CB(1)987/14-15(07)

For discussion
on 23 June 2015

LEGISLATIVE COUNCIL
PANEL ON DEVELOPMENT

Hung Shui Kiu New Development Area Planning and Engineering Study Recommended Outline Development Plan and Stage 3 Community Engagement

Purpose

Stage 3 Community Engagement of the Hung Shui Kiu (HSK) New Development Area (the NDA) Planning and Engineering Study (the Study) has commenced on 17 June 2015. This note outlines the Recommended Outline Development Plan (RODP) (**Enclosure 1**) for the NDA and seeks Members' views on it.

Background

2. The NDA is one of the ten major infrastructure projects announced in the 2007-08 Policy Address. It aims to meet the long-term development needs of Hong Kong. The Study is jointly commissioned by the Civil Engineering and Development Department (CEDD) and the Planning Department.

3. A three-stage Community Engagement programme is adopted to foster consensus building. Stage 1 Community Engagement was carried out in two rounds. The first round was held prior to the commencement of the Study in November 2011 to initiate early public discussion on the key relevant issues. The second round took place between December 2011 and February 2012 and aimed at facilitating further discussion on the major topics relating to the strategic roles of the NDA, building people-oriented communities, and promoting a green living and working environment.

4. The three-month or so Stage 2 Community Engagement commenced on 15 July 2013 to seek public views on the Preliminary Outline Development Plan

(PODP) formulated for the NDA. A series of community engagement activities including a public forum, briefing sessions, focus group meetings and roving exhibitions were conducted. Various statutory and advisory bodies were consulted. Briefings were arranged for relevant stakeholder groups including local residents, professional institutes, green groups, and logistics and port back-up (PBU) and open storage (OS) operators. The public forum on 7 September 2013 was well attended by about 470 participants. About 1,400 written submissions were received.

5. We briefed the Legislative Council Panel on Development during Stage 2 Community Engagement on 22 October 2013 to listen to Members' views on the PODP for the NDA (LC Paper No. CB(1)1543/12-13(03)). Members provided comments on a number of issues, including the impacts on the existing villages, job opportunities, impacts on the workers and operators of the PBU and OS operations, housing mix, community facilities, traffic, tourist facilities and town park design. The Panel conducted a public hearing on 16 November 2013. 21 deputations attended and 25 written submissions were made. The views were taken as public views collected in Stage 2 Community Engagement.

Major Public Views

6. The public views collected in Stage 2 Community Engagement and our responses under the Study are set out in the Stage 2 Community Engagement Report at **Enclosure 2**, which can be viewed at the Study website www.hsknda.gov.hk. Both supporting and objecting views on the NDA project were received. The major public comments are summarised below -

(a) Many supporting the NDA development considered that the NDA would help meet the long-term housing and development needs of Hong Kong. There were also comments highlighting the strategic location of the NDA and its potential to enhance the economic interaction between Hong Kong and Shenzhen.

(b) Some commenters advocated that the Government should capitalise on the opportunity brought by the proposed HSK Railway Station to create a critical mass for commercial activities for flourishing and providing a large hotel-cum-shopping complex. Some commenters opposed mega shopping facilities, considering that such developments would not be

conducive to nurturing local small and medium-sized businesses. There was a suggestion to introduce more commercial activities in Lau Fau Shan to complement the tourism activities.

(c) Some commenters considered that the NDA should allow for a diverse community with a balanced public-private housing mix. There was a general support for an appropriate public-private housing mix to help redress the dominance of public housing in Tin Shui Wai (TSW) New Town.

(d) Many respondents considered that the West Rail was already congested and more public transportation support in the North West New Territories (NWNT) district would be required to support new developments. There was grave concern that the additional population would exacerbate the traffic problem. Some stressed that the NDA should be well connected with the existing TSW, Tuen Mun and Yuen Long New Towns and there should be better east-west road connections within the district.

(e) Some commented that green living, energy conservation and sustainable drainage should be promoted.

(f) Some villagers of Yick Yuen Tsuen, Tin Sum San Tsuen, San Sang San Tsuen, Shek Po Road Mei Tsuen and Sha Chau Lei (II) requested "no removal and no demolition". They alleged that the project discriminated against non-indigenous villagers. They also urged for early announcement of the compensation and rehousing arrangements.

(g) The relevant PBU/OS and industrial operators raised grave concern over the displacement of their existing businesses. They alleged that the displacement of the PBU/OS uses in HSK would affect the whole chain of container movement and livelihood of existing workers. They requested for reservation of suitable relocation sites for them to continue their businesses. They also urged for early communication with the Government on the compensation and relocation arrangements.

(h) There were comments that the proposed "Agriculture" zone on the PODP was not appropriate. Also, some suggested that more assistance be given to the affected farmers to allow them to continue farming.

7. Other than comments on the PODP, we also received comments on issues relating to the implementation of the NDA project. Some respondents supported adoption by the Government of the Conventional New Town (CNT) approach, while some stakeholders recommended leaving the NDA to be developed through market forces or implementing it by way of public-private partnership, allowing land exchange for development.

Recommended Outline Development Plan (Enclosure 1)

8. Taking into consideration the public views and aspirations expressed, we have further reviewed the impacts on the existing residents and business operators and revised the planning proposals. Various technical assessments have been undertaken in formulating the RODP. The preliminary findings of these assessments confirm that the proposed development is broadly feasible without causing insurmountable planning and engineering problems.

9. The planning and design proposals contained in the RODP are summarised in the Stage 3 Community Engagement Digest at **Enclosure 3**. The key development parameters of the NDA are summarised as follows -

Total NDA Area (hectare (ha))	714
Development Area[(1)](ha)	442
Total Population	215,000 (including population from existing and committed developments of 42,000)
No. of New Flats	About 60,100
Housing Mix	Public[(2)]51% : Private 49% Public 69% : Private 31% (together with TSW)
Employment Opportunities	About 150,000
Plot Ratio (PR)	Maximum domestic PR : 6 Maximum non-domestic PR : 9.5

Notes:

(1) Development Area refers to the area with planned new developments and infrastructure on the RODP. This excludes areas that are already occupied by existing developments/roads which will be retained in future and areas that will be kept intact such as those zoned or to be zoned "Green Belt", "River Channel", etc.

(2) This includes Public Rental Housing (PRH) and Home Ownership Scheme (HOS).

Highlights of the Proposals

10. The changes to the planning proposals to address the public comments are listed in Appendix E of the Stage 2 Community Engagement Report at **Enclosure 2**. The major proposals are highlighted as follows -

Positioning of the NDA

(a) The NDA will be the next generation new town for Hong Kong. Being strategically located in the NWNT, it is positioned as a "Regional Economic and Civic Hub" for the NWNT apart from being a major source of housing land supply in Hong Kong in the medium to long term. According to the land use proposals under the RODP, the number of employment opportunities has increased to about 150,000 through a mix of commercial, business, industrial, community and government land uses. This would help to address the over-concentration of commercial activities and employment opportunities in the main urban areas, boost the vibrancy of local communities, meet the shortfall of jobs in TSW, as well as ease congestion at the commuting corridors between the New Territories and the urban areas.

Fostering Economic Vibrancy

(b) The development intensity of the commercial sites at the proposed HSK Station and the existing West Rail TSW Station has been increased to reinforce their respective functions as "Regional Economic and Civic Hub" and "District Commercial Node". The proposed commercial development around the two stations would generate a total GFA of about 1,939,000m^2 for office, retail and hotel uses. This would help relieve the already congested town centres of nearby Yuen Long and Tuen Mun new towns. In each individual residential neighbourhood, street shops and

local retailing services will be provided to meet the residents' daily necessities and enhance street vibrancy.

(c) The proposed uses in "Logistics, Enterprise and Technology Quarter" at the north-western part of the NDA has been restructured. This area will become another major employment cluster in the NDA. About 37 ha of land are reserved for high value-added modern logistics and 9 ha are reserved for uses such as innovation and technology, testing and certification, data centre and other related business and non-polluting industrial activities. Moreover, an industrial zone of 13 ha in area is proposed at the western fringe of the NDA.

(d) About 24 ha of land at the northern fringe of the NDA are reserved for port back-up, storage and workshop uses. This area may accommodate some of the existing brownfield operations affected by the NDA project through the possible development of multi-storey industrial compounds or other land-efficient means. New roads will be provided to directly connect this area to Kong Sham Western Highway so as to minimise movements of heavy vehicular traffic within the NDA.

Social Mix and Community Facilities

(e) The NDA will provide about 60,100 new flats, with about half for public housing. Suitable sites will be reserved to facilitate local rehousing of eligible households affected by the NDA project. The proposed public/private housing mix in the NDA will help to redress the existing imbalance of public/private housing in the TSW New Town. Taking both the NDA and the TSW new town together, the public/private housing mix is estimated to be 69:31.

(f) The planning for the NDA is people-oriented. The requirements of the surrounding areas including TSW have been taken into account in the provision of GIC facilities. The NDA will provide a wide range of social and community facilities including hospital, clinics, magistracy, community halls, educational facilities, residential care homes for the elderly, and sports and recreation facilities.

Enhancing the Transport Network to Improve Accessibility

(g) The proposed HSK Station will help to enhance the accessibility of the NDA. The progressive enhancement of the West Rail service through enhancement of the signalling system and addition of train compartments in the years ahead will generally be able to meet the demand of NDA and other new developments in the NWNT region.

(h) For sustainable development of the NDA, one of the key planning concepts is to minimise traffic generation. The provision of diversified employment opportunities within the NDA will facilitate local employment, thus helping to reduce demand of external traffic. Moreover, possible new strategic highways connecting the NDA with the Tuen Mun New Town and with the urban area will be planned to cope with the anticipated traffic growth in the NWNT region in the long term.

(i) A Green Transit Corridor (GTC) would be introduced in the NDA to provide rapid intra-district transport service. The GTC will include a rail-based or road-based environmentally friendly transport services, pedestrian walkways and cycle tracks to provide feeder services to connect the residential clusters with the "Logistics, Enterprise and Technology Quarter", rail stations and key community facilities to minimise vehicular traffic and carbon emission.

(j) New primary and district distributors to facilitate east-west and north-south movements within the NDA will be provided to enhance the internal connectivity of the NDA. A comprehensive local road networks, cycle tracks, pedestrian walkways and pedestrian streets will also be provided to facilitate internal vehicular and pedestrian movements.

Creating a Green City

(k) The NDA will be a green city adopting a sustainable and energy saving strategy in respect of town planning, urban design, transportation and green infrastructure to achieve efficiency, carbon emission reduction and sustainable living. Major population, economic activities and community facilities will be concentrated within walking distance of mass transit and public transport nodes. Green mobility is promoted within

the NDA through the introduction of the GTC and a comprehensive cycling and pedestrian network. To promote sustainable use of water, we will explore reusing treated sewage effluent and harvested rainwater for non-potable purposes such as toilet flushing and irrigation within the NDA.

(l) To enrich the NDA as a green city, we will actively pursue a series of other green initiatives including the provision of community green station for environmental education and collection of recyclables from the local community; revitalization of existing river channel system to enhance the channel ecological system; and promotion of energy efficient buildings and installations. We will also explore the use of district cooling system for non-domestic developments, and the establishment of an information and communication technology platform to coordinate different city functions for enhancing city management and convenience of residents and businesses.

Implementation Arrangement

11. While the planning of the NDA has minimised the 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 the NDA. We will devise suitable arrangement for all those affected by the NDA development. In this connection, we plan to provide local rehousing to eligible affected households and suitable sites will be reserved for this purpose. We will also consider special compensation and rehousing arrangements for the affected clearees of the NDA, making reference to the compensation and rehousing package for the Kwu Tung North and Fanling North (KTN/FLN) NDAs.

12. Regarding the existing brownfield operations in HSK, some of them are still economically active and contributing to local employment. However, their proliferation has created considerable environmental, traffic, visual, flooding and other problems. One of the planning objectives of the NDA is to make these brownfield sites available for more optimal uses and improvement of the overall environment. Meanwhile, the Government will explore the feasibility of providing alternative accommodation for some of the brownfield operations through development of multi-storey industrial compounds or other land-efficient

means at suitable locations. Moreover, the Government will also explore suitable arrangements to address the impacts on existing industrial buildings.

13. To proactively assist the farmers affected by the NDA project, we would adopt the special agricultural rehabilitation scheme as announced for the KTN/FLN NDAs, by providing proactive and priority assistance in matching of farmers and agricultural land owners.

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

15. Taking into account the views and suggestions collected in CE3, further details of the above implementation arrangement for the NDA project will be worked out in the next stage.

Stage 3 Community Engagement Programme

16. From 17 June 2015 to mid-September 2015, Stage 3 Community Engagement of the Study will be carried out. Apart from the Panel on Development, we will also consult other relevant boards and committees including the Town Planning Board, Tuen Mun and Yuen Long District Councils and the relevant Rural Committees, Heung Yee Kuk, Advisory Council on the Environment, and major local concern groups. Briefing sessions will be arranged for the affected villages, PBU/OS operators, professional bodies, green groups and other organisations. Public forum will also be arranged in August 2015.

17. In order to enhance the communication with the potentially affected households and to enhance their understanding about the development proposals, a community liaison team has been set up. Other than providing relevant updated information of the NDA, the community liaison team will also collect the views and concerns of the affected households and provide appropriate assistance to the affected households.

Tentative Implementation Programme

18. The public views received during Stage 3 Community Engagement will be taken into account in refining the recommended development proposals before finalizing the Study. CEDD will then undertake a detailed engineering design consultancy for the required site formation and engineering infrastructure. Subject to completion of the required statutory and funding approval procedures, the first phase of the site formation and engineering infrastructure works is planned to commence in 2020 with the first population intake targeted in 2024.

