuen Long South is located to the immediate south of Yuen Long New Town. With comprehensive planning and improvement of the connectivity, the Yuen Long South would be developed as a southern extension of Yuen Long New Town and to serve as one of the major sources of housing land supply.





# 願景及指導原則

## Vision and Guiding Principles

### 願景 Vision

建立一個  
**可持續、綠色及宜居的社區**  
提供足夠基礎設施以配合未來發展及改善現有鄉郊環境。

To create a  
**SUSTAINABLE, GREEN AND LIVABLE COMMUNITY**  
providing sufficient infrastructure to cater for the future development and improving the existing rural environment

### 指導原則 Guiding Principles



善用棕地作房屋及其他用途  
Optimising the use of degraded brownfield land for housing and other uses



充分考慮現有社區及地方特色  
Giving due consideration to the existing communities and local characters



提供足夠基礎設施以配合未來發展及改善現有鄉郊環境  
Providing sufficient infrastructure to cater for the future development and improving the existing rural environment



保留常耕農地  
Preserving active agricultural land



締造可持續及宜居生活社區  
Creating a sustainable and livable neighbourhood



與元朗新市鎮及周邊地區融合  
Integrating with Yuen Long New Town and the surroundings

# 建議發展大綱草圖

# Draft Recommended Outline Development Plan

## 增加房屋供應

### PROVIDING HOUSING SUPPLY

人口  
Population

約 **85,000**  
About

\*包括新增人口82,700人及現有人口約2,300人  
\*Including new population of 82,700 and existing population of about 2,300

新住宅單位數量  
No. of New Housing Flats

約 **27,700**  
About

60%

公營房屋\*\*  
Public Housing\*\*

40%

私人房屋  
Private Housing

\*\*包括租住公屋及資助出售單位

\*\*Including Public Rental Housing and Subsidised Sale Flat

## 支持地區經濟

### SUPPORTING LOCAL ECONOMY

就業機會  
Job Opportunities

約 **10,800**  
About

商業樓面面積  
Commercial Floor Area

約 **193,300** 平方米  
About sqm

貯物及工場用地土地面積  
Storage and Workshop Land Area

約 **10** 公頃  
About ha

露天貯物用地土地面積  
Open Storage Land Area

約 **2** 公頃  
About ha

## 土地用途分佈

### LAND USE BUDGET

具發展潛力區總面積 約 **223** 公頃  
Total PDA Area About ha

發展用地  
Development Area

約 **183** 公頃  
About ha

其他  
Others 約 **40** 公頃  
About ha

住宅及混合用途  
Residential and Mixed Use

**65** 公頃  
ha

35%

商業、貯物及工場  
Commercial, Storage and Workshop

**12.5** 公頃  
ha

7%

公共設施  
Public Facilities

**78.5** 公頃  
ha

43%

休憩用地  
Open Space

**27** 公頃  
ha

15%

貯物及工場  
Storage & Workshop

**10** 公頃  
ha

商業  
Commercial

**0.5** 公頃  
ha

露天貯物  
Open Storage

**2** 公頃  
ha

政府、機構或社區  
G/IC

**13** 公頃  
ha

公用設施  
Public Utilities

**4.5** 公頃  
ha

新建道路  
New Roads

**46.5** 公頃  
ha

美化市容地帶  
Amenity

**5.5** 公頃  
ha

山邊河道及觀景  
單車徑  
Hillside River Corridor and  
Scenic Cycle Track

**9** 公頃  
ha

地區休憩用地  
District Open Space

**14** 公頃  
ha

鄰舍休憩用地  
Local Open Space

**13** 公頃  
ha

現有道路及河道  
Existing Roads and River Channels

**5** 公頃  
ha

農業  
Agriculture

**14** 公頃  
ha

綠化地帶  
Green Belt

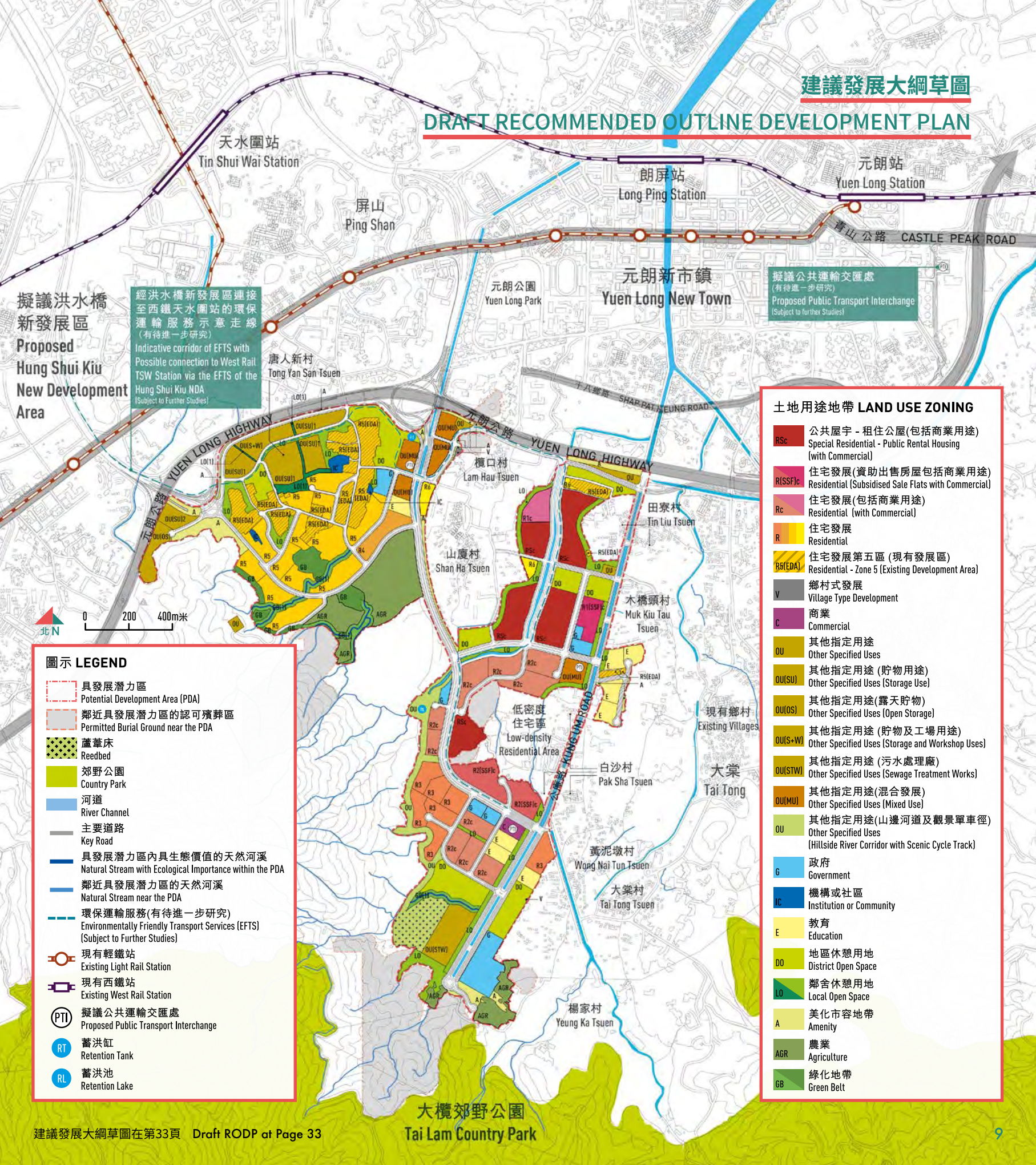
**8** 公頃  
ha

保留現有的發展  
Retained Developments

**13** 公頃  
ha



DRAFT RECOMMENDED OUTLINE DEVELOPMENT PLAN



擬議洪水橋  
新發展區  
Proposed  
Hung Shui Kiu  
New Development  
Area

經洪水橋新發展區連接  
至西鐵天水圍站的環保  
運輸服務示意走線  
(有待進一步研究)  
Indicative corridor of EFTS with  
Possible connection to West Rail  
TSW Station via the EFTS of the  
Hung Shui Kiu NDA  
(Subject to Further Studies)

擬議公共運輸交匯處  
(有待進一步研究)  
Proposed Public Transport Interchange  
(Subject to further Studies)

- 圖示 LEGEND**
- 具發展潛力區  
Potential Development Area (PDA)
  - 鄰近具發展潛力區的認可殯葬區  
Permitted Burial Ground near the PDA
  - 蘆葦床  
Reedbed
  - 郊野公園  
Country Park
  - 河道  
River Channel
  - 主要道路  
Key Road
  - 具發展潛力區內具生態價值的天然河溪  
Natural Stream with Ecological Importance within the PDA
  - 鄰近具發展潛力區的自然河溪  
Natural Stream near the PDA
  - 環保運輸服務(有待進一步研究)  
Environmentally Friendly Transport Services (EFTS)  
(Subject to Further Studies)
  - 現有輕鐵站  
Existing Light Rail Station
  - 現有西鐵站  
Existing West Rail Station
  - 擬議公共運輸交匯處  
Proposed Public Transport Interchange
  - 蓄洪缸  
Retention Tank
  - 蓄洪池  
Retention Lake

- 土地用途地帶 LAND USE ZONING**
- 公共屋宇 - 租住公屋(包括商業用途)  
Special Residential - Public Rental Housing  
(with Commercial)
  - R(SSF)c 住宅發展(資助出售房屋包括商業用途)  
Residential (Subsidised Sale Flats with Commercial)
  - Rc 住宅發展(包括商業用途)  
Residential (with Commercial)
  - R 住宅發展  
Residential
  - R5(EDA) 住宅發展第五區(現有發展區)  
Residential - Zone 5 (Existing Development Area)
  - V 鄉村式發展  
Village Type Development
  - C 商業  
Commercial
  - OU 其他指定用途  
Other Specified Uses
  - OU(SU) 其他指定用途(貯物用途)  
Other Specified Uses (Storage Use)
  - OU(OS) 其他指定用途(露天貯物)  
Other Specified Uses (Open Storage)
  - OU(S+W) 其他指定用途(貯物及工場用途)  
Other Specified Uses (Storage and Workshop Uses)
  - OU(STW) 其他指定用途(污水處理廠)  
Other Specified Uses (Sewage Treatment Works)
  - OU(MU) 其他指定用途(混合發展)  
Other Specified Uses (Mixed Use)
  - OU 其他指定用途(山邊河道及觀景單車徑)  
Other Specified Uses  
(Hillside River Corridor with Scenic Cycle Track)
  - G 政府  
Government
  - IC 機構或社區  
Institution or Community
  - E 教育  
Education
  - DO 地區休憩用地  
District Open Space
  - LO 鄰舍休憩用地  
Local Open Space
  - A 美化市容地帶  
Amenity
  - AGR 農業  
Agriculture
  - GB 綠化地帶  
Green Belt



# 規劃概念及城市設計大綱

## Planning Concept and Urban Design Framework

考慮到元朗南獨特的地理背景及周邊自然和鄉郊特色，我們為這新市鎮擴展部分制定了規劃概念及城市設計大綱，促進城、鄉及自然共融。

A planning concept and urban design framework is formulated with regard to the unique geographical context of Yuen Long South and its surrounding natural and rural character. This new town extension will display planning and urban design promoting urban, rural and nature integration.