Advice Sought

19. Members are invited to provide comments on the RODP for the NDA.

Attachments

Enclosure 1 **Recommended Outline Development Plan**
Enclosure 2 Stage Two Community Engagement Report
Enclosure 3 Stage Three Community Engagement Digest

Development Bureau
Planning Department
Civil Engineering and Development Department
June 2015

附件1
Enclosure 1

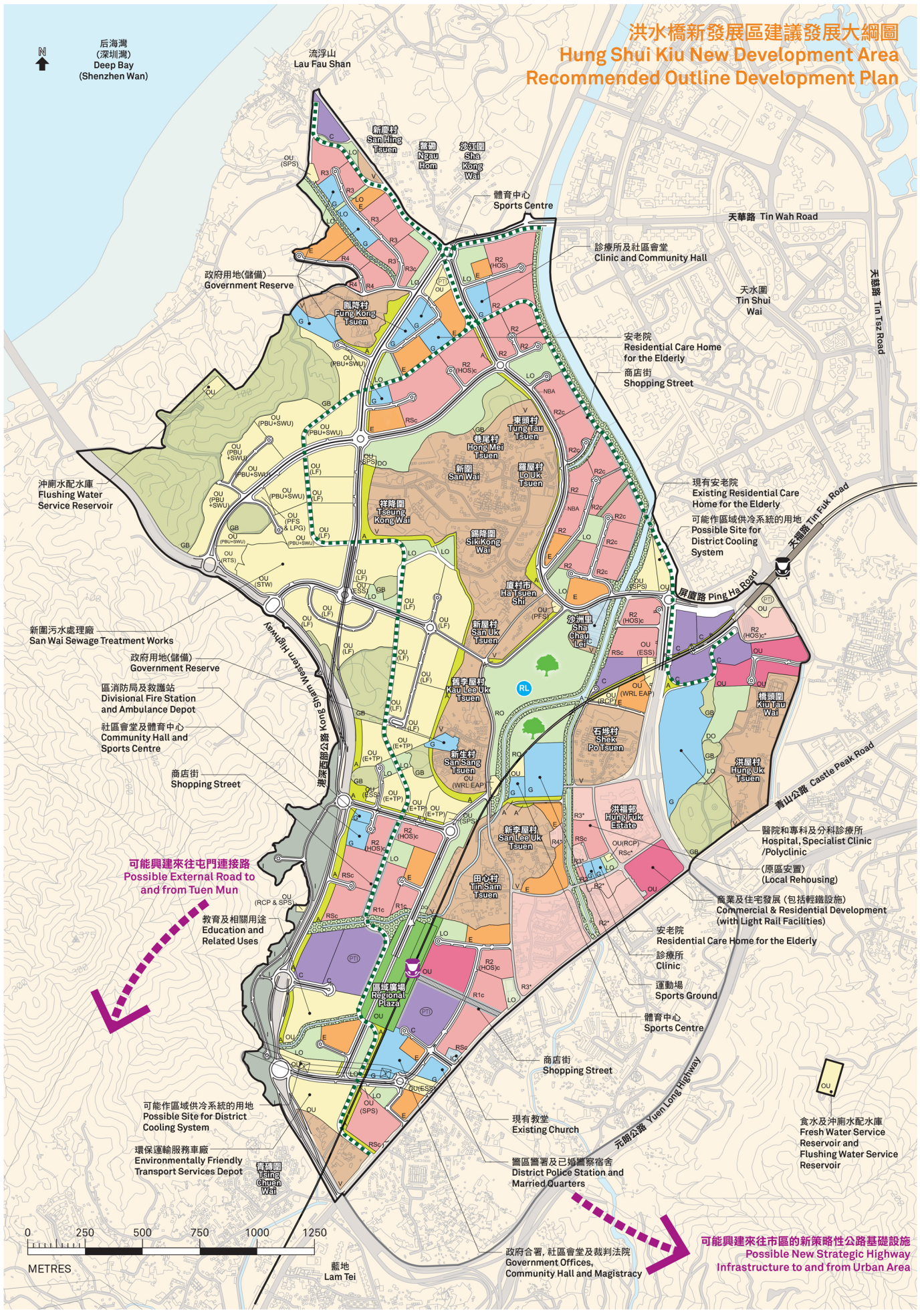
洪水橋新發展區建議發展大綱圖
Hung Shui Kiu New Development Area Recommended Outline Development Plan

註釋
Notation

- 洪水橋新發展區界線 Hung Shui Kiu New Development Area Boundary
- 規劃區 Planning Scheme Area
- 河畔長廊 Riverside Promenade
- 道路、路口及其他 Roads, Junctions etc.
- 擬建洪水橋站 Proposed Hung Shui Kiu Station
- 現有西鐵天水圍站 Existing West Rail Tin Shui Wai Station
- 環保運輸走廊 Green Transit Corridor
- 非建築用地 Non-Building Area (NBA)
- 區域市鎮公園 Regional Town Park
- PTI 公共運輸交匯處 Public Transport Interchange (PTI)
- RL 蓄洪湖泊 Retention Lake
- 步行街 Pedestrian Street
- WRL EAP 西鐵線緊急通道 West Rail Line Emergency Access Point
- ESS 電力支站 Electricity Substation
- LPG 石油氣加氣站 Liquefied Petroleum Gas Filling Station
- PFS 加油站 Petrol Filling Station
- RCP 垃圾收集站 Refuse Collection Point
- RTS 廢物轉運站 Refuse Transfer Station
- SPS 污水抽水站 Sewage Pumping Station

各種土地用途 Schedule of Uses		地積比率 Plot Ratio	大概建築物層數 Approximate No. of Storeys
C	商業 Commercial	1.5 / 5 / 8 / 9.5	35
R1c	住宅發展密度第一區(包括商業用途) Residential – Zone 1 (with commercial)	6 / 6.5	40
R2	住宅發展密度第二區 Residential – Zone 2	5	30
R2c	住宅發展密度第二區(包括商業用途) Residential – Zone 2 (with commercial)	5.5	35
R3	住宅發展密度第三區 Residential – Zone 3	2.5	12
R3c	住宅發展密度第三區(包括商業用途) Residential – Zone 3 (with commercial)	3.5	16
R4	住宅發展密度第四區 Residential – Zone 4	--	3
RSc	公共屋宇 - 租住公屋(包括商業用途) Special Residential – Public Rental Housing (with commercial)	6	40
R2(HOS)	住宅發展密度第二區(居屋) Residential – Zone 2 (Home Ownership Scheme)	5	30
R2(HOS)c	住宅發展密度第二區(居屋)(包括商業用途) Residential – Zone 2 (Home Ownership Scheme) (with commercial)	5.5	35
I	工業 Industry	3	4
OU	其他指定用途 - 商業及住宅發展 Other Specified Uses - Commercial & Residential Development	7	40
OU	其他指定用途 - 商業及住宅發展(包括輕鐵設施) Other Specified Uses - Commercial & Residential Development (with Light Rail Facilities)	5	35
OU(LF)	其他指定用途(物流設施) Other Specified Uses (Logistics Facilities)	5	10
OU(E+TP)	其他指定用途(企業和科技園) Other Specified Uses (Enterprise and Technology Park)	5	10
OU(PBU+SWU)	其他指定用途(港口後勤、貯物及工場用途) Other Specified Uses (Port Back-up, Storage and Workshop Uses)		
OU	其他指定用途 Other Specified Uses		
OU	其他指定用途 - 區域廣場 Other Specified Uses - Regional Plaza		
V	鄉村式發展 Village Type Development		
G	政府 Government		
IC	機構或社區 Institution or Community		
E	教育 Education		
GB	綠化地帶 Green Belt		
RO	區域休憩用地 Regional Open Space		
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 Area		

* 土地用途及發展密度按照現時分區計劃大綱圖的規定
Land use and development intensity based on the provisions in current Outline Zoning Plans



附件2
Enclosure 2
June 2015

2015 年 6 月

第二階段社區參與報告

Stage 2 Community Engagement Report

土木工程拓展署
CEDD Civil Engineering and Development Department

規劃署
Planning Department

AECOM

Agreement No. CE 2/2011 (CE)

Hung Shui Kiu New Development Area Planning and Engineering Study – Investigation

土木工程拓展署及規劃署
Civil Engineering and Development Department
& Planning Department

合約編號 **CE 2/2011 (CE)**
洪水橋新發展區規劃及工程研究
Agreement No. CE 2/2011 (CE)
Hung Shui Kiu New Development Area
Planning and Engineering Study

第二階段社區參與報告
Stage 2 Community Engagement Report

(參照. 057-03)

目錄

附錄

附圖

1 引言

1.1 背景

1.1.1 於一九九七年十月展開並於二零零三年完成的「新界西北規劃及發展研究」(下稱「新界西北研究」已確定佔地約 450 公頃的洪水橋為一個合適的新發展區，以應付在全港發展策略檢討中推斷的本港長遠房屋需求。洪水橋新發展區位處於屯門 – 元朗走廊。部分的新發展區被策略性公路包圍，分別是東南面的元朗公路以及西面的港深西部公路，而西北面則為圓頭山山麓，東面則有一些傳統村落包括新圍、錫降圍、廈村市、新屋村及石埗村。當時建議新發展區全面發展後可容納人口約為 160,000(當中 100,000 人為新增人口)和提供約 48,000 個就業機會。

1.1.2 在「新界西北研究」中，透過多個諮詢活動收集到市民對發展項目的意見，繼而制定建議發展大綱圖，並於二零零二年制定了建議發展藍圖。根據多項技術評估顯示，確定擬議發展是可行和可接受的。但其後由於人口增長和住屋需求放緩，洪水橋新發展區計劃被暫時擱置。

1.1.3 二零零七年完成的「香港 2030：規劃遠景與策略」研究 (下稱「香港 2030 研究」)建議落實新發展區的發展，發展區包括粉嶺北、古洞北、及坪輋/打鼓嶺 (總稱新界東北新發展區) 和洪水橋。報告指出新發展區應有多功能性發展及創造就業機會，當中包括提供土地以作興建房屋、教育及社區設施、改善舊村落環境、保育、發展高等教育、特殊工業和港口後勤 / 露天貯物用途。新發展區並被視為將來主要房屋土地來源以解決香港中期至長遠(即 2020 年以後)的房屋短缺問題。

1.1.4 行政長官在《二零零七至零八年施政報告》中，宣布恢復新發展區的規劃及工程研究並制定實施策略。透過全面的土地規劃，新發展區將為居民及使用者提供優質生活及帶來方便。

1.1.5 為了重新啓動新發展區計劃，香港特別行政區土木工程拓展署聯同規劃署在二零一一年八月委託艾奕康有限公司 (AECOM Asia Co. Ltd.)展開「洪水橋新發展區規劃及工程研究」(下稱「洪水橋研究」)，為洪水橋制定新的發展計劃。暫定研究界線可參考**附圖 1.1**。

1.1.6 洪水橋新發展區佔地約 826 公頃，位於新界西北部，在屯門和天水圍新市鎮之間。新發展區的建議範圍，東面至天影路、屏廈路和橋洪路，東南面至元朗公路，西面至港深西部公路，北面至流浮山道及深灣沿路的山坡。

1.2 第三階段社區參與計劃

1.2.1 為了促進社會的支持和在主要議題上取得普遍共識，研究納入了一系列的社區參與計劃。社區參與活動主要分為三個階段進行。

- 第一階段社區參與首輪活動（2010 年 11 展開）：向各法定及諮詢組織展示新發展區的主要議題，包括它的願景、策略性角色和規劃原則。
- 第一階段社區參與次輪活動（2011 年 12 月展開）：與主要持份者及市民就洪水橋新發展區的發展討論和交換意見。
- 第二階段社區參與活動（2013 年 7 月展開）：諮詢市民對初步發展大綱圖的意見，以制定建議發展大綱圖。

- 第三階段社區參與(將會在 2015 年年中展開)：向市民簡述政府在制定建議發展大綱圖時如何適切考慮到於第二階段社區參與收到的意見，並向市民收集意見以便制作發展藍圖。

1.2.2 「洪水橋研究」在第一階段社區參與中，公眾對多個關於洪水橋新發展區規劃的主要課題作出了廣泛討論。研究小組參考了所收集的意見，確立了初步發展大綱圖指導原則，並制定了洪水橋新發展區初步發展大綱圖。根據 2013 年公佈的初步發展大綱圖，洪水橋新發展區內總人口約 218,000，新增住宅單位約 60,000 個。公營和私人房屋組合為 51%比 49%。新發展區內將提供約 100,000 個就業機會。在第二階段社區參與中收集到的意見為預備建議發展大綱圖建立基礎。

1.2.3 研究團隊已組成專家小組並就城市規劃、保育、社會融合等相關研究問題提出建議。研究團隊非常感謝專家小組成員抽空出席是次公眾論壇及他們所作出的貢獻。第一和第二階段的專家小組成員包括：

- 許智文教授
- 賴錦璋太平紳士
- 伍灼宜教授
- 王緝憲教授
- 梁士倫博士 (到 2013 年 10 月 7 日)

1.3 第二階段社區參與概要

1.3.1 在參考第一階段社區參與活動所收集的意見，並根據基線資料和初步技術評估結果，我們制定了初步發展大綱圖，並進行第二階段社區參與活動，由 2013 年 7 月開始，諮詢市民對初步發展大綱圖的意見。初步發展大綱圖可參考**附圖 1.2**。

1.3.2 洪水橋研究第二階段社區參與包括以下的活動：

- 諮詢摘要 － 第二階段社區參與摘要提供了初步發展大綱圖的詳情，並邀請公眾發表對初步發展大綱圖的意見。諮詢摘要以郵遞廣泛地派發給區內和附近市民，及相關的持份者。公眾亦可在不同的政府場地取得該摘要。我們亦在同一時間公布了第一階段社區參與報告，以總結第一階段社區參與收集的公眾意見和研究團隊回應。
- 巡迴展覽 － 在公眾地方展示展板和短片介紹初步發展大綱圖，並邀請市民表達他們的意見 。
- 網站 － 有關社區參與文件、視頻和洪水橋新發展區初步發展大綱圖的技術評估行政摘要上傳到網站，作為一個平台以發佈社區參與過程的情況，並提供訊息及邀請公眾發表意見 。
- 公眾論壇 － 公眾論壇於 2013 年 9 月 7 日在元朗劇院演藝廳舉行，參與人士約 470 人。

- 簡報會 － 向法定及諮詢委員會和地區代表作出簡報，當中包括立法會發展事務委員會、城市規劃委員會、環境諮詢委員會、元朗和屯門區議會、鄉議局及屏山、廈村和屯門鄉事委員會。