### 住宅社區

## RESIDENTIAL COMMUNITY

建議在這新市鎮擴展部分提供三種不同發展密度的住宅區，鄰近元朗新市鎮地區的發展密度為最高；而鄰近大欖郊野公園及唐人新村現有低密度住宅區，發展密度則較低。

Three residential communities of different development intensities are proposed in the new town extension. The one located near Yuen Long New Town has the highest development density, whereas those located near Tai Lam Country Park and the existing low-density residential neighbourhood at Tong Yan San Tsuen have a lower density.

### 就業帶

## EMPLOYMENT BELT

為了善用鄰近公路網絡的優勢及減少對住宅區的環境影響，我們建議沿元朗公路劃設「就業帶」，作貯物及工場用途。

To utilise the close connection with highway network and reduce environmental impact on the residential neighbourhood, an “Employment Belt” is designated along Yuen Long Highway for storage and workshop uses.

### 田園地帶

## GREEN ZONE

我們會保留唐人新村南面的常耕農地，並劃為「田園地帶」。

The active agricultural land in the south of Tong Yan San Tsuen would be preserved and designated as “Green Zone”.

### 主要活動中心

## KEY ACTIVITY NODE

每個住宅區均提供一個設有公共運輸交匯處的主要活動中心，為區內提供商業、社區及公共運輸設施，其選址亦鄰近周邊鄉村，以同時照顧現有居民及元朗南未來居民需要。位於唐人新村交匯處的活動中心規劃為元朗南的門廊，提供地區休憩用地、社區設施及公共運輸交匯處，並直接連接至擬議的環保運輸服務（有待進一步研究）。

A key activity node with Public Transport Interchange (PTI) is provided at each residential community providing commercial, community and public transport facilities. They are also placed close to the adjacent existing villages to serve both the future residents of Yuen Long South and existing residents. The activity node near Tong Yan San Tsuen Interchange has been planned as a gateway to Yuen Long South. District Open Space, community facilities and a PTI would be provided, and with direct connection to the proposed EFTS (subject to further studies).

### 交通連接

## CONNECTIVITY

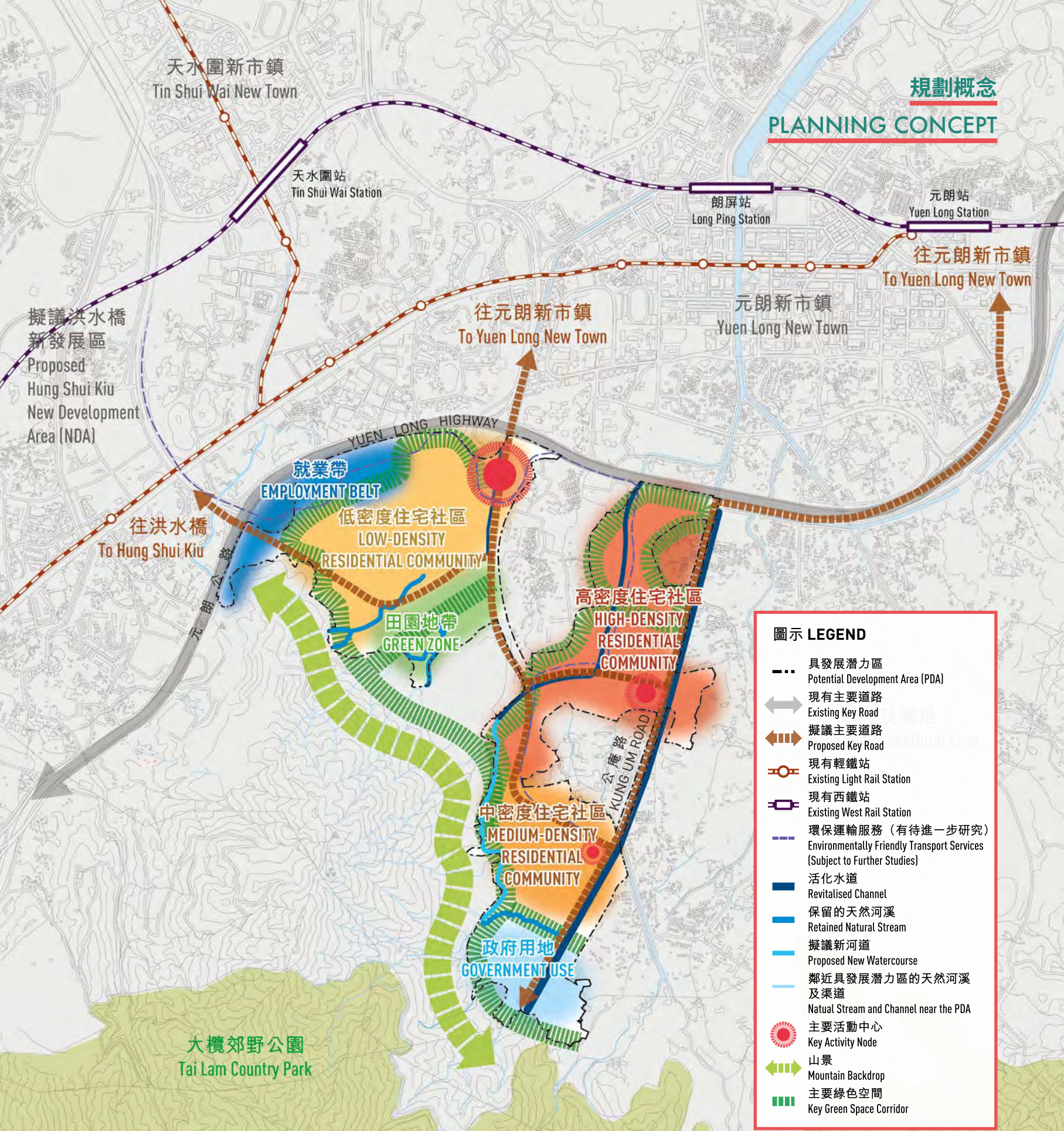
交通連接方面，我們在具發展潛力區規劃了全面的道路、行人及單車網絡及環保運輸服務（有待進一步研究）連接具發展潛力區至元朗新市鎮及洪水橋新發展區。

In terms of connectivity, comprehensive road, pedestrian and cycling network including the EFTS (subject to further studies) connecting the PDA to Yuen Long New Town and Hung Shui Kiu NDA have been planned.



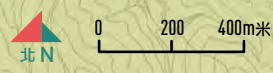
# 規劃概念

## PLANNING CONCEPT



**圖示 LEGEND**

- 具發展潛力區  
Potential Development Area (PDA)
- 現有主要道路  
Existing Key Road
- 擬議主要道路  
Proposed Key Road
- 現有輕鐵站  
Existing Light Rail Station
- 現有西鐵站  
Existing West Rail Station
- 環保運輸服務 (有待進一步研究)  
Environmentally Friendly Transport Services (Subject to Further Studies)
- 活化水道  
Revitalised Channel
- 保留的天然河溪  
Retained Natural Stream
- 擬議新河道  
Proposed New Watercourse
- 鄰近具發展潛力區的天然河溪及渠道  
Natural Stream and Channel near the PDA
- 主要活動中心  
Key Activity Node
- ▶▶▶ 山景  
Mountain Backdrop
- 主要綠色空間  
Key Green Space Corridor





# 規劃概念及城市設計大綱

## Planning Concept and Urban Design Framework

### 綠色空間網絡

在城市設計方面，我們將通過在具發展潛力區不同住宅社區內的休憩用地，連同保留的常耕農地、次生樹林及天然河溪，以及活化渠道及其他可持續排水措施，為具發展潛力區和周邊鄉村建立完善的綠色空間網絡，並連繫元朗新市鎮的綠色休憩用地。

### 可持續水道及單車徑

我們建議沿馬山山腳關設河道連同蓄洪設施及興建觀景單車徑，讓遊人欣賞河溪景觀，同時推廣單車旅遊。活化的元朗明渠、田村排水道和元朗（西）明渠，形成藍色網絡。沿這些活化的渠道/水道及擬議河道，我們會規劃沿河步行徑。這四條貫通具潛力發展區的河道將成為元朗南的特色。

### 觀景廊及通風廊

我們設計了兩條主要的觀景廊/通風廊，分別沿公庵路元朗明渠及沿馬山山邊穿越「田園地帶」。沿觀景廊/通風廊主要規劃作低矮發展及休憩用地，加強與元朗新市鎮和大欖郊野公園在視覺上的連繫，並改善空氣流通。

### GREEN SPACE NETWORK

In terms of urban design, open space provided in different residential communities in the PDA is complemented by the preserved active agricultural land, secondary woodland and natural streams together with revitalised nullahs and other sustainable drainage initiatives to form a comprehensive green space network serving the PDA, surrounding villages and linking with the greenery in Yuen Long New Town.

### SUSTAINABLE DRAINAGE INITIATIVES AND CYCLE TRACK

We have proposed to create a new watercourse along the hillside of Ma Shan with flood retention facilities and to provide scenic cycle track. Visitors could appreciate the watercourse and this would also promote cycling tour. The Yuen Long Nullah, Tin Tsuen Channel and Yuen Long (West) Nullah would be revitalised, forming a blue network. Along the revitalised nullah/water channels and proposed watercourse, Riverside Walking Trail has been planned. These four watercourses penetrating the PDA will form the special character of Yuen Long South.

### VIEW CORRIDORS AND BREEZEWAYS

Two key view corridors / breezeways are identified, one along Kung Um Road Yuen Long Nullah and one along hillside of Ma Shan passing through the 'Green Zone'. Open space and low-rise uses are placed along these links to foster the visual linkage between Yuen Long New Town and Tai Lam Country Park, as well as to improve air ventilation.







擬議洪水橋  
新發展區  
Proposed  
Hung Shui Kiu  
New Development  
Area (NDA)

天水圍新市鎮  
Tin Shui Wai New Town

天水圍站  
Tin Shui Wai Station

朗屏站  
Long Ping Station

元朗站  
Yuen Long Station

元朗公園  
Yuen Long Park

元朗新市鎮  
Yuen Long New Town

YUEN LONG HIGHWAY

元朗(西)明渠  
Yuen Long (West) Nullah

田村排水道  
Tin Tsuen Channel

公庵路  
KUNG UM ROAD

元朗明渠  
Yuen Long Nullah

大欖郊野公園  
Tai Lam Country Park

圖示 LEGEND

- 具發展潛力區  
Potential Development Area (PDA)
- 現有主要道路  
Existing Key Road
- 現有輕鐵站  
Existing Light Rail Station
- 現有西鐵站  
Existing West Rail Station
- 活化水道  
Revitalised Channel
- 保留的天然河溪  
Retained Natural Stream
- 擬議新河道及觀景單車徑  
Proposed New Watercourse and Scenic Cycle Track
- 鄰近具發展潛力區的天然河溪及渠道  
Natural Stream and Channel near the PDA
- 沿河步行徑及單車徑  
Riverside Walking Trail and Cycle Track
- 主要觀景廊/通風廊  
Key View Corridor / Breezeway
- 次要觀景廊/通風廊  
Secondary View Corridor / Breezeway
- 主要活動中心  
Key Activity Node
- 臨街零售  
Retail Frontage
- 地區休憩用地  
District Open Space
- 鄰舍休憩用地  
Local Open Space
- 綠化地帶  
Green Belt
- 美化市容地帶  
Amenity Area
- 蘆葦床  
Reedbed
- 農業  
Agriculture
- 山景  
Mountain Backdrop



主要特色 MAIN FEATURES

1

# 照顧多元需要及建立活動中心 Accommodating Diversity and Creating Activity Nodes

## 街道活力及地區商業

### STREET VIBRANCY AND LOCAL COMMERCIAL

三個「主要活動中心」會為各區內及周邊居民提供生活所需、購物及消閒的機會。住宅社區內會有零售商店及食肆，鼓勵街道商業活動，為區內帶來更多活力和生機。

Three “Key Activity Nodes” would serve the residents in different parts of the PDA and in the vicinity by providing living necessities, retail and leisure opportunities. Residential communities would have retail shops and restaurants. Street-level commercial activities are encouraged to add vibrancy and vitality to the area.



## 社區設施

### COMMUNITY FACILITIES

規劃的基礎設施、社區及商業設施亦供現有居民及村民使用。

Existing residential and village communities could share use the planned infrastructure, community and commercial facilities.



## 善用棕地土地資源

### UTILISATION OF LAND RESOURCES OF BROWNFIELD

預留用地作貯物及工業用途，並提供就業機會。視乎洪水橋新發展區的試點情況，探討發展多層工業大廈或其他善用土地的方式，容納部分受影響作業的可能性。我們亦預留彈性容納一些需要露天運作的作業。

Land is reserved for storage and workshop uses, as well as for job opportunities. Subject to the implementation of the pilot case in Hung Shui Kiu NDA, the feasibility of multi-storey industrial compounds or other land-efficient means will be explored to accommodate some of the affected brownfield operations. Flexibility for accommodating some operations requiring open-air setting has also been allowed for.

## 保留已發展住宅社區

### RETAINING WELL-ESTABLISHED RESIDENTIAL COMMUNITIES

我們建議保留區內已發展的住宅社區。考慮到這些住宅社區的低密度發展特色，我們建議在其周邊規劃休憩用地或低密度用途，配合現有環境。

The clusters of well-established residential communities in the PDA are proposed to be retained. Considering their current low-density nature, open space or low-density uses are planned in the surroundings to complement the environment.

## 農業

### AGRICULTURE

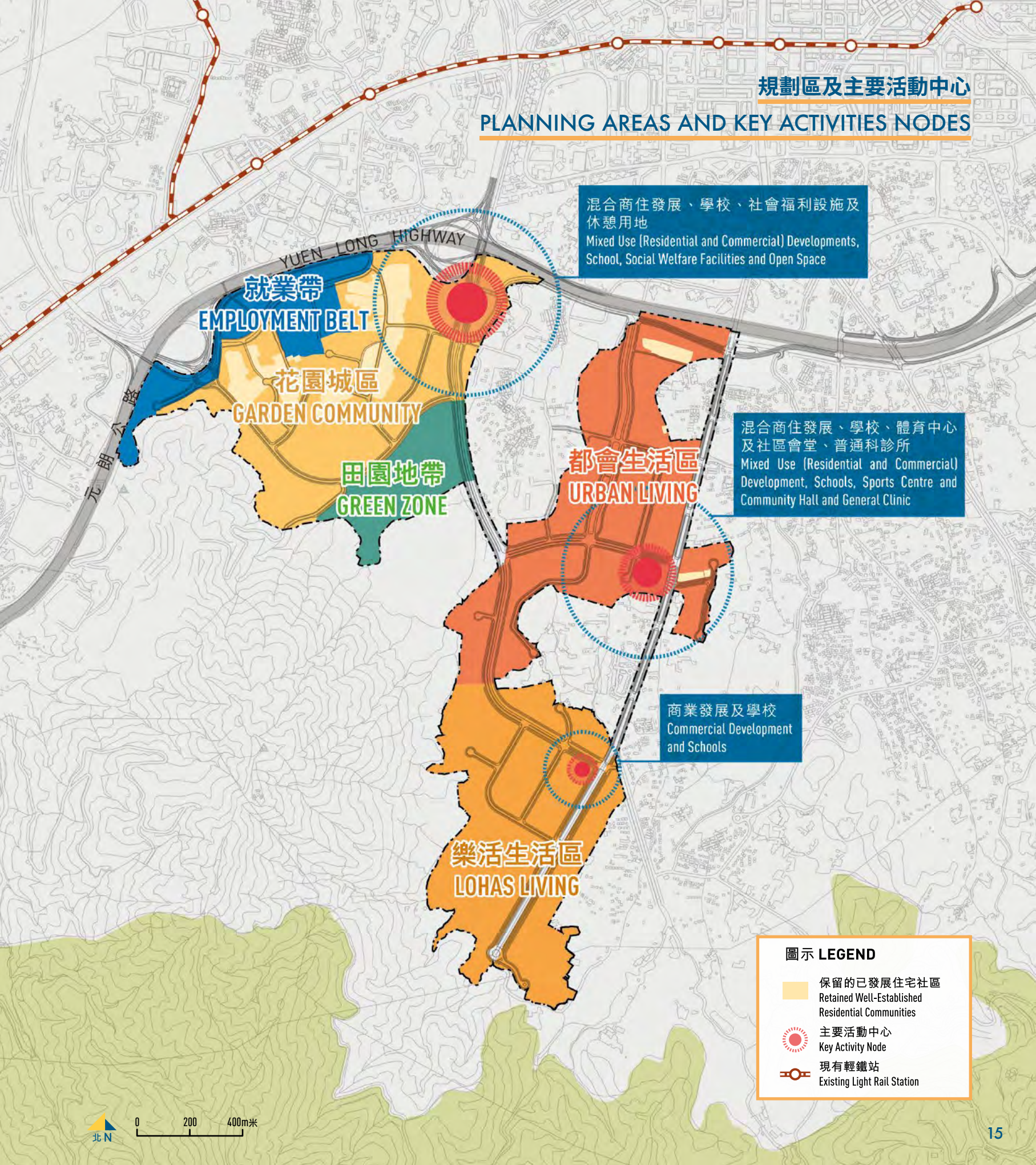
我們會保留位於唐人新村南部的常耕農地及次生樹林，劃為「田園地帶」，展現元朗的鄉郊傳統。

The active agricultural land in the southern part of Tong Yan San Tsuen would be preserved. Joining with the preserved secondary woodland, the “Green Zone” is intended as a physical manifestation of the rural tradition of Yuen Long.



## 規劃區及主要活動中心

## PLANNING AREAS AND KEY ACTIVITIES NODES



混合商住發展、學校、社會福利設施及休憩用地  
Mixed Use (Residential and Commercial) Developments, School, Social Welfare Facilities and Open Space

就業帶  
EMPLOYMENT BELT

花園城區  
GARDEN COMMUNITY

田園地帶  
GREEN ZONE

都會生活區  
URBAN LIVING

混合商住發展、學校、體育中心及社區會堂、普通科診所  
Mixed Use (Residential and Commercial) Development, Schools, Sports Centre and Community Hall and General Clinic

商業發展及學校  
Commercial Development and Schools

樂活生活區  
LOHAS LIVING

### 圖示 LEGEND

- 保留的已發展住宅社區  
Retained Well-Established Residential Communities
- 主要活動中心  
Key Activity Node
- 現有輕鐵站  
Existing Light Rail Station



0 200 400米



## 主要特色 MAIN FEATURES

2

# 加強特色及尊重周邊環境

# Fostering Identity and Respecting Surrounding Environment

## 階梯式發展密度及高度輪廓

## STEPPED DEVELOPMENT INTENSITY AND BUILDING HEIGHT PROFILE

為與元朗新市鎮、周邊地形環境及現有建築物融合，並配合區內的空氣流向，元朗南將採用階梯式的高度輪廓。靠近元朗新市鎮的建築物會較高，最高地積比率為5倍，以充分發揮其鄰近元朗新市鎮的優勢。往大欖郊野公園方向發展的建築物高度和密度逐步下調至2.4及4倍，以配合郊野公園的鄉郊特色。唐人新村門廊位置的地積比率會較高為3.5倍。考慮到唐人新村現有較為低矮的建築物，我們建議該區的地積比率為1及1.5倍，以配合現有住宅社區。

To encourage integration with Yuen Long New Town, the surrounding topography and existing buildings, and considering the air ventilation within the area, we recommend a stepped height profile for Yuen Long South. Taller buildings with a maximum plot ratio of 5 would be located closer to Yuen Long New Town to capitalise upon advantages of the New Town, while the height and density would gradually descend towards Tai Lam Country Park to complement the rural character of the Country Park with a reduced plot ratios of 2.4 and 4. Development intensity of the gateway area of Tong Yan San Tsuen would be higher with plot ratio of 3.5. As existing buildings in Tong Yan San Tsuen are low-rise in nature, we recommend lower plot ratios of 1 and 1.5 for the area to complement the existing residential communities.