- 諮詢會 － 向持份者如專業團體、環保團體、受影響村落、區內關注組織、港口後勤／露天貯物經營者、香港物流發展局、香港檢測和認證局、區內工業經營戶等作簡報。

1.3.3 我們將會以第二階段社區參與活動所收集的意見作為基礎，制定建議發展大綱圖及初步發展藍圖，以及新發展區的落實機制和時間表。

1.4 此報告的目的

1.4.1 我們致力在研究過程中考慮所有收集到的意見和建議。此報告的主要目的是總結在第二階段社區參與包括公眾論壇所收到的公眾意見，並提供回應。這報告的意見和回應並不代表這研究的最終報告，我們會繼續在第三階段社區參與收取市民的意見並在研究過程中檢討建議。

2 第二階段社區參與活動

2.1 概要

2.1.1 第二階段社區參與於 2013 年 7 月中展開，在第二階段社區參與期間，我們舉行了多場簡報會與公眾及不同界別的持份者就初步發展大綱圖作深入討論。**附表 1** 總結在第二階段社區參與的諮詢會／簡報會。簡報會／諮詢會的詳情可參考**附錄乙 1 – 乙 11** 。

附表 1－第二階段社區參與簡報會/諮詢會概要

日期	團體/機構組織	附有正式會議紀錄
2013 年 7 月 26 日	城市規劃委員會	附錄乙 1
2013 年 8 月 5 日	工程界社促會	/
2013 年 8 月 15 日	廈村鄉鄉事委員會	/
2013 年 8 月 21 日	立法會議員(航運交通界)及露天貯物/港口後勤用地經營者	/
2013 年 8 月 23 日	屯門鄉事委員會	附錄乙 2
2013 年 8 月 23 日	屏山鄉鄉事委員會	附錄乙 3
2013 年 8 月 31 日	丹桂村、和平新村寮屋居民關注組 (應邀請)	附錄乙 4
2013 年 9 月 3 日	元朗區議會	附錄乙 5
2013 年 9 月 3 日	屯門區議會	附錄乙 6
2013 年 9 月 5 日	落馬洲中港貨運聯會	/
2013 年 9 月 7 日	公眾論壇	/
2013 年 9 月 9 日	土地及建設諮詢委員會轄下規劃小組委員會	/
2013 年 9 月 12 日	環保團體	/
2013 年 9 月 13 日	新界露天倉經營者協會	/
2013 年 9 月 16 日	環保觸覺	/
2013 年 9 月 17 日	新界鄉議局	附錄乙 7
2013 年 9 月 17 日	香港工程師學會	/
2013 年 9 月 18 日	洪屋村商會	/
2013 年 9 月 19 日	香港檢測和認證局	/
2013 年 9 月 19 日	元朗區議會主席、屏山鄉及廈村鄉鄉事委員會主席(應邀請)	/
2013 年 9 月 24 日	香港規劃師學會、香港園境師學會、香港城市設計學會	/
2013 年 9 月 25 日	香港物流發展局基建支援小組	/
2013 年 9 月 27 日	皇冠汽車有限公司 – 橋頭圍工業區營運者	/
2013 年 9 月 30 日	香港建築師學會	/
2013 年 10 月 2 日	橋頭圍工業區營運者	/
2013 年 10 月 7 日	香港運輸物流學會	/
2013 年 10 月 9 日	洪屋村商會	/
2013 年 10 月 9 日	元朗區議會聯合工作坊(應邀請)	/
2013 年 10 月 9 日	香港測量師學會	/
2013 年 10 月 10 日	元朗鄰舍輔導會婦女組	/
2013 年 10 月 10 日	新界社團聯會(應邀請)	/
2013 年 10 月 11 日	新生村及新生新村居民	/
2013 年 10 月 11 日	沙州里(II)村村長	/
2013 年 10 月 15 日	自由黨(應邀請)	/
2013 年 10 月 16 日	香港工會聯合會(應邀請)	/
2013 年 10 月 18 日	友盟建築材料有限公司 – 橋頭圍工業區	/
2013 年 10 月 19 日	亦園村、石埗路尾村、田心新村及丹桂村村民	附錄乙 8
2013 年 10 月 22 日	立法會發展事務委員會	附錄乙 9
2013 年 10 月 29 日	香港物流協會	/

日期	團體/機構組織	附有正式會議紀錄
2013 年 11 月 12 日	立法會議員劉皇發和新界鄉議局主席張學明主席 (應邀請)	/
2013 年 11 月 16 日	立法會發展事務委員會 – 特別會議	附錄乙 10
2013 年 12 月 9 日	土地及建設諮詢委員會	/
2013 年 12 月 9 日	環境諮詢委員會	附錄乙 11

2.1.2 於 2013 年 9 月 7 日舉行的公眾論壇的照片已上傳到研究網站予公眾查看。我們亦把當天收到的意見載於**附錄丙**，而當天的活動照片亦輯錄於**附錄丁**。

2.1.3 同時，我們亦在下列的地方利用展板和短片介紹初步發展大綱圖，讓市民瞭解洪水橋新發展區的規劃，並邀請他們發表意見：

- 2013 年 8 月 7 日至 2013 年 8 月 14 日 – 元朗民政署大樓(只展示展板)
- 2013 年 8 月 7 日至 2013 年 8 月 14 日 – 屯門政府合署大樓
- 2013 年 8 月 19 日至 2013 年 8 月 26 日 – 北角政府合署大樓
- 2013 年 8 月 27 日至 2013 年 8 月 31 日 – 沙田政府合署大樓
- 2013 年 9 月 2 日至 2013 年 9 月 30 日 – 中環展城館
- 2013 年 10 月 2 日至 2013 年 10 月 9 日 – 沙田政府合署大樓

2.1.4 第二階段社區參與活動得到市民的積極回應，包括對初步發展大綱圖的書面意見和對洪水橋新發展區的建議。我們於活動中收到合共 1,401 份意見書。除了那些表示不願披露內容的意見書外，所有收到的意見已上傳到研究網站(http://www.hsknda.gov.hk)，書面意見一覽表可參閱**附錄甲**。

2.2 城市規劃委員會

2.2.1 於 2013 年 7 月 26 日，我們在第 1038 次城市規劃委員會會議中諮詢洪水橋新發展區。委員普遍支持保存區內現有鄉村的建議。另一方面，他們注意到目前區內有很多由祖堂擁有的私人土地，並關注該用什麼實施模式才可順利進行發展這新發展區。

2.2.2 考慮到屯門和天水圍新市鎮已經設有市鎮公園，有委員提出在洪水橋不必要建市鎮公園，有委員建議在靠近住宅發展的地方興建面積較小的公園。但同時亦有委員建議採用獨特的設計概念，令擬建的市鎮公園成為洪水橋新發展區的重點設施。另外有委員認同建議在新發展區納入完備及無間斷行人通道網、單車徑網絡，並和擬議的文物徑融合。應設計與道路網分隔開的行人通道網，以提供優質步行環境。有委員建議應考慮把不同地塊合併，建立以人為本的社區。

2.2.3 有委員注意到洪水橋新發展區與深圳前海的策略角色，建議新發展區要充分利用這個有利的策略性地理位置來促進香港未來經濟增長和與深圳的合作聯繫。

2.2.4 部分委員討論擬議的特殊工業用地的地點是否有足夠和適當的基建配套及業務發展，及如何整合現有的港口後勤，以及在屯門開發指定地區作物流工業用途對發展洪水橋新發展區的影響。亦有部分委員討論了洪水橋新發區內的鐵路站發展如何能適時地配合香港的整體鐵路網絡。

2.2.5 城市規劃委員會第 1038 次會議記錄已經上載在城市規劃委員會網站，並載於**附錄乙 1**。

2.3 工程界社促會

2.3.1 我們於 2013 年 8 月 5 日與工程界社促會討論洪水橋新發展區初步發展大綱圖。該會委員支持這個計劃，並認為能改善區內的居住環境，同時製造就業機會，帶動新界西北部以及整個香港的經濟發展。他們希望政府能以較靈活的措施作安置和賠償受影響居民和現有港口後勤及露天貯物用途經營者。

2.3.2 工程界社促會及後向立法會發展事務委員會 2013 年 11 月 16 日舉行的特別會議提交書面意見。

2.4 廈村鄉鄉事委員會

2.4.1 我們於 2013 年 8 月 15 日向廈村鄉鄉事委員會介紹洪水橋新發展區初步發展大綱圖。廈村鄉村代表在會上提出很多寶貴意見，他們擔心建議道路與現有鄉村距離太近，並且關注新發展區建議圍繞鄉村的道路會限制將來鄉村的發展。鑑於新的發展及道路位於較鄰近保留的現有鄉村高的地平位置，他們亦關注村落的排水、空氣流通及風水問題。有委員建議擴闊現有鄉村界線，並預留土地作鄉村式發展。同時反對在靠近村落旁興建高層住宅，影響空氣流通和風水等問題，並要保留現有的風水帶。有村代表希望政府利用新發展區的發展機遇，改善廈村的排污、排水和出入通道的問題。

2.4.2 廈村村代表反對移除天影路的建議，認為沒有天影路會增加屏廈路的交通流量。

2.4.3 有些村代表反對清拆五條非原居民村，但是如果一定要清拆來配合新發展區發展，政府要有當區安置，並須檢討現時過時的賠償方案和金額。有村代表指出政府收回私人土地只能用作興建公屋和基礎設施。

2.4.4 有村代表建議政府提供永久用地做港口後勤和露天貯物用途，使在當區的營運者及從業員能夠維持他們的業務。

2.4.5 及後鄧家良議員(元朗區議會議員及廈村鄉事委員會委員)向我們提交意見書，就多項建議的土地用途提出意見。祥降圍代表鄧玉坤也提出書面意見，對祥降圍的排水和走火通道提出意見。

2.5 立法會議員（航運交通界）及露天貯物 / 港口後勤用地經營者

2.5.1 我們於 2013 年 8 月 21 日會見立法會(航運交通界)易志明議員及露天貯物和港口後勤用地經營者，並介紹洪水橋新發展區。他們原則上支持初步發展大綱圖的規劃和建議的道路網路， 包括在港深西部通道下增建一條主幹道，並不反對移除天影路。

2.5.2 但是他們指出現代物流中心運作模式不適合港口後勤和露天貯物的營運，因為露天儲存和建築機械維修需要在地面空間運作，而不能運到樓上處理。他們質疑建議的 62 公頃土地不足以安置現有約 200 公頃用作露天貯物和港口後勤的營運。另外他們希望政府及早提出發展方案和時程表。

2.5.3 他們希望新發展區能分階段發展，讓他們搬遷至已分配的土地，並改善新發區內的道路，提供全面和分隔的單車徑網絡，以減少發生交通意外。

2.6 屯門鄉事委員會

2.6.1 我們於 2013 年 8 月 23 日向屯門鄉事委員會作簡報會。有委員建議原區安置受影響的村民，並要求政府諮詢受影響的村民。

2.6.2 有委員質疑建議 100,000 個新就業機會的估算方法。他們亦質疑特殊工業的需要，因為這發展與數碼港和香港科學園相似，但它們的使用率不高。

2.6.3 另外有委員注意到在屯門鄉的鐘屋村、青磚圍、順風圍、泥圍、亦園村和和平新村會將會受到新發展區的影響。部分鄉村會因新發展區計劃而被清拆，特別是村屋和小型商店(除了鄰近亦園村路口的靈糧堂)。有委員希望政府在發展新發展區時不會凍結村屋發展申請，同時也不應該減少現有村界範圍。有委員建議改善鄉村和公路的連接。

2.6.4 屯門鄉事委員會 2013 年 8 月 23 日相關的會議記錄載於**附錄乙 2**。

2.7 屏山鄉鄉事委員會

2.7.1 我們於 2013 年 8 月 23 日在屏山鄉鄉事委員會會議上介紹洪水橋新發展區初步發展大綱圖。主席稱該鄉村代表一向對政府在鄉村地區發展及施政表示支持，但亦希望政府在地區發展的同時也要照顧小型屋宇發展的需要，希望能把一些「綠化地帶」和「鄰舍休憩用地」改劃為「鄉村式發展」土地。

2.7.2 有部分委員希望政府能擴大村界，同時放寬小型屋宇政策的高度限制。應諮詢所有類近研究範圍或受建議發展影響的鄉村(包括沙江圍和丹桂村)。有委員質疑是否需要收回在石埗村附近的大量私人農地，興建休憩用地。政府應照顧村內農民的生計及村民住屋需求。

2.7.3 有部分委員希望政府能提供土地予受影響的露天貯物和港口後勤經營者繼續經營，維持此行業的就業機會。

2.7.4 有委員擔心在橋頭圍周邊興建 40 層高的住宅大廈，會造成屏風效應，影響現有村落環境。有委員不同意在洪屋村附近的「綠化地帶」改作興建醫院用途，認為建議的醫院太接近民居，難免會傳播細菌及經常會發出救護車聲浪，對鄰近鄉村村民日常生活造成滋擾。他們亦認為建議的市鎮公園佔地太大，應移至河邊，預留土地作鄉村發展。

2.7.5 有委員關注在丹桂村興建公營房屋，因為會改變現有鄉村的環境和影響村民的鄰社關係。應為受影響的村民妥善安排賠償和安置。有委員希望政府保留屏山的風水帶，若影響風水，村民一定會反對。

2.7.6 有委員認為只增加一個洪水橋鐵路站不足夠應付日後的交通流量，亦關注其他基建及配套設施是否足夠。

2.7.7 屏山鄉鄉事委員會 2013 年 8 月 23 日相關的會議記錄載於**附錄乙 3**。

2.8 丹桂村、和平新村寮屋居民關注組

2.8.1 我們應丹桂村、和平新村寮屋居民關注組的邀請，於 2013 年 8 月 31 日出席丹桂村、和平新村村民在洪水橋寶覺分校的會議，約 180 人出席事次簡報會。他們展示了兩面印有「聆聽村民意見，不遷不拆」的旗幟，繼續向規劃署和土木工程拓展署明確表達的立場。