## 自然與建築環境融合

## INTEGRATION WITH SURROUNDING ENVIRONMENT

由活化及新建河道/保育的天然河溪及綠色空間網絡交織而成的藍綠帶是城市結構的主要部份。連同「田園地帶」及山景，這些元素豐富元朗南的特色，讓自然與建築環境相融合。

The blue-green networks interwoven by the enlivened and new watercourses/ the preserved natural streams and the green space system form key part of the urban structure. Together with the “Green Zone” and the hillside landscape, they enrich the character of Yuen Long South with harmonious integration of natural and built environment.



## Creating a Green Community



## 可持續水資源管理

## SUSTAINABLE WATER MANAGEMENT

## 活化明渠

## REVITALISING NULLAH

元朗明渠是元朗南的重要資源，我們建議覆蓋部分元朗明渠，預留足夠空間擴闊公庵路和僑興路至標準的雙線單程道路及綠化的行人徑，同時活化元朗明渠。連同沿明渠的休憩用地和園景設計，這些景觀將提升明渠的吸引力。除了元朗明渠外，我們亦同時建議活化區內的其他渠道，包括田村排水道及近唐人新村交匯處的元朗（西）明渠。

Yuen Long Nullah is an important feature of Yuen Long South. We propose to partially deck the Nullah to provide space for widening Kung Um Road and Kiu Hing Road to standard two-lane roads for oneway circulation and landscaped footpaths while revitalising the Nullah. Together with the open space and landscape design along the enhanced Nullah, this would make the Nullah more attractive. We propose to revitalise the other water channels within the area including Tin Tsuen Channel and the Yuen Long (West) Nullah near Tong Yan San Tsuen Interchange.

## 關設新河道、蓄洪設施及蘆葦床

## CREATING NEW WATERCOURSE, FLOOD RETENTION FACILITIES AND REEDBED

我們建議沿馬山關設河道，新的河道將截取地面徑流，結合擬議蓄洪池，形成可持續的防洪措施。

我們會考慮在污水處理廠用地旁種植蘆葦床以進一步處理污水，藍綠基礎設施互相結合，彰顯環保建設。

New watercourse is proposed along the hillside of Ma Shan. By intercepting runoff together with the proposed retention lake, the new watercourse would also form a sustainable flood control measure.

A reedbed is located adjacent to the Sewage Treatment Works to further polish the treated effluent. This would integrate with the blue-green infrastructure system and provide opportunity for appreciation of the environmental initiatives.

## 保育天然河溪

## PRESERVING NATURAL STREAM

區內有多條天然河溪，其中更發現有瀕危的本地特有蟹類物種。我們建議保留這些具高生態價值的天然河溪，並沿天然河溪劃設緩衝地帶。

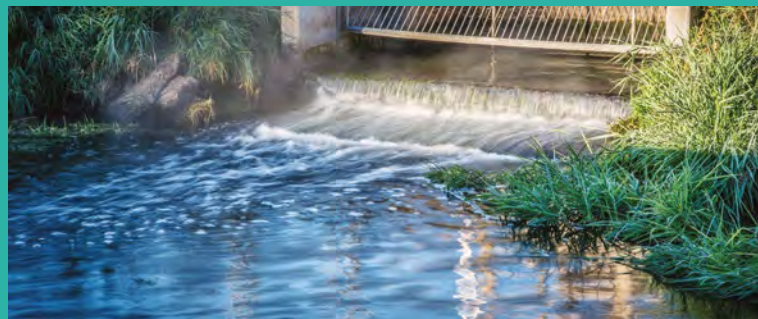
There are several natural streams in the area where endangered endemic crab species are found. We recommend preserving those with high ecological value and providing buffer areas.

## 提供三級污水處理及使用再造水

## PROVIDING TERTIARY LEVEL SEWAGE TREATMENT AND REUSING EFFLUENT

我們建議興建一座三級污水處理廠，容許循環再用已處理的污水，以盡量減少長距離污水排放的需要。我們亦會探討在區內使用再造水作非飲用用途如沖廁及灌溉。

A Sewage Treatment Works of tertiary treatment level is proposed allowing treated effluent to be polished for reuse, thus minimising the need for long-distance effluent export. The use of treated effluent for non-potable purposes such as toilet flushing and irrigation would also be explored for the area.



主要特色 MAIN FEATURES

3

# 營造綠色社區

## Creating a Green Community



### 綠色交通

#### GREEN MOBILITY

#### 完善的行人及單車網絡

#### COMPREHENSIVE PEDESTRIAN AND CYCLING NETWORK

發展區內會提供完善的行人及單車網絡連接洪水橋新發展區及元朗新市鎮，並設有配套設施，例如單車停泊處、行人過路設施、休憩處等，以鼓勵步行及使用單車。

A comprehensive pedestrian and cycling network connecting to Hung Shui Kiu NDA and Yuen Long New Town would be provided within the PDA with supporting facilities such as cycle parking areas, pedestrian crossing facilities and rest areas, etc. to encourage walking and cycling.



#### 為環保運輸服務預留走廊

#### RESERVE FOR POSSIBLE ENVIRONMENTALLY FRIENDLY TRANSPORT SERVICES

我們已劃設擬議的環保運輸服務的預留走廊（有待進一步研究），以連接洪水橋新發展區內的環保運輸服務，並減少元朗南內道路交通量和碳排放。

The reserved corridor for the proposed EFTS (subject to further studies) has been delineated, which would connect with the EFTS at Hung Shui Kiu NDA and minimise road traffic and carbon emission within Yuen Long South.



#### 低碳運輸科技

#### LOW CARBON TRANSPORT TECHNOLOGIES

我們會探討在元朗南使用低碳運輸科技，如電動車輛及使用生化柴油的公共交通工具。

The use of low-carbon transport technologies such as electricity vehicles and bio-diesel public transport would be explored for Yuen Long South.







## 固體廢物管理 SOLID WASTE MANAGEMENT

我們建議通過採用廢物管理計劃，如自動廢物收集系統及源頭分類可回收物料，減少產生及處置都市固體廢物。

Waste management plan would be adopted, such as automatic refuse collection system and source separation of recyclables, to minimise the generation and disposal of municipal solid waste.



## 綠色空間網絡 GREEN SPACE NETWORK

元朗南將提供不同動態及靜態康樂活動的休憩用地。休憩用地網絡會同時結合保留的常耕農地、次生樹林、河溪、活化渠道、綠色排水措施、自然景觀及南面的山景。這些綠色空間網絡結合行人及單車網絡讓居民和遊客作康樂活動及欣賞景觀。

此外，元朗南毗鄰大欖郊野公園。建議提供觀景單車徑及綠色空間網絡，將有助推廣健康生活及城鄉共融。

Open spaces with various active and passive recreational functions would be provided in Yuen Long South. The open space network is complemented with preserved active agricultural land, preserved secondary woodland, stream courses, revitalised nullahs and green drainage initiatives as well as natural landscape features and the mountain greenery in the south. This green space network together with the pedestrian and cycling network would provide opportunities for residents and visitors for enjoying recreation and landscape amenity.

Moreover, Yuen Long South is located adjacent to Tai Lam Country Park. A scenic cycle track is proposed. The green space network would help promote healthy living and urban-rural integration.



## 環保節能 ENERGY SAVING

### 節能建築 ENERGY EFFICIENT BUILDING

我們會鼓勵採用節能建築設計，包括使用再生及低碳的建築物料。其中，我們建議於擬議的政府維修中心採用綠色建築設計，以彰顯政府設施採用的綠色措施。

Energy efficient building design would be encouraged including the use of recycled and low embodied-carbon construction materials. In particular, green building design and green initiatives are proposed for the government depots for appreciation of the green initiatives at government facilities.

### 再生能源 RENEWABLE ENERGY

我們會研究使用再生能源，如太陽能熱水及光伏技術，以減少碳排放。

Potential use of renewable energy such as solar water heating and photovoltaic technology would be explored for carbon reduction.



## 主要特色 MAIN FEATURES

# 4 改善交通連接 Improving Connectivity



### 區內道路 INTERNAL ROADS

- 1** 改善唐人新村交匯處及天水圍（西）交匯處，提供更多出入元朗南的接駁口  
Improve Tong Yan San Tsuen Interchange and Tin Shui Wai West Interchange by providing more access to and from Yuen Long South
- 2** 擴闊及提升公庵路及僑興路至標準雙線單程道路，方便疏導交通  
Widen and upgrade Kung Um Road and Kiu Hung Road as standard two-lane roads for one-way circulation to facilitate traffic flow
- 3** 興建一條南北向的雙程新道路，作為具發展潛力區的主要道路，連接唐人新村及公庵路旁一帶  
Construct a new dual carriageway as the main road running in a north-south direction through the PDA and connecting Tong Yan San Tsuen with the area along Kung Um Road



### 區外連接 EXTERNAL CONNECTIONS

- 4** 經洪水橋新發展區連接至西鐵天水圍站的環保運輸服務（有待進一步研究）  
EFTS with possible connection to West Rail Tin Shui Wai Station via the Hung Shui Kiu NDA (subject to further studies)
  - 5** 新的道路連接至西鐵元朗站一帶  
A new road connecting to the area near the West Rail Yuen Long Station
  - 6** 更多道路接駁口以改善與周邊鄉村的連接  
More road junctions to improve connection with surrounding villages
- PTI** 位於區內/外不同位置的公共運輸交匯處會提供小巴、接駁巴士及長途巴士服務  
PTIs at different locations within/outside the area, providing minibus, shuttle or feeder bus services and long haul bus services
- 可能的新策略性公路連接洪水橋新發展區至市區及一條可能連接洪水橋新發展區及屯門西繞道的公路（最新的走線由屯門至赤鱸角連接路至青田路），以應付新界西北地區預計的新增交通量，當中包括元朗南  
Possible new strategic highway connecting the Hung Shui Kiu NDA with the urban area and a possible highway connecting the Hung Shui Kiu NDA with the proposed Tuen Mun Western Bypass (which latest alignment is from Tuen Mun-Chek Lap Kok Link to Tsing Tin Road) to cope with the anticipated traffic growth in the Northwest New Territories, including Yuen Long South