2.8.2 關注組主要關注建議的河道優化工程會否影響他們的鄉村、天主教崇德英文書院旁的政府土地發展、公園和單車徑，並希望保留兩村具有歷史價值的建築物。

2.8.3 丹桂村、和平新村寮屋居民關注組所準備的會議記錄載於**附錄乙 4**。

2.9 元朗區議會

2.9.1 我們於 2013 年 9 月 3 日在元朗區議會 2013 年第四次會議上向元朗區議會諮詢洪水橋新發展區初步發展大綱圖。

2.9.2 在提供額外交通基建和社區設施的前題下，元朗區議會表示支持洪水橋新發展區項目。有議員贊同新發展區規劃善用洪水橋的策略性位置和新界西北內天水圍、屯門和元朗基建上的優勢，以及鄰近香港國際機場及深圳前海，能帶動經濟發展，制造就業機會。但有議員質疑如何創造 100,000 個就業機會，認為依靠新建小商鋪不足提供 100,000 萬個就業機會，應該強化該區的商務工作。透過預留土地作商場、酒店和辦公室，可增加至 15 0,000 個就業機會。但有議員則建議減少興建大型屋苑式商場，考慮鼓勵單棟大廈及街鋪發展模式，可以減少收回土地及遷拆。

2.9.3 有議員建議發展區內預留土地作綠化地帶和康樂用途予原居民村，以保存本土鄉村文化和達至可持續發展，並應為受影響的村民給予合理的賠償。

2.9.4 有議員贊成取消天影路來解決現時的噪音問題和與天水圍融合的設計，部分議員不同意取消天影路，覺得會引致交通問題。有一位議員稱天水圍北居民主要靠接駁路線 K76 經天影路來往西鐵天水圍站，取消天影路會對天水圍北的居民帶來不便。他們亦建議發展新公路連接天水圍北至元朗或屯門市中心。有議員建議將環保運輸服務連接現有輕鐵站、西鐵天水圍站和擬建洪水橋站。

2.9.5 有議員認為建議房屋組合合適。但有議員認為新發展區人口眾多，擔心會出現基建配套不足和未能適時在居民入夥時使用的情況。有議員認為現時元朗市中心已經很擠迫，洪水橋新發展區增加人口會對元朗市，甚至屯門和天水圍新市鎮帶來交通、基建以及治安壓力。有議員關注現時低窪地區新發展區發展後出現水浸問題，並建議改善交通連接和排水設施，如擴闊流浮山道和青山公路。

2.9.6 很多議員都關注新發展區內的發展密度會造成屏風效應，影響現有鄉村和天水圍，建議減低河畔和鄉村區、灣景區和商業及住宅綜合區的地積比率。有議員希望政府在規劃時盡可能配合區內的文物保育及旅遊發展，擴展研究範圍至流浮山作旅遊中心。有議員反對阻擋廈村風水帶。

2.9.7 有些議員希望擬議的醫院能早日落成，配合現有的屯門醫院和正在興建的天水圍醫院，解決新界西北區醫療服務的問題。有議員建議新發展區的學校數目及學額應該與天水圍、屯門及元朗的需求一併制定，可免將來因兩區整體學額供應不均而需要「殺校」。

2.9.8 有議員支持發展和提升現有的物流業，並在鄰近港深西部公路的新發展區內引進測試和認證設施。現時，區內有超過 190 公頃土地用作港口後勤及露天貯物用地，有議員希望政府在發展這些土地時，能考慮到從業員的生計，為受影響的港口後勤及露天貯物用地營運者提供補貼和支持作搬遷。

2.9.9 廈村鄉鄉事委員會主席和屏山鄉鄉事委員會主席分別指出新發展區計劃涉及的土地大部分在廈村鄉和屏山鄉，影響這兩鄉的發展，政府應該先與廈村鄉和屏山鄉商討收地和賠償問題。

2.9.10 及後項目團隊應元朗區議會的邀請出席兩個會議，包括在 2013 年 9 月 19 日與元朗區議會主席和屏山鄉及廈村鄉鄉事委員會代表，和在 2013 年 10 月 9 日的元朗區議會聯合工作坊討論洪水橋新發展區「初步發展大綱圖」和聽取元朗區議員及相關村代表的意見。

2.9.11 元朗區議會 2013 年第四次會議相關的會議記錄載於**附錄乙 5**。

2.10 屯門區議會

2.10.1 我們於 2013 年 9 月 3 日在屯門區議會 2012-2015 年第十二次會議上向屯門區議會諮詢洪水橋新發展區初步發展大綱圖。

2.10.2 有議員對受影響的五條非原居民村的村民作賠償、重置及復耕的安排表示關注，認為政府應該檢討及改善收地的政策。

2.10.3 有議員認為新增住宅單位中只有 51%是公營房屋，不足夠應付現時公共房屋輪候冊上的申請需求，應重新考慮房屋組合的比例。

2.10.4 有議員認為洪水橋新發展區人口約 200,000，需要有相應的社區設施及服務，避免洪水橋將來的發展對屯門、天水圍及元朗的設施造成依賴。因物流業的發展，有議員關注新發展區與其他地區的連接，以及與前海和港珠澳大橋的接駁。有議員希望政府重新考慮興建十號幹線、擴闊青山公路、元朗公路及港深西部通道和改善廈村市的連接等，以應付增加的人口和未來的發展。有議員建議政府興建屯門荃灣鐵路和港深西部快速軌道接駁深圳前海和香港國際機場，以應付增加的跨境和跨區人數，並建議新發展區擴展集體運輸系統，及要求增加區內單車設施。

2.10.5 有議員建議在發展與保育洪水橋的文物和文化之間維持一個平衡，提倡發展計劃的可持續性。亦有議員問到洪水橋新發展區的發展規模能否應付長遠就業需求。

2.10.6 自最低工資政策實施後，本地特殊工業的發展已開始下降，故認為預留作此發展的土地太多。應優先考慮活化屯門、荃灣和觀塘的舊工業樓宇，而非洪水橋新發展區。

2.10.7 有議員對洪水橋新發展區內的人口、就業機會、發展模式、新發展區和現有鄉村間的關係，以及建議建築物的高度可能對鄰近鄉村造成屏風效應提出意見，為新發展區內的村民的收地安排提出反對。主席亦建議增加村屋的建築高度。另有議員參考中國的經驗，建議大規模清拆現有鄉村旁的土地作土地平整及移居之用。

2.10.8 屯門區議會 2012-2015 年第十二次會議相關的會議記錄載於**附錄乙 6**。

2.11 落馬洲中港貨運聯會和新界露天倉經營者協會

2.11.1 我們分別於 2013 年 9 月 5 日和 2013 年 9 月 13 日與落馬洲中港貨運聯會和新界露天貯物/港口後勤經營者介紹洪水橋新發展區初步發展大綱圖。

2.11.2 物流業和露天貯物及港口後勤經營者都歡迎建議發展，但認為規劃的重點在於住屋發展，而欠缺對業界的考慮。政府在提供土地給業界經營方面只提供少量支持，現有的經營只有短期許可。他們希望政府應了解清楚現在區內的運作情況及對業界進行諮詢。業界亦願意提供相關實質數據。

2.11.3 他們表示新發展區把超過 190 公頃的維修汽車、環保回收、物流和露天倉用地縮減為 62 公頃的特殊工業用地，不足夠讓這些行業維持營運，應保留多一些土地給這類行業的經營者繼續經營。同時，環保回收工廠在市中心很難找到合適的土地營運，因為要顧及周邊的環境。他們擔心當規劃大綱圖通過之後，發展區內的土地用途隨之而改變，從而影響日後土地續牌之申請。經營者亦要求預留安置露天貯物和相關行業的土地，並提供長期租約，建議最少為 20 年期租約。

2.11.4 他們認為發展區的多層物流中心只有大財團才可以營運，中小企業營運者會面臨經營困難。規劃中建議的多層物流中心，並不適合現時的貨櫃貯放、重型機械維修、大型貨物貯存等用途。希望在未來 62 公頃的用地全用作露天倉經營的行業上，把資訊科技區分開，另找一幅地作資訊科技和高科技發展。

2.11.5 另外他們稱洪水橋新發展區規劃受影響的人士包括在露天貯物和相關行業工作的人數最少有 40,000。如按照現時規劃，預留繼續運作的土地面積比起原來的少了三份之二，換言之有三份之二工人會失業。他們希望政府不應只注重房屋，也要顧及現時的經營者和工人生計。

2.12 公眾論壇

2.12.1 我們於 2013 年 9 月 7 日於元朗劇院演藝廳進行第二階段社區參與公眾論壇，當天有超過 470 人出席。在論壇上，與會者對策略性位置及發展理據、規劃原則、基建配套、就業機會、新發展與保留村落環境關係、補償、安置和落實安排等議題提出寶貴意見。

2.12.2 有參與者表示洪水橋在新界西北部，可利用現有和擬建的公路，方便連貫香港國際機場、深圳前海和香港各地區，是發展香港經濟的策略性位置。但有些與會者則認為新發展區是為深圳前海發展而設，不知是否可以促進原區經濟；是方便內地專才來港工作，還是為本港提供就業機會。有人認為政府應檢討人口及移民政策，控制人口增長速度，停止接收每日 150 名內地單程證來港人士，減低收地及發展新發展區的需要。

2.12.3 有參與者建議在擬建洪水橋站旁興建綜合發展，以充份利用發展土地。有與會者則認為公營房屋用地面積太大，應該減少。有參與者認為發展及人口密度過高，以至政府、機構或社區設施土地不足，他們擔心以致天水圍新市鎮的過往問題可能會重現。另外，有參與者建議把流浮山納入洪水橋新發展區內。

2.12.4 有參與者擔心發展區內交通配套能否應付二十一萬八千人口和十萬個就業。新增的十七萬五千人口會使現有道路堵塞。同時取消天影路會逼使重型車輛使用屏廈路，影響附近民居。他們認為現有的交通工具包括西鐵、輕便鐵路、公共巴士在繁忙時已經很擠擁，增加那麼多人口和就業，並取消天影路，會導致到屯門和元朗的交通更加擠塞。廈村村民表示政府不應徵收太多屬私人業權的鄉村土地興建道路。有參與者擔心由於洪水橋新發展區的發展密度過高，擬建洪水橋站將不足夠解決區內的交通需求。

2.12.5 有參與者質疑未來十萬個就業如何估算出來，現在區內港口後勤、露天貯物及相關行業也有五至六萬的職位，發展會使現有工人失業。另外有參與者提出天水圍、元朗、屯門和洪水橋地區居民多數不是專業人士，新發展區提供的職位不是太適合天水圍居民就業。

2.12.6 有參與者擔心新發展圍繞現有的村落，將影響進出村落的道路，同時新發展區地勢比較高，會對在低窪地區的現有村落造成水浸問題。他們希望政府應該同步接駁村屋污水渠，改善村落的衛生環境及排水設施。石埗村代表表示新發展區的建議在該村旁邊建設區域市鎮公園和醫院，局限該村的發展，希望當局放寬村界線。有參與者提出擬議的規劃發展太靠近現有的村落，並影響保留村落的發展，要求預留空間讓原居民村擴展及興建更多村屋。另外興建高層樓宇時，可能會影響現有村屋的結構安全及形成屏風效應，影響現時鄉

郊的生活環境。有參與者建議取消「綠化地帶」，考慮把保留的村落與新發展融合，擴大現時的「鄉村式發展」土地用途，以滿足原居民對小型屋宇的未來需求。有參與者反對任何影響廈村現有風水帶的工程及發展。

2.12.7 村代表稱亦園村全村村民反對被清拆。他們說在村內建立了親情和友情，不願意離開。老人家習慣了低密度的鄉郊生活，不能適應在多層公共屋邨單位的生活模式，他們更質疑為何清拆亦園村而亦園路和青山公路交接的靈糧堂卻被保留。亦園村寮屋及其它受影響村落居民希望原區安置，給他們照顧和賠償。村民不同意採用使用多年的賠償安置和寮屋安排。政府的補償和安置措施應該統一，即採納進行高鐵項目時徵收菜園村土地和最近公佈的新界東北新發展區的安排。

2.12.8 有參與者質疑諮詢文件沒有提到賠償和安置安排。政府問責官員及高層應出席公眾論壇，向受影響的廈村鄉和屏山鄉作出解釋和討論，希望民政事務總署和地政總署出席講述安置和補償安排。

2.12.9 有參與者反對政府收取私人土地後拍賣，應給予土地業權人申請換地的機會。反對徵收祖堂土地，該類土地屬私人擁有，政府無權徵收。

2.12.10 露天貯物營運者說他們在新界西北營運了二十至三十年，為香港的經濟發展作出貢獻。擬議新發展區把現有超過 190 公頃的物流和露天貯物用地縮減為 62 公頃，確實不能維持現在的營運。諮詢文件也沒有提供任何補償方案。另外建議的多層式物流運作只適合大規模營運。另外現在地區的工人技術低、收入低，如果沒有安置安排，他們將會失業。

2.12.11 在 2013 年 9 月 7 日舉行的公眾論壇收到的意見已經載於**附錄丙**，而當天的活動照片亦輯錄於**附錄丁**。

2.13 土地及建設諮詢委員會

2.13.1 我們於 2013 年 9 月 9 日在土地及建設諮詢委員會的第 85 次規劃小組委員會會議上介紹了洪水橋新發展區的「初步發展大綱圖」。在該次會議上，委員支持這項發展，並對公私營房屋比例、地積比率、活化現有河道、區域市鎮公園和區內環保交通運輸服務等議題提出意見，也希望能為鄰近地區提供就業機會，和利用文物徑帶動該區包括流浮山和白泥等地方的旅遊業。

2.13.2 有些委員認同洪水橋在新界西北的策略性位置是一個適合市區發展的地方。「初步發展大綱圖」亦應考慮到洪水橋和深圳之間的機鐵線及擬議屯門西繞道。洪水橋能用作紓緩新界西北(特別是天水圍)內的社會及經濟不平衡的問題。部分委員指出建議 51 比 49 的公私營房屋組合並沒有跟隨長遠房屋策略所建議的 60 比 40 的公私營房屋組合。一位委員補充說，研究應把洪水橋和天水圍一併過考慮，才能改善該區由公營房屋主導的問題。