天水圍新市鎮  
Tin Shui Wai New Town

天水圍站  
Tin Shui Wai Station

朗屏站  
Long Ping Station

元朗站  
Yuen Long Station

元朗新市鎮  
Yuen Long New Town

擬議洪水橋  
新發展區  
Proposed  
Hung Shui Kiu  
New Development  
Area (NDA)

元朗公路

YUEN LONG HIGHWAY

公庵路  
KUNG UM ROAD

元朗公路

YUEN LONG HIGHWAY

大欖郊野公園  
Tai Lam Country Park

圖示 LEGEND

- 具發展潛力區  
Potential Development Area (PDA)
- ⇄ 現有主要道路  
Existing Key Road
- 現有輕鐵站  
Existing Light Rail Station
- ▭ 現有西鐵站  
Existing West Rail Station
- 具發展潛力區內的擬議道路  
Proposed Road for the PDA
- PTI 擬議公共運輸交匯處  
Proposed Public Transport Interchange (PTI)
- ⋯ 環保運輸服務(有待進一步研究)  
Environmentally Friendly Transport Services  
(Subject to Further Studies)
- 擬議行人道  
Proposed Footpath
- 擬議單車徑  
Proposed Cycle Track
- ⋯ 擬議觀景單車徑  
Proposed Scenic Cycle Track



0 200 400米



## 五個規劃區 FIVE PLANNING AREAS

# 都會生活區 Urban Living

「都會生活區」是元朗南最近元朗新市鎮的社區，建議規劃作中至高密度住宅社區，提供各種社區及商業設施，包括街舖，為未來居民提供服務之餘，亦照顧元朗新市鎮及周邊鄉村居民的需要。

The 'Urban Living' Planning Area is the community in Yuen Long South located closest to Yuen Long New Town and is therefore planned as a medium to high-density residential community. With the provision of different community and commercial facilities including street-front shops, it would serve population of Yuen Long South, as well as Yuen Long New Town and adjacent villages.



### 圖示 LEGEND

- 具發展潛力區  
Potential Development Area (PDA)
- 鄰近具發展潛力區的認可殯葬區  
Permitted Burial Ground near the PDA
- 臨街零售  
Retail Frontage
- 河道  
River Channel
- 主要道路  
Key Road
- 鄰近具發展潛力區的自然河溪  
Natural Stream near the PDA
- 環保運輸服務(有待進一步研究)  
Environmentally Friendly Transport Services (EFTS)  
(Subject to Further Studies)
- 普通科診所  
General Clinic
- 社會福利設施  
Social Welfare Facility
- 區消防局及救護站  
Divisional Fire Station and Ambulance Depot
- 幼稚園  
Kindergarten
- 小學  
Primary School
- 郵局  
Post Office
- 街市  
Market
- 單車停放處  
Cycle Parking Area
- 社區會堂  
Community Hall
- 體育中心  
Sports Centre
- 污水抽水站  
Sewage Pumping Station
- 電力支站  
Electricity Substation
- 垃圾收集站  
Refuse Collection Point
- 擬議公共運輸交匯處  
Proposed Public Transport Interchange
- NBA  
Non Building Area
- LBA  
Low Building Area
- RL  
Retention Lake

### 土地用途地帶 LAND USE ZONING

- RSc 公共屋宇 - 租住公屋 (包括商業用途)  
Special Residential - Public Rental Housing (with Commercial)
- R1(SSFC) 住宅發展密度第一區 (資助出售房屋包括商業用途)  
Residential - Zone 1 (Subsidised Sale Flats with Commercial)
- R1c 住宅發展密度第一區 (包括商業用途)  
Residential - Zone 1 (with Commercial)
- R2c 住宅發展密度第二區 (包括商業用途)  
Residential - Zone 2 (with Commercial)
- R5(EDA) 住宅發展密度第五區 (現有發展區)  
Residential - Zone 5 (Existing Development Area)
- R6 住宅發展密度第六區  
Residential - Zone 6
- OU(MU) 其他指定用途 (混合發展)  
Other Specified Uses (Mixed Use)
- OU 其他指定用途  
Other Specified Uses
- OU 其他指定用途 (山邊河道及觀景單車徑)  
Other Specified Uses (Hillside River Corridor with Scenic Cycle Track)
- G 政府  
Government
- E 教育  
Education
- DO 地區休憩用地  
District Open Space
- LO 鄰舍休憩用地  
Local Open Space
- A 美化市容地帶  
Amenity



- 1** 建議在區內中心位置劃為主要活動中心，包括體育中心和社區會堂，以及商業用途及公共運輸交匯處。診所亦位於活動中心附近。

An activity node comprising sports centre, community hall, commercial uses and a PTI is planned at the central location of the community. A clinic would also be provided near the node.

- 2** 沿規劃區建立完善休憩空間網絡，連貫住宅用地及現有鄉村社區，並作為區內的觀景廊/ 通風廊/ 緩衝帶。建議在住宅用地內劃定「低矮建築帶」，作為與鄰接鄉村的緩衝。

A comprehensive open space network would run through the Planning Area linking up the residential sites and the existing village communities. They are also view corridors/breezeways/buffer areas. "Low building areas" are designated in the residential zones to function as buffer to the adjacent villages.

- 3** 覆蓋部分元朗明渠以擴闊道路及興建綠化的行人道。建議將明渠活化、與城市及景觀設計融合。

Yuen Long Nullah would be partially decked for road widening and provision of landscaped footpaths. The nullahs would be revitalised and integrated in the urban design and landscape framework.

- 4** 建議活化田村排水道及規劃成沿河步行徑及設置單車徑，並可向南延伸至「樂活生活區」的擬議沿山河道。

The revitalised Tin Tsuen Channel would be enhanced as Riverside Walking Trail with cycle track, which could be extended southwards to the proposed hillside river in the 'LOHAS Living' Planning Area.



## 地積比率 Plot Ratio

住宅 Residential **4-5**      混合用途 Mixed Use **3.5**

## 人口 Population

約 About **54,400**

## 公私營房屋 Private and Public Housing

私人房屋 Private Housing **4,600**      公營房屋 Public Housing **13,500**  
約 About      約 About



## 五個規劃區 FIVE PLANNING AREAS

# 樂活生活區 LOHAS Living

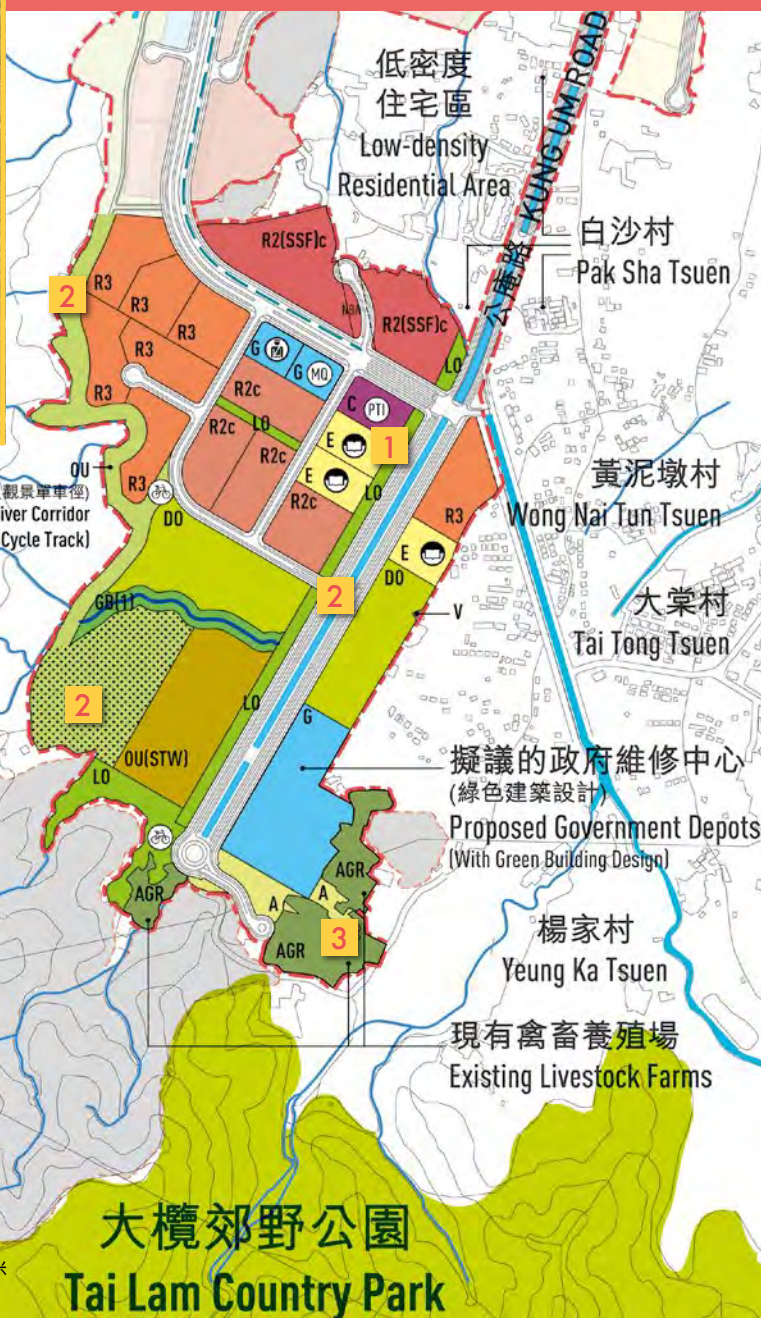
「樂活生活區」位於大欖郊野公園的附近，鄰接山坡及鄉村式居所，計劃提供中密度居住環境。並建議善用區內的自然景觀，沿山邊興建觀景單車徑，及創造新的河道，蓄洪池及蘆葦床並保留天然河溪，豐富元朗南的特色及促進城、鄉及自然共融，吸引居民及遊客。

Located near Tai Lam Country Park and surrounded by hill slopes and village settlements, the 'LOHAS Living' Planning Area is planned to be a medium-density living environment. Capitalising on natural landscape in the surroundings, a scenic cycle track, new watercourse, retention lake and reedbed are proposed. Besides, the natural stream would be preserved. These would enrich the character of Yuen Long South and promote urban, rural and nature integration, attracting both residents and visitors.