2.13.3 有委員支持取消天影路，但需要提供妥善的替代安排。建議的區域市鎮公園和現有河道至后海灣將成為洪水橋整體景觀規劃中的重要特色。

2.13.4 有委員認為港口後勤工作量下降，現代物流發展未必能提供足夠的就業機會，提議灣景區應該加入綜合發展和臨街商店來製造工作機會，亦因而促進流浮山的旅遊業發展。

2.13.5 有委員擔心發展區沒有足夠地方整合港口後勤及露天貯物用地，他們建議在區外尋找更多合適用地作安置，並分階段遷移洪水橋內現有的港口後勤用地。港口後勤用地和鄰近鄉村地帶的建議公路應以綠化緩衝。主席稱露天貯物營運者已經對初步發展大綱圖提出意見，希望研究團隊能小心處理現有的港口後勤及露天貯物用地及對營運者作安排。有委員提議參考新界東北新發展區。

2.13.6 我們在 2013 年 12 月 9 日再向土地及建設諮詢委員會會議介紹洪水橋新發展區初步發展大綱圖，並聽取委員的意見。

2.14 環保團體

2.14.1 我們於 2013 年 9 月 12 日向環保團體介紹洪水橋新發展區初步發展大綱圖，因環保觸覺未能出席，及後與我們安排在 2013 年 9 月 16 日再作討論。

2.14.2 環保團體關注建議的農地是已經被破壞的地方，而原來的農地則被徵收作房屋發展，希望政府保育現有農地，或在新發展區外提供農地。另外，社區耕種在屋村漸漸普遍，應該考慮在新發展區設有社區耕地。

2.14.3 環保團體普遍贊同把港口後勤和露天貯物用地集中在新發展區的西北部，離開住宅地方，改善居住環境，但可能導致此工業的工人失去工作。同時，希望政府能加強執法來控制港口後勤和露天貯物在「住宅」地帶運作。他們建議建立「綠化地帶」把「特殊工業」區和「住宅」區分隔開以加強居住環境。因香港的土地資源短缺，他們亦提議可遷移一些設施如數據中心和測試和認證業至岩洞。

2.14.4 環保團體亦同意保護現有在新生新村的鷺鳥林，希望在鷺鳥林周邊没有房屋發展，透過在鷺鳥林周圍設定綠化廊，保留鷺鳥一貫飛行的路線不被阻礙。同時，要在施工時實施紓緩措施。

2.14.5 環保團體普遍同意建議優化現有河道，希望河道旁的多樣化生態得到保留，並能控制新發展區的排水，以保持下游水質。新發展區內應予留土地作回收再造業，用作長期固體廢物管理策略。

2.14.6 環保團體普遍支持使用環保運輸服務以及完整的單車徑網路。

2.14.7 環保觸覺同意發展洪水橋地區來增加土地使用，因為該區很多地方已經被不同用途所破壞。但是該組織認為發展時不能犧牲非原居民村，只要政府限制每日來港定居人口，並不需要搬遷那麼多貨櫃場，他們建議新增人口為十萬。另外環保觸覺建議把新圍污水處理廠提升為二級處理。

2.14.8 及後長春社、嘉道理農場暨植物園公司、世界自然基金會香港分會、創建香港、香港觀鳥會和環保觸覺提供書面意見。

2.15 新界鄉議局

2.15.1 我們於 2013 年 9 月 17 日出席新界鄉議局第三十三屆第二十七次及二十八次執行委員會會議，向新界鄉議局介紹洪水橋新發展區和初步發展大綱圖。委員要求在發展新發展區前，應先考慮和顧及當地鄉村的需要，擴大現時的「鄉村式發展」土地用途，以滿足原居民對小型屋宇的未來需求。希望藉這次發展，改善村落的社會設施，如學校和停車場。委員要求政府聽取及接納村民的意見，應將原居民的利益為首位，並要求受影響的非原居民村得到原區 / 原村安置，收地和基建設施亦要同步進行。此外，他們建議在保育當地的鄉村文化，如保留村內的祠堂和廟宇。在賠償方面，部分委員詢問洪水橋發展會否採取與新界東北新發展區類似的方案。

2.15.2 有委員指建議發展太靠近現有保留鄉村，擔心限制現有鄉村的未來發展，要求預留空間讓原居民村擴展及興建更多村屋。另外，他們認為建議的 8 倍地積比率太高，擔心興建高層樓宇時會影響現有村屋的結構安全及形成屏風效應，造成環境問題。有委員建議提供農業用地給受影響的亦園村村民復耕和興建村屋。亦有委員認為擬建洪水橋站附近有太多公屋，不能提供足夠就業機會，並關注到房屋組合有太多公屋會導致大量社會問題。

2.15.3 委員認為規劃中的物流工業區是村民現時用作出租為生的地方，擔心在收地後只惠及大財團發展，多層物流建築物並不適合現時洪水橋區內的物流營運者。同時，他們質疑未來十萬個就業機會的估算，並應進一步提供有關就業職位類別的資料。現時區內有大約五至六萬個工人在港口後勤及露天倉地方工作，他們可能在發展後失去工作。

2.15.4 有委員建議提供足夠的農地給現有農民，讓他們能繼續耕作生活。

2.15.5 另外廈村鄉代表指出因新發展區中有 75%是在廈村鄉範圍內，政府在規劃洪水橋新發展區的同時應顧及廈村鄉原居民的需求，及諮詢他們的意見。廈村鄉代表建議取消村內的「綠化地帶」和鄰近市鎮公園，反對任何影響廈村風水帶的工程及發展。

2.15.6 新界鄉議局第三十三屆第二十七次及二十八次執行委員會會議相關的會議記錄載於**附錄乙 7**。

2.16 香港工程師學會

2.16.1 在 2013 年 9 月 17 日我們向香港工程師學會介紹洪水橋新發展區初步發展大綱圖，學會會員普遍支持建議的初步發展大綱圖能為香港未來提供長遠的土地作房屋和經濟發展。

2.16.2 學會建議加強新發展區區內和連貫其它地方的交通網絡，如擴展輕鐵線至洪水橋和增設連接和香港國際機場及深圳機場的港深西部快速軌道站。在早期發展中落實行人天橋和行人通道。他們建議締造一個具吸引特點的環保社區，如建造人工湖。他們亦對城市固體廢物處理、空氣質素、優化現有河道、社區和基礎設施等提出意見。在會上，有會員建議透過轉換鄉村至房屋發展增加房屋數目，以應付長遠房屋需求。

2.16.3 有會員要求供應足夠土地作港口後勤及露天貯物用地以應付上升的需求和為新發展區及天水圍提供足夠的就業機會。有部分議員指物流用地不包括在新發展區內，因要騰出更多土地發展住宅。他們進一步建議安置物流用地在流浮山。

2.16.4 香港工程師學會及後向立法會發展事務委員會在 2013 年 11 月 16 日舉行的特別會議提交書面意見。

2.17 洪屋村商會

2.17.1 2013 年 9 月 18 日我們在洪屋村向洪屋村商會代表介紹洪水橋新發展區初步發展大綱圖。洪屋村商會代表稱現時洪屋村的工廠都是位於規劃大綱圖上的「工業(丁類)」用地上，工廠已經存在很久，希望政府在發展的同時要顧及中小企業的需要，不要忽略這些工業的生存價值及要了解這裡工業的性質。

2.17.2 洪屋村商會代表稱因為很多當地的工業需要在地面上運作不能上樓營運，包括製造長型及重型五金的鋼材廠；設有熔爐等設施的車葉鑄造廠；處理重及大型原塊雲石的石材切割廠；及設有焚化爐專門回收處理廢機油的化/學廢物處理中心。這些廠房已領有環保署的特殊化學廠業牌照，同時都不是污染環境的工業。但是如需要把廠房搬遷，牌照要從新申請，擔心在其他地方不能取得營運牌照包括環保署的牌照，希望不用搬遷。

2.17.3 洪屋村商會表示廠商都不希望搬遷，但是如需要把廠房搬遷，政府在收地時應安排土地予廠商作重置工業用途，讓他們繼續工廠的運作。洪屋村商會認為政府現時就寮屋的賠償不足以讓他們繼續營運。然而，有很多海外公司專程找這些廠商合作，這些行業對香港是很重要的，所以政府應照顧這些廠商。

2.17.4 洪屋村商會在 2013 年 10 月 9 日再與研究團隊會面，並提交有關受洪水橋發展計劃影響的洪屋村商戶及居民意願書。

2.18 香港檢測和認證局

2.18.1 我們在 2013 年 9 月 19 日出席香港檢測和認證局第 22 次會議，介紹洪水橋新發展區初步發展大綱圖，委員普遍支持在新發展區提供用地作測試和驗證。

2.18.2 委員指出測試和驗證廠房不需要靠近邊境地區，因為現在的客戶主要來自本港，只要租金合適，工作人員上班方便的地方即可。另外希望政府能簡化清關手續，以幫助處理跨境測試和驗證服務，並提出政策協助行業發展。

2.19 香港規劃師學會、香港園境師學會和香港城市設計學會

2.19.1 在 2013 年 9 月 24 日我們向香港規劃師學會、香港園境師學會和香港城市設計學會介紹洪水橋新發展區初步發展大綱圖，學會會員普遍支持建議的初步發展大綱圖能為香港未來提供長遠的土地作房屋和經濟發展。

2.19.2 學會會員建議進一步與前海融合，促進新發展區的策略性功能。他們對就業數量、新發展區內的社區設施提出意見。有會員關注如何整合現有的港口後勤及露天貯物用地和安置受影響的非原居民，並希望同時改善原居民的居住環境。

2.19.3 有學會會員建議先擬定實施方案和時間表，才制定建議發展大綱圖及其發展藍圖。建議在規劃中留有彈性，可讓日後更改土地來配合西部快速軌道接駁到新發展區內。

2.19.4 香港規劃師學會及後向立法會發展事務委員會 2013 年 11 月 16 日舉行的特別會議提交書面意見。

2.20 香港物流發展局基建支援小組

2.20.1 我們在 2013 年 9 月 25 日出席香港物流發展局基建支援小組會議，介紹洪水橋新發展區初步發展大綱圖，委員普遍支持在新發展區的西北部提供用地作物流業。

2.20.2 有委員指出把現有超過 190 公頃物流和露天貯物用地縮減為 62 公頃，確實不能維持現在的營運，因為有很多工種需要在地面運作，如儲存貨櫃箱，是不能在多層大廈內營運。委員認為露天貯物是物流業其中重要一環，露天貯物用地是需要的。另外有委員希望政府在其它地方提供用地給與物流業發展，維持香港的競爭力，同時延長現時 3 年的短期租約期至最少 5 至 10 年。

2.21 橋頭圍工業區

2.21.1 我們以郵寄方法聯絡橋頭圍工業區內各營運者，提出與他們會面，介紹洪水橋新發展區初步發展大綱圖。最後我們分別與回覆的公司作了三場簡報會，包括在 2013 年 9 月 27 日會見英之傑香港集團代表，2013 年 10 月 2 日與大昌行代表和山特維克代表和業主會面，以及 2013 年 10 月 18 日與友盟建築材料有限公司代表會面。

2.21.2 英之傑香港集團（皇冠汽車公司）代表稱該廠房工作範圍包括三方面：（一）新車檢定、（二）政府認可的驗車中心、（三）私家車及貨車維修。其中「新車檢定」是皇冠汽車公司在香港的唯一場所。工廠內現時大約儲存了四百至五百架私家車及貨車，而且工廠有一座三層高，每層約二十至三十尺高的結構。現時新的貨車是儲存在地面，新私家車可以上樓儲存。維修工場在樓底高的地面，維修時可把車提升約兩米高，方便工人在車底工作。因此貨車儲存、維修及驗車均需要在地面進行。另外新車檢定和維修會產生噪音、空氣污染和廢水，需要取得相關的環境控制許可才可經營。代表稱車廠地點希望是在區內重置，並需要有完善的交通網絡。代表表示需要搬遷、發展時間表和賠償的資料，讓工廠有充足的時間計劃和維持服務，不影響顧客，並希望新發展實施前能與研究團隊有更多的溝通。

2.21.3 大昌行代表稱橋頭圍是大昌行在新界西北的唯一用作維修代理汽車、儲存零件及作辦公室中心，而且只是剛落成約一年，因此並不希望搬遷。如果新發展區落實需要大昌行搬遷，希望不影響大昌行現時的用地和運作，並需要提供足夠時間和合理補償以作搬遷。因為汽車修理不是特殊工業，大廈樓底最少 6 米以上的淨空高度，所以不能搬至工業大廈。代表希望可以換地發展。

2.21.4 山特維克代表稱現在橋頭圍的工廠主要是修理機械及儲存機械。因為機械重量大約十幾噸，高約 4 米，所以不合適在工廠大廈營運。因尋找合適廠房土地非常困難，他們不希望搬遷。如需搬遷，希望儘早得知發展時間表，不影響現時的運作。搬遷亦可能導致現時主要住在鄰近地區如天水圍的工人失去工作。

2.21.5 友盟建築材料有限公司代表稱現在位於橋頭圍的混凝土廠鄰近有元朗高速公路，方便通往在新界西北的工程地盤。這間位於橋頭圍的混凝土廠已經營運了幾十年，是該公司唯一一間不需規劃許可證而可永久運作的廠房，希望可以留在原地繼續營運。如果這間廠搬往其他地方，則需要每三年申請一次規劃許可證。公司不可能在香港其他地方找到同一樣的地方營運。如新發展區落實需要搬遷，希望有一個交通方便的位置，因混凝土由拌合到最終澆築有時間限制，所以混凝土廠的位置要接近公路通往工程地盤。代表擔心規劃中的特殊工業不包括混凝土制造，而且希望清楚搬遷的安排。