馬山(公庵山)  
Ma Shan (Kung Um Shan)

(山邊河道及觀景單車徑)  
(Hillside River Corridor with Scenic Cycle Track)



### 圖示 LEGEND

- 具發展潛力區  
Potential Development Area (PDA)
- 鄰近具發展潛力區的認可殯葬區  
Permitted Burial Ground near the PDA
- 蘆葦床  
Reedbed
- 郊野公園  
Country Park
- 河道  
River Channel
- 主要道路  
Key Road
- 具發展潛力區內具生態價值的天然河溪  
Natural Stream with Ecological Importance within the PDA
- 鄰近具發展潛力區的自然河溪  
Natural Stream near the PDA
- 環保運輸服務(有待進一步研究)  
Environmentally Friendly Transport Services (EFTS)  
(Subject to Further Studies)
- 小學  
Primary School
- 區警署  
District Police Station
- 已婚人員宿舍  
Married Quarters
- 單車停放處  
Cycle Parking Area
- 擬議公共運輸交匯處  
Proposed Public Transport Interchange
- NBA 非建築用地  
Non Building Area

### 土地用途地帶 LAND USE ZONING

- R2(SSF)c 住宅發展密度第二區  
(資助出售房屋包括商業用途)  
Residential - Zone 2  
(Subsidised Sale Flats with Commercial)
- R2c 住宅發展密度第二區(包括商業用途)  
Residential - Zone 2 (with Commercial)
- R3 住宅發展密度第三區  
Residential - Zone 3
- V 鄉村式發展  
Village Type Development
- C 商業  
Commercial
- OU(STW) 其他指定用途(污水處理廠)  
Other Specified Uses (Sewage Treatment Works)
- OU 其他指定用途(山邊河道及觀景單車徑)  
Other Specified Uses (Hillside River Corridor with Scenic Cycle Track)
- G 政府  
Government
- E 教育  
Education
- DO 地區休憩用地  
District Open Space
- LO 鄰舍休憩用地  
Local Open Space
- A 美化市容地帶  
Amenity
- AGR 農業  
Agriculture
- GB(1) 綠化地帶 (1)  
Green Belt (1)



- 1** 商業中心將包括一個公共運輸交匯處以服務周邊社區、學校及鄉村。

The commercial centre would include a PTI to serve the community, schools and villages.

- 2** 建議全面活化元朗明渠的南段，並沿明渠提供觀景行人道及單車徑，連同各種的可持續排水措施，包括沿山河道、蘆葦床及休憩用地網絡，連繫周邊的鄉郊及自然景觀和大欖郊野公園。

The southern section of Yuen Long Nullah would be fully revitalised with scenery walkways and cycle track alongside. This, together with various sustainable drainage initiatives including hillside river and reedbed, would join the open space network approaching the rural and natural landscape and the Tai Lam Country Park in the surroundings.

- 3** 設置擬議污水處理廠及預留土地作政府維修中心（採用綠色建築設計），並將位於南面邊緣的現有禽畜養殖場劃為「農業」用地（需就禽畜養殖場進行詳細評估，然而，此建議是否可行亦要視乎所須的環境緩解措施及其實施可行性，以符合《環境影響評估條例》）。

The proposed Sewage Treatment Works would be provided and an area would be reserved for Government Depots (with green building design). The existing livestock farms located at the southern fringe area would be zoned “Agriculture” (the feasibility of this proposal will be subject to detailed assessment for compliance with Environmental Impact Assessment (EIA) Ordinance in respect of the environmental mitigation measures and their feasibility of implementation).

### 地積比率 Plot Ratio

住宅 Residential **2.4-4** 商業 Commercial **3**

### 人口 Population

約 About **20,700**

### 公私營房屋 Private and Public Housing

私人房屋 Private Housing 約 About **4,000** 公營房屋 Public Housing 約 About **3,000**



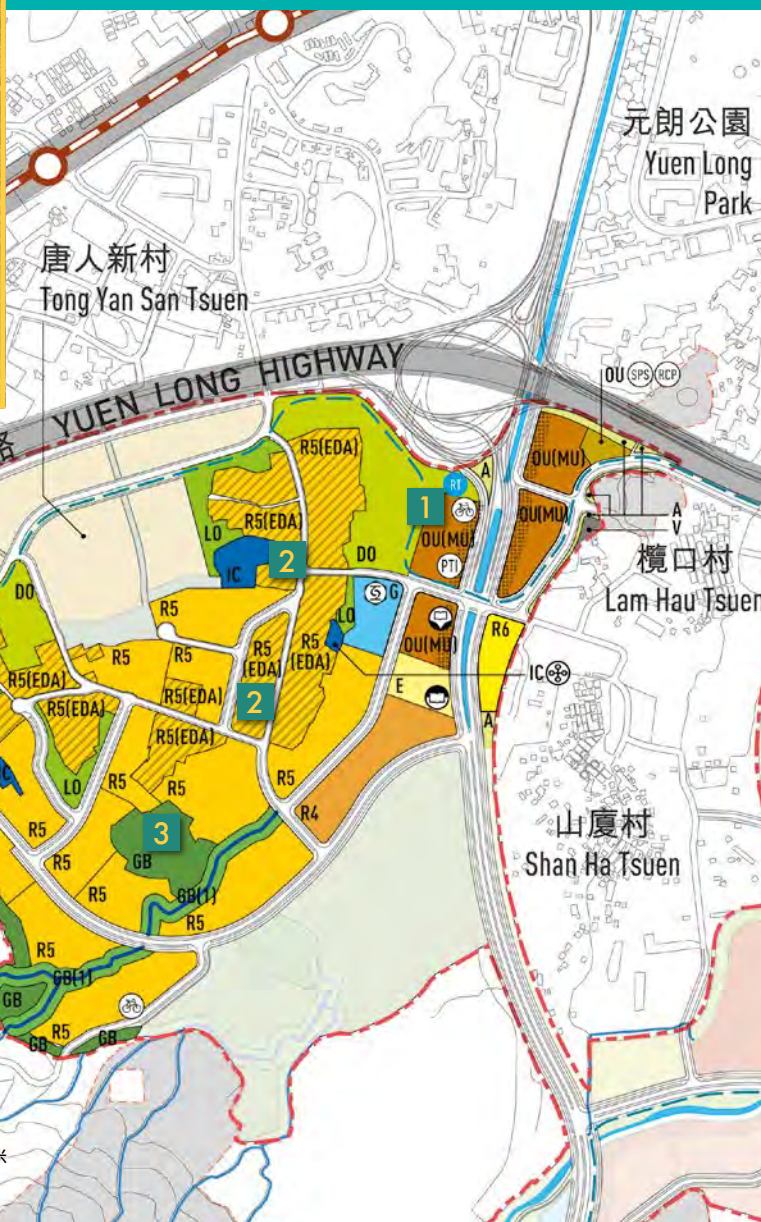


## 五個規劃區 FIVE PLANNING AREAS

# 花園城區 Garden Community

考慮到唐人新村區內現有的低密度住宅社區，建議規劃為「花園城區」作低密度發展。連同南面「田園地帶」保留的大面積常耕農地，營造在園林和綠蔭中居住的氣氛。另外，考慮到唐人新村交匯處的便捷交通連接，建議該位置可作混合發展，再加上擬議的公共運輸交匯處及環保運輸服務站點，這裡將成為元朗南的門廊。

Against the existing low-density residential communities at Tong Yan San Tsuen, the 'Garden Community' Planning Area is planned to be a low-density development. This low-density living environment together with the 'Green Zone' with large area of active agricultural land preserved at the southern part help foster an ambience of garden city embraced in greenery. Mixed use development is recommended near Tong Yan San Tsuen Interchange. With good accessibility and provision of PTI and EFTS station, the mixed use development area is expected to become the gateway of Yuen Long South.



### 圖示 LEGEND

- 具發展潛力區  
Potential Development Area (PDA)
- 鄰近具發展潛力區的認可殯葬區  
Permitted Burial Ground near the PDA
- 臨街零售  
Retail Frontage
- 河道  
River Channel
- 主要道路  
Key Road
- 具發展潛力區內具生態價值的天然河溪  
Natural Stream with Ecological Importance within the PDA
- 鄰近具發展潛力區的天然河溪  
Natural Stream near the PDA
- 環保運輸服務(有待進一步研究)  
Environmentally Friendly Transport Services (EFTS)  
(Subject to Further Studies)
- 現有輕鐵站  
Existing Light Rail Station
- 歷史建築物  
Historic Building
- 社會福利設施  
Social Welfare Facility
- 幼稚園  
Kindergarten
- 小學  
Primary School
- 單車停放處  
Cycle Parking Area
- 污水抽水站  
Sewage Pumping Station
- 垃圾收集站  
Refuse Collection Point
- 擬議公共運輸交匯處  
Proposed Public Transport Interchange
- 蓄洪缸  
Retention Tank

### 土地用途地帶 LAND USE ZONING

- 住宅發展密度第四區  
Residential - Zone 4
- 住宅發展密度第五區  
Residential - Zone 5
- 住宅發展密度第五區 (現有發展區)  
Residential - Zone 5 (Existing Development Area)
- 住宅發展密度第六區  
Residential - Zone 6
- 鄉村式發展  
Village Type Development
- 其他指定用途(混合發展)  
Other Specified Uses (Mixed Use)
- 其他指定用途  
Other Specified Uses
- 政府  
Government
- 機構或社區  
Institution or Community
- 教育  
Education
- 地區休憩用地  
District Open Space
- 鄰舍休憩用地  
Local Open Space
- 美化市容地帶  
Amenity
- 綠化地帶  
Green Belt
- 綠化地帶 (1)  
Green Belt (1)



- 1** 商業中心將規劃為元朗南發展的門廊，提供混合式用途發展及地區休憩用地。社會福利設施及學校亦設於附近。

The commercial node is planned as gateway of the Yuen Long South development with mixed use developments and district open space. Social welfare facilities and school would be provided there.

- 2** 盡量保留已發展的住宅社區及宗教機構。

Well-established residential communities and religious institutions would be retained as far as possible.

- 3** 圍繞「花園城區」提供一系列的休憩用地及綠化特色，包括次生樹林和天然河溪及美化市容地帶，展示這個規劃區的主題。

Enriching the 'Garden Community', a series of open space and greening features comprising preserved secondary woodland and natural stream and amenity are proposed highlighting the theme of the Planning Area.

### 地積比率 Plot Ratio

住宅 Residential **1-1.5** 混合用途 Mixed Use **3.5**

### 人口 Population

約 About **7,600**

### 私人房屋 Private Housing

約 About **2,600**



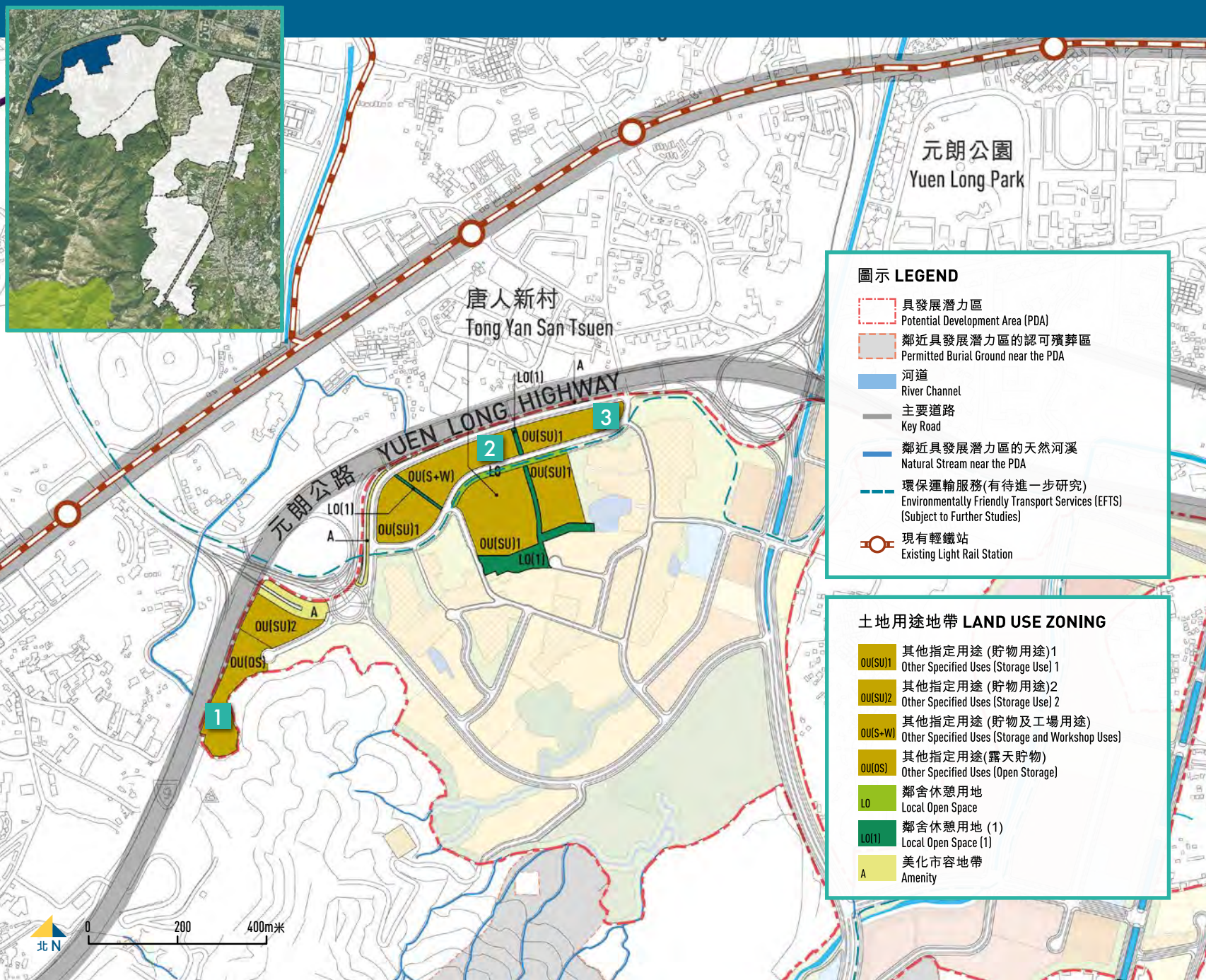


## 五個規劃區 FIVE PLANNING AREAS

# 就業帶 Employment Belt

善用鄰近公路網絡的優勢，建議沿元朗公路劃設「就業帶」，選址可方便車輛連接至公路及分隔貨運車輛。以善用土地為前提下，視乎洪水橋新發展區的試點情況，探討採用多層工業大廈或其他有效運用土地的方式，整合土地以容納經濟作業。

Taking advantage of the close connection with the highway network, an “Employment Belt” is recommended along Yuen Long Highway where the area is easily accessible to the highway and allows segregation of freight traffic. With the premises of better land utilisation and subject to the implementation of pilot case of Hung Shui Kiu NDA, consideration would be given to explore using multi-storey industrial compounds or other land-efficient means to consolidate the land resources for accommodating economic operations.





- 1 提供約2公頃土地作露天貯物用地，對象為真正需要露天運作的作業。

An approximate 2 ha of land is designated for open storage use to cater for uses with genuine need of open-air operation.

- 2 預留約10公頃土地作貯物及工場用途。

About 10 ha of land is reserved for storage and workshop uses.

- 3 設計道路佈局，讓貨運車輛直接接駁元朗公路及減少對住宅社區的環境影響。

A road layout has been designed to allow freight traffic going to Yuen Long Highway direct and minimising environmental impact on the residential neighbourhood.

## 露天貯物用地土地面積 Open Storage Land Area

約 2 公頃  
About 2 ha

## 貯物及工場用地土地面積 Storage & Workshop Land Area

約 10 公頃  
About 10 ha



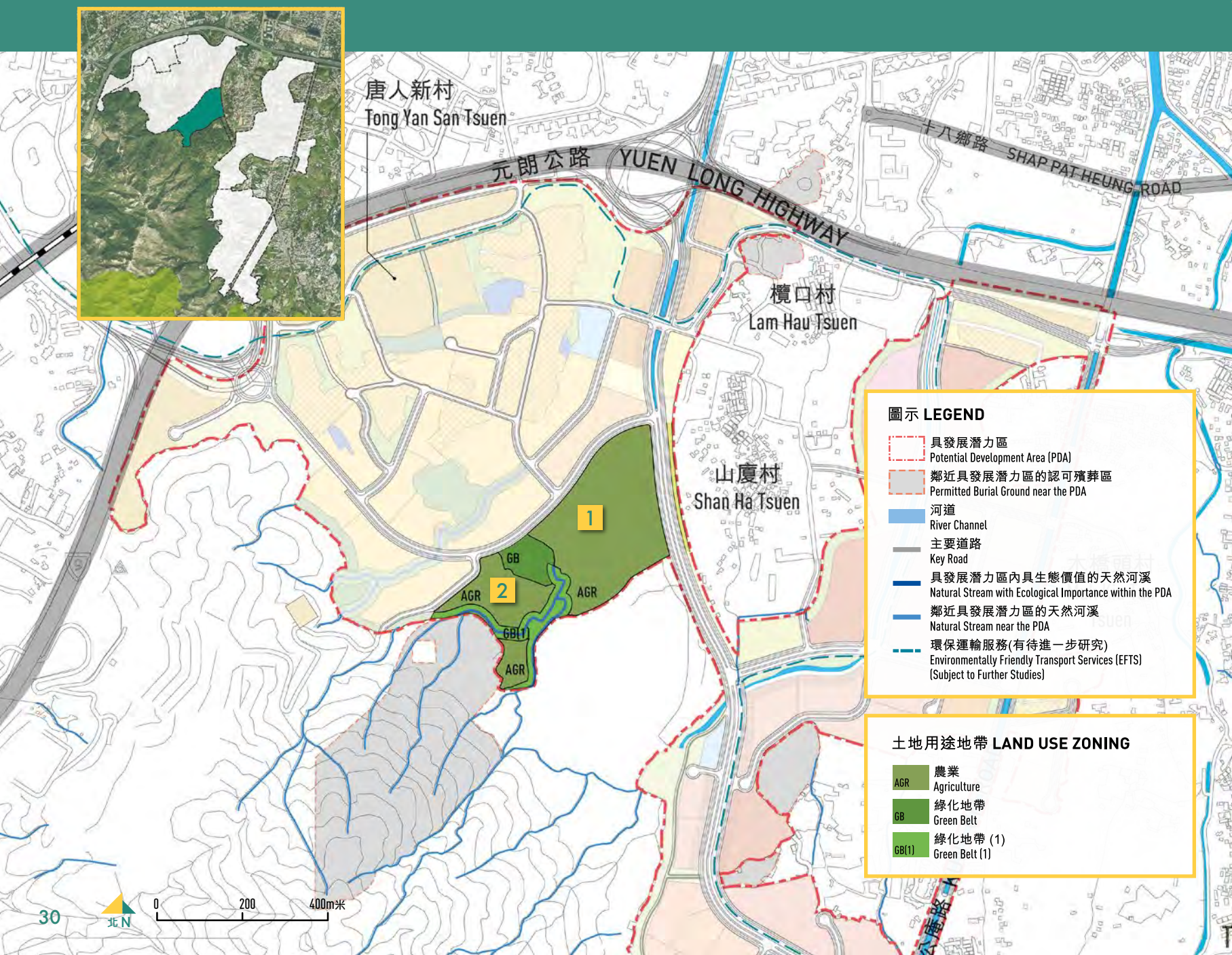


## 五個規劃區 FIVE PLANNING AREAS

# 田園地帶 Green Zone

元朗南位處於元朗富有悠久耕種歷史的平原上，建議保留位於唐人新村南部的常耕農地及次生樹林，劃為面積約15公頃的「田園地帶」，提升元朗南的特色、綠化景觀及城、鄉和自然共融。

Yuen Long South is located on the Yuen Long Plain with a long history of cultivation. The active agricultural land and secondary woodland in the southern part of Tong Yan San Tsuen would be preserved and becoming the 'Green Zone' of about 15 ha. It would enhance the local character, green landscape of Yuen Long South and urban, rural and nature integration .