2.22 香港建築師學會

2.22.1 在 2013 年 9 月 30 日，我們向香港建築師學會介紹洪水橋新發展區初步發展大綱圖。

2.22.2 學會會員希望利用洪水橋新發展區的地理位置和便利的交通網絡，去建立一個居住和工作的區域性中心，與元朗和天水圍新市鎮融合，為新界西北部提供房屋與工作。他們也關注洪水橋新發展區如何與深圳前海的發展配合。學會建議在區內建立一些商場和富有文化特色的活動去吸引內地遊客來港旅遊消費。另外他們建議在區內興建不同類型的房屋，吸引海外專才來香港工作和生活居住。

2.22.3 學會會員同意整合現有的港口後勤及露天貯物用地，以釋放土地作發展。他們建議把這些工種安排在貨櫃碼頭附近，以減輕運輸費用。

2.22.4 學會會員同意新發展區內使用環保運輸系統，但認為現有的輕便鐵路需要大量土地並已經落後。

2.23 香港運輸物流學會

2.23.1 在 2013 年 10 月 7 日，我們向香港運輸物流學會舉行了簡報會。

2.23.2 學會認為新發展區把現有超過 190 公頃物流和露天貯物用地縮減為 62 公頃作特殊工業，不足夠讓現時維修汽車、環保回收、港口後勤及露天貯物等行業維持營運，建議政府預留土地予營運者。此等工種如儲貯貨櫃不能在多層大廈內營運，因為貨櫃太重及會增加操作成本和時間。另外現有區內僱員沒有新資訊科技和高技術，政府應提供訓練計劃給現有區內僱員。希望政府詳細考慮新發展區規劃對香港物流業的發展和從業員的影響。

2.23.3 另外，有學會會員支持新發展區內可持續性的環保接駁系統。進一步擴充輕鐵可改善空氣質素，縱使佔用地面的空間。須要進一步的交通影響評估去探討發展集體運輸服務機會。

2.23.4 香港運輸物流學會及後向立法會發展事務委員會 2013 年 11 月 16 日舉行的特別會議提交書面意見。

2.24 香港測量師學會

2.24.1 在 2013 年 10 月 9 日，我們向香港測量師學會介紹洪水橋新發展區「初步發展大綱圖」。

2.24.2 藉著重要的地理位置和便利的交通網絡，學會會員支持洪水橋新發展區成為區域物流中心，但認為新發展區把現有超過 190 公頃物流和露天貯物用地縮減為 62 公頃作特殊工業，不足夠讓現時行業維持營運。學會會員認為建議的物流大廈地積比率太高，加上物流中心的淨空高度較高，建議的物流中心將會是龐然大物，影響景觀。因物流業不是勞工密集的工業，學會會員關注到 100,000 個就業機會的估算。另外，部分學會會員質疑增加發展特色區 6 發展密度，從而增加新發展區人口的可能性，認為新發展區的發展密度低，並應該增加新發展區的人口。

2.24.3 學會希望新發展區內規劃有足夠的政府、機構及社區設施，並提供便捷的鐵路、道路和單車徑，與天水圍新市鎮融合。區內該提供不同技術和技能的工作機會。學會會員同意利用環保運輸服務把新發展區北面的人口帶到西鐵和輕鐵車站，希望進一步研究不同交通工具的接駁設施。學會會員亦詢問落實時間表及發展區有否進行碳評估。

2.24.4 香港測量師學會及後向立法會發展事務委員會 2013 年 11 月 16 日舉行的特別會議提交書面意見。

2.25 元朗鄰舍輔導會婦女組

2.25.1 因應元朗鄰舍輔導會婦女組的邀請，我們在 2013 年 10 月 10 日舉行簡報會，向洪水橋區內居民介紹洪水橋新發展區初步發展大綱圖。

2.25.2 洪水橋區內居民關注新發展區內的社區設施。他們建議社區綜合服務大樓選址應該靠近洪水橋輕鐵站，現在位於雅珊園、錦珊園和麗珊園附近的空地均是合適的地方。未來的社區中心內應設有圖書館。新建的公屋及居屋屋苑內應設有街市。天主教崇德英文書院鄰近的休憩用地應保持為政府用地。建議的洪水橋醫院應靠近輕鐵站，故提議在輕鐵塘坊站及擬建洪水橋站中間，加一輕鐵站。

2.25.3 他們建議現時洪水橋的設施也需要改善，包括排水管道和排污設施，增加警署、消防局、醫院、交通配套、社區綜合大樓、運動場、單車徑和公園等。亦建議在公共交通車站增設為殘疾人士和老人使用的設施，設立洪水橋歷史博物館及推廣盆菜區等。

2.25.4 他們建議跨境公路落地位置要完善規劃，保障人流暢通，並反對在洪水橋區內設立骨灰龕場，建議骨灰龕場選址應近后海灣。

2.26 新界社團聯會

2.26.1 因應新界社團聯會的邀請，我們在 2013 年 10 月 10 日討論洪水橋新發展區初步發展大綱圖。新界社團聯會立法會議員同意政府提出的洪水橋新發展區在選址、發展時間及土地利用安排方面已考慮了原居民及非原居民的需要。另外，議員提出十三點建議，包括加強與珠三角的聯繫，發展需回應周邊地區的需求，和考慮周詳的規劃布局。

2.26.2 新界社團聯會及後提交書面意見。

2.27 新生村及新生新村居民

2.27.1 在 2013 年 10 月 11 日，我們在新生村村公所外向新生村及新生新村村民舉行簡報會，約有 60 人出席。

2.27.2 村民認為新的發展和道路網絡不應包圍現有鄉村及減少鄉村面積，限制鄉村發展，並要求加大邊界及鄉村面積，以滿足原居民對小型屋宇的未來需求。他們要求保留新生新村現有的兩個山墳用地，現有學校地址原為「鄉村式發展」地帶，要求從規劃發展大綱圖上的「教育」用地更改為「鄉村式發展」用地以作為鄉村擴展之用。村民要求在圖上顯示被擬建發展影響的地段及房屋。

2.27.3 村民反對收屋收地。如果需要收地，村民要求政府賠償、在洪水橋新發展區內原區安置或分配公屋。

2.27.4 在諮詢新生村及新生新村村民後，研究團隊在 2013 年 10 月 11 日拜訪了沙州里(II)村村長，並介紹了初步發展大綱圖，村長亦帶領我們到村內視察環境。

2.28 自由黨

2.28.1 因應自由黨的邀請，我們在 2013 年 10 月 15 日向自由黨舉行簡報會。他們同意洪水橋新發展區要與屯門、元朗和天水圍新市鎮的發展融合，提供足夠就業機會以緩和現時天水圍缺乏就業機會的問題。

2.28.2 自由黨擔心交通網絡會影響建議的醫院。而在興建高層樓宇時，會影響現有村屋的結構安全及形成屏風效應。他們建議改變沙洲里(II)村旁邊土地的用途，由公營房屋改作酒店用途。更應該考慮一併發展流浮山，提供基建作旅遊業發展。另外，他們建議在擬建洪水橋站附近除了的公屋和私人房屋外，亦應加入混合發展。他們還建議山邊的土地可以發展為農業用地。自由黨認為新發展區地勢比較高，會對低窪的村落造成水浸問題。現有「鄉村式發展」土地用途周邊應提供緩衝地帶，以容許鄉村將來發展。

2.28.3 自由黨指出現時洪水橋的交通並不完善，需要加強當地與其他地區的交通連接。建議應採用高架式環保運輸服務，但不贊成建造單軌鐵路， 因建設成本高限制了鐵路的延伸，以及缺乏對緊急事件的設備。他們認為由屏廈路連接至擬議醫院的道路位置空間相當狹窄，不足夠興建新道路應付醫院的交通流量。他們亦認為其他基建工程，包括擴闊道路和美化排水渠是必需的。

2.28.4 自由黨認為新發展區未來提供的特殊和物流工業只有 62 公頃，不足夠應付現有港口後勤和露天貯物的營運，而且現有工業的操作模式不能在多層大廈運作，更擔心物流行業前境變差，因此發展需留有彈性作其他用途。他們贊成提供土地作測試和認證用途，亦同意擬議的文物徑連接屏山文物徑及洪水橋新發展區內的文物古蹟。

2.29 香港工會聯合會

2.29.1 因應香港工會聯合會的邀請，我們在 2013 年 10 月 16 日與香港工會聯合會立法會議員討論洪水橋新發展區初步發展大綱圖。他們同意洪水橋新發展區與屯門、元朗和天水圍新市鎮的發展融合，成為本港西北部的中心，令當區居民在生活水平和經濟發展有所提升，同時希望新發展區有足夠的就業機會，改善居民的生活水平和家庭收入。

2.29.2 香港工會聯合會及後向立法會提交書面意見。

2.30 亦園村、石埗路尾村、田心新村及丹桂村村民

2.30.1 在第二階段社區參與活動開始，我們便主動安排約見洪水橋發展區內受影響的村落。我們曾在 2013 年 7 月 31 日到訪亦園村村公所，商討邀請村民參與諮詢會詳情，並於 2013 年 8 月 12 日在亦園村村公所門外與亦園村村長會面，商討諮詢會的安排，我們得悉村長會收集村民的意見及安排諮詢會讓我們介紹初步發展大綱圖。及後我們在 2013 年 8 月 23 日、2013 年 9 月 7 日及 27 日亦有向村長詢問有關亦園村諮詢會的安排。最後我們於 2013 年 10 月 4 日與洪水橋新發展區計劃聯村關注組代表聯絡上，並確定向亦園村舉行諮詢會介紹初步發展大綱圖的安排。及後我們也聯絡元朗鄰舍輔導會，並經他們邀請鄰近村落的村民參加，聽取受影響村民的意見。

2.30.2 諮詢會於 2013 年 10 月 19 日晚上在亦園村村公所外舉行，約有 160 人出席，包括亦園村、石埗路尾村、田心新村及丹桂村村民，田心新村關注組代表梁偉權先生，立法會梁耀忠議員及其助理，立法會李卓人議員的助理和其他關注組代表。諮詢會由洪水橋新發展區計劃聯村關注組主席何開發先生主持，邀請村民逐一就初步發展大綱圖發表意見。

2.30.3 有參與者表示在第一階段社區參與活動中已經強烈要求「不遷不拆」，但意見並不反映在初步發展大綱圖上，並在這諮詢會再次重申「不遷不拆」的要求。他們亦表示不滿意第一階段社區參與活動諮詢過程的安排，認為研究團隊只諮詢區議會及鄉事委員會，沒有聽取本地居民的意見。

2.30.4 何開發先生認為沒有清拆 5 條非原居民村的必要，認為做法是違反《基本法》第 3 章第 29 條的規定，因為《基本法》沒有原居民和非原居民的定義，所有香港市民包括原居民和非原居民亦受《基本法》保護。此外，他推算規劃中的 100,000 個就業人數會增加 80,000 個需要跨區工作的人流，特別是特殊物流業的發展可能需要與深圳前海同類型的發展競爭。現有的交通系統已無法承受更多人次，並會嚴重影響現有的交通。因此，政府應先解決現時區內的交通問題，如擴展輕鐵網絡，才再考慮增加人口。建議先探索鄰近西鐵天水圍站的發展可能，再發展一個新的洪水橋站。其他議會發言人士也質疑規劃中 100,000 個就業機會的推算。

2.30.5 有亦園村村民表示政府應該修改現時的補償和安置措施，因為部份村民並不附合上公屋或領取寮屋補償的資格。政府亦需要諮詢亦園村居民的意見，例如村換村、原區安置等方案等，並把意見納入規劃之中。有亦園村村民表示不滿意諮詢過程，反對傳統新市鎮發展模式。並指出洪水橋是香港最後的綠化帶或緩衝區，堅持不遷不拆。若政府堅持清拆鄉村，村民不排除會以司法覆核反對發展。

2.30.6 2013 年 10 月 19 日諮詢會的會議記錄載於**附錄乙 8**。及後亦園村關注組、田心新村關注組、石埗路尾村關注組分別向立法會發展事務委員會 2013 年 11 月 16 日舉行的特別會議提交書面意見。

2.31 立法會發展事務委員會

2.31.1 在 2013 年 10 月 22 日，我們向立法會發展事務委員會介紹洪水橋新發展區的初步發展大綱圖。

2.31.2 在會上討論擬議發展對現有鄉村的影響。有議員建議透過規劃「綠化地帶」，在新發展區與現有鄉村之間預留緩衝區。有議員稱新發展會引致 5 條非原居民村被清拆，村民將反對這項目，希望政府能容許那些非原居民鄉村與新發展項目共存。

2.31.3 有議員關注到洪水橋新發展區提供 100,000 個就業機會，希望政府預留足夠地方以促進商業發展及創造就業機會，並紓緩屯門和天水圍欠缺區內就業的情況。但有議員質疑 100,000 個新增就業機會不切實際。

2.31.4 對於整合現有港口後勤及露天貯物用地後，有議員關注到發展會對工人和營運者造成影響，希望政府妥善處理，為現有營運者提供土地及安置，以繼續營運。

2.31.5 議員關注洪水橋新發展區內所提供的社區設施，建議應在每個住宅用地定位一個更均衡的房屋組合，以締造一個和諧並自給自足的社區。有議員認為只增建一個西鐵站不能解決連接元朗和其他地區的交通問題，以及足夠服務洪水橋的新增人口，希望政府加建其他鐵路線來紓緩對外交通需求。因為洪水橋在新界西北中的策略性位置，應進一步與天水圍融合、必需提升西鐵與建議北環線的連接。另外，有議員建議把握機會改善區內污水和排水系統，以改善居民的居住環境。

2.31.6 有議員建議新發展區可發展為吸引內地訪港旅客的中心，希望新發展區內有相關配套，包括文物徑、單車徑和河畔長廊。有議員建議在擬建洪水橋站附近一帶提供樓面面積不少於 100,000 平方米的大型酒店和零售綜合設施。對於市鎮公園設計方面，有議員不同意擬建位置，認為該地方可用作房屋發展用途，有議員則希望市鎮公園的設計有代表性及方便市民前往。亦有議員詢問 11 公頃農地作復耕的土地擁有權。

2.31.7 2013 年 10 月 22 日立法會發展事務委員會會議記錄載於**附錄乙 9**。

2.31.8 另外，立法會發展事務委員會在 2013 年 11 月 16 日舉行了特別會議，邀請公眾就洪水橋新發展區規劃及工程研究發表意見，該特別會議會議記錄載於**附錄乙 10**。以下團體或個別人士報名出席會議及發表意見：