### 圖示 LEGEND

- 具發展潛力區  
Potential Development Area (PDA)
- 鄰近具發展潛力區的認可殯葬區  
Permitted Burial Ground near the PDA
- 河道  
River Channel
- 主要道路  
Key Road
- 具發展潛力區內具生態價值的天然河溪  
Natural Stream with Ecological Importance within the PDA
- 鄰近具發展潛力區的天然河溪  
Natural Stream near the PDA
- 環保運輸服務(有待進一步研究)  
Environmentally Friendly Transport Services (EFTS)  
(Subject to Further Studies)

### 土地用途地帶 LAND USE ZONING

- 農業  
Agriculture
- 綠化地帶  
Green Belt
- 綠化地帶 (1)  
Green Belt (1)

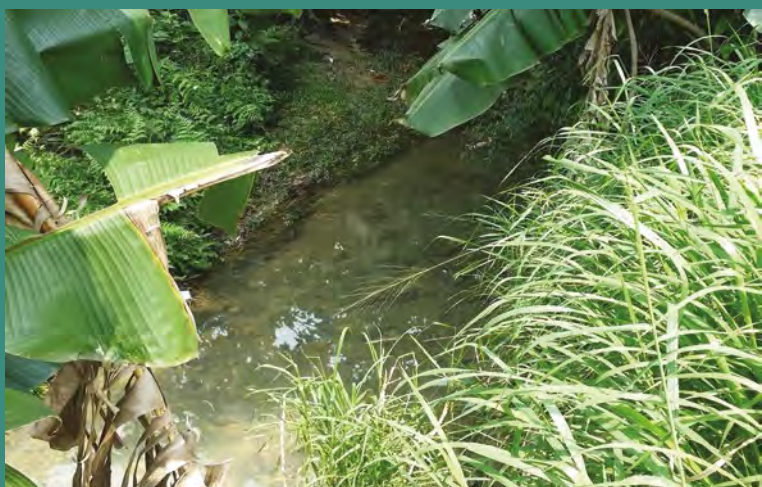


- 1** 保留最大及相鄰的常耕農地，並與北面的「花園城區」互相配合。

The largest and contiguous piece of active agricultural land would be preserved. The greenery of the farmland complements the 'Garden Community' in its north.

- 2** 保育農地、次生林地及天然河溪（及緩衝帶）。

The farmland, secondary woodland and natural streams (with buffer) would be preserved.





## 技術事宜

# Technical Issues

我們已就建議發展大綱草圖在交通、排污、排水、環境、空氣流通、岩土、供水、公用設施、可持續發展及城市設計等方面進行技術評估，有關建議在有適當緩解措施配合下，在技術上是可行的。

其中，在交通及運輸方面，我們將改善唐人新村交匯處及天水圍（西）交匯處，亦會興建連接西鐵元朗站一帶的道路；而在排水及排污方面，我們會建議合適的土地平整和排水工程，以及興建一座新的三級污水處理廠。

此外，我們已根據《環境影響評估條例》展開環境影響評估，並會嚴格遵守條例的要求及採取適當措施，盡量避免/減少在建造及營運期間對環境帶來不良影響。

Technical assessments for the Draft RODP on traffic, sewerage, drainage, environmental, air ventilation, geotechnical, water supply, utilities, sustainability and urban design aspects conducted indicate that the proposals are technically feasible subject to appropriate mitigation measures.

In particular, for transport and traffic, Tong Yan San Tsuen Interchange and Tin Shui Wai West Interchange would be improved. A road would also be constructed connecting Yuen Long South with the area near West Rail Yuen Long Station. For drainage and sewerage, appropriate site formation and drainage works would be proposed and a new tertiary Sewage Treatment Works would be constructed.

Moreover, the Environmental Impact Assessment (EIA) is now being conducted according to the EIA Ordinance. The requirements of the EIA Ordinance would be strictly complied with and appropriate measures would be adopted to avoid/minimise adverse environmental impacts during construction and operation stages as far as possible.

## 實施安排

# Implementation Arrangement

為確保適時有序地發展元朗南計劃，政府會參考古洞北和粉嶺北新發展區的實施模式，考慮採用「加強版的傳統新市鎮發展模式」。根據該模式，政府會收回計劃需要的土地，同時在符合相關準則及條件的情況下，容許處理土地業權人為個別規劃作私人發展的用地所提出的換地申請。

元朗南的規劃已盡可能減少對現有居民的影響。然而，無可避免會有部分現有構築物需要被清拆。政府會為所有受計劃發展影響的居民制定合適的安排。其中，政府計劃為受影響並合資格的住戶提供原區安置。政府亦會參考古洞北/粉嶺北新發展區的補償及安置方案，考慮為受影響的清拆戶提供特設的補償及安置安排。

政府建議採用古洞北/粉嶺北新發展區的特殊農地復耕計劃，優先為受影響的務農人士和農地業權人進行配對。

在考慮第三階段社區參與所蒐集的意見和建議後，政府會為上述擬議的實施安排制定進一步的細節。

To ensure timely and orderly implementation of the Yuen Long South project, the Government will consider the “Enhanced Conventional New Town” approach as the implementation mode, making reference to that adopted for the Kwu Tung North and Fanling North (KTN/FLN) New Development Areas (NDAs), under which the Government will resume land required for the project while allowing the processing of land owners’ applications for land exchange over individual sites planned for private developments subject to meeting specified criteria and conditions.

The planning of the Yuen Long South project has minimised the impacts on existing residents as far as possible. However, it is unavoidable that some existing structures would have to be cleared. The Government will devise suitable arrangement for all those affected by the project. In this connection, the Government plans to provide local rehousing to the eligible affected households. The Government would also consider special compensation and rehousing arrangements for the affected clearerees, making reference to the compensation and rehousing package for the KTN/FLN NDAs.

The special agricultural rehabilitation scheme announced for the KTN/FLN NDAs, by giving priority assistance in matching of affected farmers and agricultural landowners, would be proposed.

The Government will work out further details of the above implementation arrangements in the next stage, in the light of the views and suggestions collected in Stage 3 CE.

## 發展時間表

# Development Timetable

在確定建議發展大綱圖後，我們會按《環境影響評估條例》完成環境影響評估，以確保建議發展符合有關環保要求。元朗南發展會分階段進行，我們的目標是首批居民於2026年遷入。在考慮第三階段社區參與期間收集的公眾意見及建議後，我們會在下一階段制定詳細發展分期計劃及時間表，並就發展計劃的時間表，適時有序地提供社區設施及基礎設施。

Upon the finalisation of the RODP, the EIA would be completed under EIA Ordinance to confirm the environmental acceptability of the proposed development. The Yuen Long South development would be developed in stages and the first population intake is targeted in 2026. We shall formulate detailed development staging plan and timetable at the next stage, in light of the public views and suggestions received in Stage 3 CE. We will ensure timely provision of community facilities and infrastructure in tandem with the proposed timetable of the project.

社區論壇  
Community Forum

請預先登記  
PLEASE REGISTER

元朗劇院 - 演藝廳  
Yuen Long Theatre - Auditorium

新界元朗體育路9號  
9 Yuen Long Tai Yuk Road, Yuen Long  
New Territories

星期六 Saturday 下午3-6時pm  
2/4/2016

請於研究網頁內下載社區論壇回條或致電 2268 3278 查詢  
Please download the reply slip at our Study Webpage or  
call 2268 3278 for enquiry

巡迴展覽  
Roving Exhibitions

元朗民政事務處  
Yuen Long District Office  
25/1/-7/2/2016

唐人新村花園  
Tong Yan San Tsuen Garden  
15/2/-6/3/2016

元朗劇院 - 大堂展覽場地  
Yuen Long Theatre - Exhibition Corner  
22-30/3/2016

元朗賽馬會廣場  
Yuen Long Jockey Club Town Square  
5-19/4/2016

流動展覽  
Mobile Exhibitions

僑興路 (田寮村) 流動展覽  
Mobile Exhibition at Kiu Hing Road  
(Tin Liu Tsuen)  
26-28/1/2016

唐人新村路停車場 (近逸翠軒) 流動展覽  
Mobile Exhibition at  
Tong Yan San Tsuen Parking Lot  
(Near Greenville Residence)  
15-17/2/2016  
26-27, 29/2/2016

白沙山路 (近培康居安老院) 流動展覽  
Mobile Exhibition at Pak Sha Shan Road  
(Near Pui Hong Kui Residential Care Home  
for the Elderly)  
18, 21-22/3/2016

僑興路(白沙村) 流動展覽  
Mobile Exhibition at Kiu Hing Road  
(Pak Sha Tsuen)  
5-7/4/2016

未來路向...  
Way Forward...



我們誠邀您參與第三階段社區參與，並就建議發展大綱草圖發表意見。請於2016年4月19日或之前，將您的意見以郵遞、傳真、電郵方式或經由研究網頁內的電子意見表格送交我們。

You are cordially invited to participate in our Stage 3 Community Engagement and to provide your views on the draft Recommended Outline Development Plan. Please send your comments to us by post, fax, email or via the electronic comment form at the Study Webpage on or before 19 April 2016.

規劃署 - 跨界基建發展組  
Planning Department -  
Cross-boundary Infrastructure &  
Development Section

土木工程拓展署 - 新界西拓展處  
Civil Engineering and Development  
Department - New Territories West  
Development Office

地址 Address



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16/F North Point Government Offices  
333 Java Road, North Point

沙田上禾輦路1號沙田政府合署9樓  
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請瀏覽本研究的網頁，參閱更詳盡的資料：  
For more information about the Study, please visit:  
[www.yuenlongsouth.hk](http://www.yuenlongsouth.hk)

聲明：凡在《元朗南房屋用地規劃及工程研究-勘查研究》過程中向規劃署或土木工程拓展署提供意見和建議的個人或團體，將被視作同意規劃署或土木工程拓展署可將部分或全部提供的內容(包括個人姓名及團體名稱)公布。如你不同意這個安排，請於提供意見和建議時作出聲明。

Disclaimer: A person or an organisation providing any comments and suggestions to the Planning Department or Civil Engineering and Development Department on the "Planning and Engineering Study for Housing Sites in Yuen Long South-Investigation" shall be deemed to have given consent to the Planning Department or Civil Engineering and Development Department to partially or wholly publish the comments and suggestions (including the names of the individuals and organisations). If you do not agree to this arrangement, please state so when providing comments and views.