- 環保觸覺
- 余顯璧女士
- 洪水橋新發展區計劃聯村關注組
- 屏山鄉鄉事委員會
- 推動天水圍經濟大聯盟
- 天水圍社區發展陣線

- 落馬洲中港貨運聯會
- 香港規劃師學會
- 洪屋村商會
- 香港測量師學會
- 長春社
- 元朗起動
- 蝸居部落
- 亦園村關注組
- 田心新村關注組
- 石埗路尾村關注組
- 反對香港「被規劃」行動組
- 新界鄉議局
- 陳建璋先生
- 梁志明先生
- 香港專業及資深行政人員協會
- 馮玉玲女士
- 石懷謙女士
- 關注綜援低收入聯盟
- 土地正義聯盟
- 工黨
- 香港運輸物流學會
- 羅愛蓮女士
- 吳文娣先生

2.31.9 以下團體代表或個別人士不出席但提交意見書：

- 公民黨
- 市民 (Kai Hong Chui)
- 創建香港

- 香港地產建設商會
- 屯門區議會
- 香港工程師學會
- 陳明潔
- 工程界社促會
- 香港物流協會
- 丹桂村、和平新村寮屋居民關注組
- 世界自然基金會香港分會
- 街坊工友服務處
- 新界露天倉經營者協會有限公司

2.32 香港物流協會

2.32.1 在 2013 年 10 月 29 日，我們向香港物流協會舉行簡報會。

2.32.2 學會支持在新發展區提供 62 公頃土地預留作物流用途，並應該在發展第一階段實施，以滿足現有對物流用地的急切需求。但把現有超過 190 公頃露天貯物及港口後勤用地縮減為 62 公頃，不足夠讓現時維修汽車、環保回收、以及配套設置如飯堂和辦公室維持營運。有會員關注建議物流中心的淨空高度、車輛通道和多層運作不適合貯放貨櫃。有會員指出因物流工業的運作模式正在轉變，可能不需要貯放貨櫃在香港，將來更可能與中國融合發展。有會員希望研究團隊能進一步分析土地的布局和設計。

2.32.3 香港物流協會及後在立法會發展事務委員會 2013 年 11 月 16 日舉行的特別會議提交書面意見。

2.33 環境諮詢委員會

2.33.1 在 2013 年 12 月 9 日，我們向環境諮詢委員會介紹洪水橋新發展區的初步發展大綱圖。

2.33.2 有委員指因此區並不鄰近現時在青衣和葵涌的貨櫃碼頭，建議把港口後勤及露天貯物用地遷離洪水橋新發展區，以減少大型車輛進出新發展區，對居民造成環境影響。隨著屯門至赤鱲角連接路的興建和前海發展，他們建議搬遷港口後勤及露天貯物用地至屯門地區。

2.33.3 有部分委員質疑擴展「鄉村式發展」地帶的可能和在新發展區南部提供休憩用地，認為洪水橋新發展區未能表現出「以人為本」的遠景，所建議的環保元素亦不多。

2.33.4 一位委員建議應透過城市設計和規劃帶出洪水橋新發展區更多的優點和獨特之處，並提供更多資料以回應有關氣候要求、促進社交的公共空間的質素、節能設計和環保基建/建築物以及自然與人類關係等問題。另外有委員建議與渠務署合作，連接引水糟、綠化地帶和休憩空間。社區耕種日漸成為休閒活動，應在新發展區提供土地予農業活動。

2.33.5 有委員對鷺鳥林的保護表示支持，並要求建築物遠離鷺鳥林，和保留鷺鳥飛行覓食的路線。另外，有委員覺得新發展區內的「綠化地帶」比較分散，希望把分散的「綠化地帶」連貫起來。

2.33.6 2013 年 12 月 9 日環境諮詢委員會會議記錄載於**附錄乙 11**。

2.34 公眾提出書面意見

2.34.1 在整個第二階段社區參與過程中，我們一共收到 1,401 份公眾書面意見。在公眾書面意見中，有 10 套相似的信件，共約 801 份，當中可分為四大類意見，總結如下：

- 不支持以傳統新市鎮模式發展洪水橋新發展區，建議採用公私營界別合作及換地，以增加發展新發展區的效率 (266 份意見)；
- 反對歧視及清拆非原居民鄉村及投訴現行的安置和補償安排未能惠及受影響居民。他們亦質疑發展洪水橋新發展區的必要性和提出的新就業機會 (265 份意見)；
- 支持保留丹桂村及和平新村的建議 (127 份意見)；
- 要求重新規劃在西鐵以下的田心新村土地，由「鄉村式發展」至「地區休憩用地」，及毗鄰的土地由「地區休憩用地」至「鄉村式發展」(74 份意見)；
- 反對橋旺街的「教育」用地，並建議重新規劃該土地為住宅/商業用途；
- 支持重新規劃屏山工業區為混合用途發展的建議；
- 建議採用 50(公營)比 50(私人) 的房屋組合比例。在而包括天水圍後房屋組合比例則為 60(公營)比 40(私人)；
- 因洪水橋新發展區不是為香港人而建的，故反對這計劃。他們質疑從新發展區所創造的 100,000 個新就業機會，並懷疑新發展區內的工作可能不符合將來的居民的技能，令他們要跨區工作因而造成嚴重的負擔。另外，這計劃沒有考慮到棕地的特色和環境影響；及
- 要求政府進行一個社會經濟影響評估以更了解受影響持份者的特色和需要，並為該區進行人口調查，保護該區居民和農民的權益，亦應保留現有農地和商店。
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2.34.2 除了個別人士的意見外，下列組織和機構也對研究提供了書面意見：

- 屯門鄉亦園村村公所
- 屯門鄉事委員會

- 新界鄉議局
- 新界露天倉經營者協會有限公司
- 洪屋村商會
- 洪水橋商會
- 元朗商會
- 鄧家良元朗區區議員辦事處
- 屯門鄉事委員會議員陶錫源
- 香港明愛－洪水橋/朗邊社區發展計劃
- 田心新村關注組
- 石埗路尾村關注組
- 丹桂村、和平新村寮屋居民關注組
- 洪水橋、丹桂村關注組
- 丹桂村、和平新村關注組
- 反對香港「被規劃」行動組
- 推動天水圍經濟大聯盟
- 洪水橋發展關注組
- 洪水橋發展優化服務小組
- 洪水橋新發展區計劃聯村關注組
- 橋洪路關注組
- 屯門亦園聯村關注組
- 洪水橋聚賢社婦女會
- 土地正義聯盟
- 新界關注大聯盟
- 街坊工友服務處
- 社區發展陣線
- 人民力量立法會議員陳偉業議員
- 元朗區區議員(民選議員) 黃偉賢

- 元朗區區議員郭強
- 香港工會聯合會
- 建社
- 民建聯
- 新社聯
- 自由黨
- 新民黨
- 公民黨
- 中華傳道會佳音堂
- 青松觀有限公司
- 友恭學校校友會
- 職業訓練局
- 創建香港
- 長春社
- 嘉道理農場暨植物園公司
- 世界自然基金會香港分會
- 香港觀鳥會
- 環保觸覺
- 香港工程師學會
- 香港建築師學會
- 香港規劃師學會
- 香港運輸物流學會
- 香港測量師學會
- 香港工商專業聯會
- 工程界社促會
- 香港地產建設商會
- 弘域城市規劃顧問有限公司

- 海暉物流有限公司
- 持續智庫
- 香港地鐵有限公司
- 流浮山露天倉業界
- 蘇氏五金有限公司
- 蘇記重櫃場
- 建述環保回收有限公司
- 駿達機械有限公司
- 彩傑有限公司
- 文佳投資有限公司
- Mezzo 集團
- Glass Global Limited
- Professional Property Services Group
- Linking Wisdom Ltd.
- 冠華食品菓子廠有限公司

3 公眾意見總結及回應

3.1 概要

3.1.1 在第二階段社區參與活動中，我們得到公眾熱烈的回應。透過公眾論壇及與法定與諮詢機構、專業團體、相關持份者及本地關注組的會議，我們收集到對初步發展大綱圖和洪水橋新發展區項目的意見。除此之外，我們通過郵寄、傳真和電子郵件方式，收到 1,401 份書面意見。

3.1.2 我們在第二階段社區參與活動中收集到不同的意見，當中包括支持和反對洪水橋新發展區項目。在提供額外交通基建和社區設施的前題下，元朗區議會在第二階段社區參與表示支持項目。有市民、地區組織、屯門區議會議員、立法會議員、政黨和專業團體，包括香港規劃師學會、香港測量師學會、香港專業及資深行政人員協會、香港工程師學會、工程界社促會、香港物流協會等，表示對建議新發展區計劃普遍支持或沒有反對。他們認為新發展區的落實會幫助應付香港房屋和發展的需求。另一方面，我們亦從第二階段社區參與中收集到不同公眾界別的反對意見。他們主要是受新發展區發展所影響的本區居民和營運者，及新發展區內外的關注組。

3.1.3 在不同的簡報會和會議中，參與者表示主要的關注在於住宅和棕地作業的遷拆，以及在新界西北區內擠塞的交通情況。此外，我們亦收集到不同議題的意見，內容環繞新發展區的需求和定位、經濟發展、就業、社會組合、政府、機構或社區設施和公共基礎設施的提供、生態和環境、城市設計、文化遺產、落實發展機制及時間表等。研究團隊已參照所收集的公眾意見，並在制定洪水橋新發展區的建議發展大綱圖時進行不同的技術評估。建議發展大綱圖的建議土地用途已修改，以回應公眾的意見，建議發展大綱圖的土地用途的主要改變在**附錄戊**。以下是總結從第二階段社區參與活動中收到的意見和研究團隊的回應。

3.2 新發展區的需求和定位

3.2.1 有部分支持意見指出新發展區會幫助應付香港房屋和發展的需求，並要求政府儘早落實發展計劃。他們相信發展會為天水圍區缺乏就業機會的居民帶來更多的就業機會。透過重組發展區的土地用途，亦能改善環境。

3.2.2 支持發展的公眾和組織認為洪水橋新發展區坐擁新界西北部的策略性位置，可利用現有和擬建的公路及鐵路，連貫香港國際機場、深圳前海和香港各地區。鑑於洪水橋新發展區的策略性位置，公眾歡迎洪水橋新發展區定位為新界西北的區域樞紐。不過，有意見認為需要檢討洪水橋新發展區的定位，進一步加強其作為新界西北區區域中心的功能。有意見提議新發展區的商業發展區應進一步擴大，以發展洪水橋為一個副商業中心區。

3.2.3 可是，有意見指新發展區內的基建和就業機會並非為香港市民而設，而是為內地人士而設。他們指責新發展區只是為了內地和香港融合而發展。部分意見認為政府應檢討人口和移民政策，以控制香港的人口增長，包括暫停每天 150 名移民來港，減少新發展區的土地和發展需要。

我們的回應

3.2.4 根據建議發展大綱圖，洪水橋新發展區的總人口約 215,000（新增人口為 173,000)，有約 60,100 個新住宅單位，並會創造約 150,000 個就業機會。利用洪水橋新發展區位於新界西北的策略性位置，及現有和擬建的鐵路和公路連接香港國際機場及香港和深圳各地區，洪水橋新發展區將會發展成為一個支援本港社會和經濟增長的新一代新市鎮。秉承了創造一個可持續發展、以人為本和均衡社區的規劃原則，洪水橋新發展區會規劃和建造為一個供香港市民適宜生活、工作、學習和娛樂的理想地方。洪水橋新發展區將會是香港中長期的主

要土地來源之一，以應付未來房屋發展的需求，這將會佔整體公營房屋單位供應的重要比例。更重要的是，洪水橋新發展區將會是新界西北的區域經濟及文娛樞紐，促進香港經濟及提供就業機會和支援服務。這不單是為新發展區未來的人口而建，同時更供應天水圍、屯門及元朗新市鎮的居民，以及規劃中的元朗南發展。洪水橋新發展區的發展將會有助於平衡全港人口和就業的分佈，並在同一時間優化和有效地共享基建和政府、機構或社區設施。

3.2.5 對於洪水橋旨在為內地人士服務的指控很大程度上是因為誤解。洪水橋新發展區定位為香港市民的新一代新市鎮。

3.3 經濟發展

3.3.1 有公眾人士認為圍繞西鐵站的商業發展並不足夠。一位立法會議員表示由於香港的零售樓面面積短缺的情況，導致商店租金急升，並限制了本地零售業的發展。有建議指政府應把握這次發展項目的機會，在擬建洪水橋站附近興建大型酒店暨購物中心，提供大量的商業活動。另有一些意見建議在鐵路站周圍設跳蚤市場，融合零售元素於休憩用地，提倡本區的本土文化和社會融合。

3.3.2 亦有部分意見提議政府應開拓擬建洪水橋站和前海機場的往來連接。由於新發展區鄰近深圳，可以發展為內地訪港旅客的樞紐和鼓勵誇境旅遊，有助紓緩香港其他地區的旅遊配套設施。有意見指出與擬建洪水橋站鄰近的發展地區將可提供商業樓面面積，容納酒店、商業和購物設施，提倡旅遊業。

3.3.3 在另一方面，有部分市民反對大型購物設施發展，因這不利於培育本地中小型企業。有意見認為應避免大型購物商場和連鎖店的新市鎮發展，反而應在該區規劃具有本土特色的商店，提高街道活力。

3.3.4 有意見指要促進流浮山的旅遊業，並建議把流浮山迴旋處附近的土地改劃為「綜合發展區」用地，在流浮山提供新的旅遊景點，為該區創造就業機會。

我們的回應

3.3.5 為了進一步利用擬建洪水橋站的策略性位置，車站周邊地區進行了重組，並在建議發展大綱圖上重新規劃為「商業」用地。車站周邊的「商業」用地已被擴展，亦加高了密度。商業中心將會結合文娛及公共服務元素，包括在附近興建一個裁判法院、政府辦公室和社區會堂。同樣地，圍繞西鐵天水圍站的地區也進行了重組，並在建議發展大綱圖中重新規劃，增加商業規模，提供一個地區商業中心以服務鄰近的天水圍新市鎮，以及為附近居民提供就業機會。

3.3.6 除了預留土地作全面商業及零售發展，我們在不同的位置引入商店街，以加強街道的活力，為居民提供另類的購物體驗和選擇。我們建議在沿天水圍河西面、連接主要市中心及企業和科技園的住宅區、及沿著連接文娛樞紐的步行街設三條有臨街零售商店的商店街，為了提高視覺美感，建議採用梯級式平台設計，並把平台一樓沿步行街後移。

3.3.7 為了回應市民希望推動流浮山地區經濟的要求，並提高該區的旅遊業，我們在建議發展大綱圖上在該區規劃了一個附有公共停車場的新「商業」地帶在流浮山區，新建議的環保運輸服務也將延伸到新發展區的北部，讓遊客能直接往來擬建洪水橋站和西鐵天水圍站。

3.4 預留土地作物流和資訊科技及電訊業發展

3.4.1 香港物流協會全力支持洪水橋預留土地作物流用途，並建議該地區應該在第一階段落實，以應付現有物流業的迫切需求。此外，亦有其他人士建議進一步增加土地預留作物流用途。

3.4.2 我們收到意見支持在港深西部公路旁設置物流區，這能夠避免為新發展區的其它地帶來額外的交通流量。然而，有意見指洪水橋不是設置物流設施的最佳位置，他們認為應設於鄰近港珠澳大橋和機場的大嶼山。

3.4.3 物流業界建議為了香港物流業可持續發展，租金成本應保持在一個合理的水平，以支持中小型企業在全球物流市場中的競爭力，並在市區釋放工業用地。另外，根據初步發展大綱圖，物流設施是主要的就業機會來源，有意見敦促政府盡快提出相關的政策促進洪水橋新發展區的物流業發展，從而保證能及時創造預期的就業數目。

3.4.4 有關建議「特殊工業」區作資訊科技及電訊業發展，包括資訊儲存中心、測試和認證設施及商貿用途，有公眾意見指這將與香港科學園及數碼港重複，並質疑這土地用途可創造的就業機會。另一方面，有建議認為應預留更多土地作企業園，引入更廣泛的行業如輕工業和環保技術，以創造多樣化的就業機會。但有意見指營運地方應移到較北方，鄰近私人住宅區，為該區市民提供就業機會。

我們的回應

3.4.5 物流業是香港的傳統支柱工業，一直以來對香港的經濟發展和就業作出顯著的貢獻。洪水橋新發展區計劃提供足夠土地支持物流和科技工業，以維持香港的經濟競爭力。建議發展大綱圖中的建議物流、企業和科技區便旨在達到這規劃目的。這區的土地用途已在建議發展大綱圖中重新規劃，約 37 公頃的土地預留作物流園。同時，政府將繼續研究在新界其他地區發展物流的可行性。在這區內，約 9 公頃的土地預留作企業和科技園，約 24 公頃的土地則預留作港口後勤、貯物及工場用途，以整合現有的棕地作業。擬議的物流和科技區將鄰近港深西部公路，直接連繫機場和中國大陸。重型車輛能夠透過港深西部公路下的主要幹路和兩個道路交匯處直接接駁到港深西部公路，無需經過東部的住宅區，這些工業營運對新發展區市民的影響將會保持最低。預留土地作物流發展已獲得相關政策局/部門支持，我們將盡力落實發展。在 2014 年 12 月公佈的香港港口發展策略 2030 研究中，建議促進在新界物流設施的發展，令香港發展為區域交易及分配中心。

3.4.6 為了提高靈活性以容納其他相關生產服務用途、科技用途、現代工業和無污染工業，配合資訊科技及電訊業、測試和認證發展以迎合更多可能的工業，在初步發展大綱圖上的原有「其他指定用途(特殊工業－資訊科技及電訊業、測試和認證和商貿用途)」將在建議發展大綱圖中被修改為 9 公頃的「其他指定用途(企業和科技園)」。為了提高企業和科技園的連接性，這區已移向南部，鄰近區域經濟和文娛樞紐及擬建洪水橋站。預留土地作企業和科技園亦已獲得相關政策局和部門支持。

3.5 就業

3.5.1 有意見主張在新發展區內提供更多不同技能的就業機會，讓居民不用跨區工作及避免有可能造成的大量交通時間和費用。亦有意見認為新發展區內應提供足夠的就業機會，以減輕現時天水圍缺乏就業機會的問題。

3.5.2 有評論質疑如何從初步發展大綱圖中估計 100,000 個就業機會，質疑物流設施會否創造新發展區內一半的就業人數及關注到現時沒有一個經濟發展政策的資料來證明就業數目的估計。有些意見提出應該提出落實建議的特殊工業的政策。

3.5.3 有市民表示對新發展區內失去工作的關注，特別是在洪水橋內的經營者擔心新發展區所產生的就業機會可能與居民的技能不相配。

我們的回應

3.5.4 利用洪水橋新發展區聯繫香港和深圳主要貨運和客運的策略性位置，區內將包括不同的經濟活動。擬建洪水橋站鄰近的地區將發展成一個區域經濟及文娛樞紐作辦公室、酒店、零售設施和其他商業用途，以及裁判法院和政府辦公室。圍繞西鐵天水圍站的地方將發展為一個同時服務鄰近天水圍新市鎮的地區商業中心，融合商場和辦公室大樓的發展區。直接連接港深西部公路的地區已預留作物流、企業和科技區及工業區，提供地方發展廣泛的工業 / 特殊工業用途如創新科技研究中心、測試和認證、資料儲存中心及相關行業和非污染工業用途(包括高增值物流活動、港口後勤、貯物及工場用途和正式工業活動。約 37 公頃土地已特別預留作物流及相關設施，而 9 公頃土地則預留用作企業及科技園。

3.5.5 這些經濟土地用途將創造不同性質和種類的工作，提供更多選擇以配合有不同技能的居民。就業機會數目已由初步發展大綱圖的 100,000 個增至建議發展大綱圖的約 150,000 個。

3.5.6 隨著大量就業機會的供應，洪水橋新發展區將成為新界西北地區的就業中心。這將有助解決就業機會過分集中在主要市區的問題、促進本土社區的活力、應付天水圍的職位短缺，以及緩解從新界至市區的交通走廊的交通擠塞。

3.6 社群組合

3.6.1 有建議指新發展區內的總房屋數目應進一步增加以滿足香港房屋的需求。而且應盡可能在洪水橋內的私人房屋實施「港人港地」的政策。元朗(包括洪水橋和元朗南)的未來房屋發展應有全面的規劃。

3.6.2 公眾普遍支持我們建議的公私營房屋組合，以幫助解決天水圍新市鎮公共房屋過高的比例。然而，有市民提議應靈活地制定新發展區的房屋組合。有意見指建議的房屋組合沒有按照長遠房屋策略的建議（即公私營房屋比例為 60:40）。但亦有意見指新發展區內建議的 51%的公營房屋比例相對較低，不能滿足公共房屋的迫切需求和應付公營房屋申請的上升。然而，有意見則認為 51%的公營房屋比例過高，應該降低以避免像天水圍的社會問題發生。在另一方面，有意見認為 49%的私人房屋組合過高，會引起公眾對政府只顧私人發展商利益的指責。

3.6.3 我們亦就公營房屋在新發展區內所建議位置的發展收到不同的意見。有些意見提出發展公營房屋應設在靠近鐵路站的地方，但其他市民認為鄰近鐵路站的公營房屋發展應向北移，騰出西鐵站旁的土地用作高密度私人住宅及商業發展，以增加經濟收益，並創造更多就業機會。有意見強調公共交通並不能連接新發展區北部的建議公營房屋發展。

我們的回應

3.6.4 洪水橋新發展區將會是應付未來中長遠房屋發展需求的主要土地來源，有合共約 60,100 個新住宅單位。雖然有意見希望進一步增加房屋供應，但我們必須指出洪水橋新發展區已規劃成一個能自給自足擁有平衡房屋和就業組合的社區，讓本區市民能節省跨區工作的時間。除了在新發展區內預留土地作房屋發展，我們亦預留了土地作經濟用途。洪水橋新發展區將會成為新界西北的一個就業中心，解決工作過份集中在主要市區的問題。此外，新發展區內要有足夠的土地預留作不同的政府、機構或社區設施以配合人口增長。

3.6.5 為了發展一個和諧社區，我們在新發展區內已規劃了不同種類的住宅發展，應付市民的不同需要、期望和負擔能力。新發展區的其中一個規劃目標是要締造一個均衡的社區，避免造成被公營房屋主導的單一住宅發展如天水圍，這概念由初步發展大綱圖開始至建議發展大綱圖一直沿用。我們在新發展區的建議發展大綱圖中建議了一個 51(公營)：49(私人)的房屋單位比例，與天水圍整體一併考慮的公私營房屋比例則約為 69：31。這安排是為了達至一個區域性的適當平衡。為了回應公眾指避免將公營房屋聚集在同一個地方的意見，我們在制定建議發展大綱圖時已經檢討過公營房屋的分布。

3.7 政府、機構或社區設施

3.7.1 有意見認為新發展區內應該有足夠的政府、機構或社區設施及休憩用地，同時這些設施應配合新發展區的人口增長，不要像以往新市鎮發展時因設施未能適時落實而對市民生活造成影響。有市民建議在新發展區內應有更多的老人服務和基建以應對人口老化的問題。有部份收集到的具體意見特別要求保留私人擁有的教堂、老人院和學校。有建議在廈村建立一所小學。另有建議提出搬遷政府辦公室至新發展區內，以推動區內辦公室的發展，亦有建議認為新發展區內應有寵物公園。

3.7.2 公眾普遍歡迎在新發展區內開設診所和醫院的建議，但在診所和醫院的選址上的意見有分歧。石埗村和洪屋村村民認為初步發展大綱圖內的醫院位置太靠近他們的鄉村，擔心病菌會傳播到村內，而且救護車的噪音會影響村民生活。他們建議將醫院移到更遠離民居的地區。另有意見指醫院應在一個容易達到的位置，並有合適的道路連接醫院和提供全面的交通安排。

3.7.3 有意見反對在橋旺街和橋盛街發展「教育」用地，因該用地位於西鐵天水圍站附近的黃金地段，應該發展為住宅、商業或酒店發展來提高天水圍的經濟。有市民認為「教育及相關用途」不適合作職業教育及培訓學院，並建議在新發展區內其他幾個位置作這類發展。亦有建議應擴大「教育」用地以付合今日的教育學院標準和應付區內的未來的人口。

我們的回應

3.7.4 在規劃洪水橋新發展區的政府、機構或社區設施時，我們已經檢視了各地區的實際環境和限制，並按照《香港規劃標準與準則》來規劃該等設施，同時亦考慮了周邊發展如天水圍新市鎮和建議元朗南發展的需求。我們會考慮第三階段公眾參與所收集到的公眾意見及建議，將在下一階段制定詳細發展時間表及分期圖。制定發展時間表時，我們將會注意及確保為新發展區的入住居民適時提供各項社區設施。

3.7.5 雖然屯門及元朗現在已有醫院，在天水圍亦正興建新醫院，為顧及周邊地區將來發展的要求，於洪水橋新發展區擬議醫院的總樓面面積亦在建議發展大綱圖上稍為調整。醫院建議位置處於洪水橋新發展區的中心，由天水圍西鐵站可步行前往方便所有區內和區外的居民到達。

3.7.6 考慮到公眾對規劃橋旺街和橋盛街一帶的意見，建議發展大綱圖中已重組該地區的土地用途，引入了商業和混合用途地帶，加強該區成為新發展區的地區商業中心。這也可以為天水圍的居民提供更多的就業機會。

3.8 交通基建

3.8.1 在第二段社區參與中，有很多市民指現有西鐵線和輕鐵服務已經飽和，特別在繁忙時間，有大量居民需要跨區工作。很多意見指出新發展區的大部分地方都沒有公共交通服務覆蓋，並關心在沒有新的公共交通基礎設施支持下，新發展區的人口增長將導致情況進一步惡化。這些意見強調目前的公共交通設施不能應對新發展區的未來人口。

3.8.2 有市民認為在新發展區內應提供足夠的接駁服務連接西鐵及輕鐵站，亦建議建設鐵路連接屯門及荃灣，甚至有市民認為要在天水圍建造另一個西鐵站，同時建議增加西鐵及輕鐵服務的班次。

3.8.3 市民普遍支持洪水橋新發展區環保運輸服務的概念以應付人口和就業機會的增長，建議的環保運輸服務需要連接西鐵和輕鐵站。有市民建議伸延現有的輕鐵系統到新發展區內，但有市民則認為輕鐵佔用大量土地，同時，輕鐵和道路交匯的路口亦曾發生交通意外。

3.8.4 有市民對於移除天影路表示關注，認為沒有天影路會增加屏廈路的交通壓力。同時天水圍北的居民現時會使用天影路的接駁巴士來往西鐵天水圍站，移除天影路會帶來不便。另一方面，有些市民支持移除天影路，因這樣可以使未來新發展區的發展和天水圍更融合，並消除路面產生的噪音問題。他們認為新發展區的整個運輸網絡應該仔細規劃，包括對天水圍的交通狀況的考慮，以應對由移除天影路所帶來的影響。另有意見表示擔憂在新發展區內的主要道路會帶來的噪音影響，如港深西部公路及青山公路，並要求政府沿這些主要道路興建隔音屏障，以減少噪音對周邊居民的影響。

3.8.5 有區議員認為政府應檢討先前建議的 10 號幹線和將廈村的交通運輸連接至白泥、望後石及機場等，並購回大欖隧道以減輕因洪水橋新發展區所產生的交通負荷和相關環境問題。此外，他們還建議擴闊青山公路、元朗公路和港深西部公路，並認為北環線應與落馬洲及羅湖連接，以將新發展區的經濟效益發揮至最大。

3.8.6 有些意見建議新發展區應採納可持續發展的交通運輸策略，配合完善的公共交通、單車徑和行人道連接新發展區內不同的地區，同時，道路網絡不應導致社區被分割。公眾也關注到提供單車徑、單車停放處和行人天橋的連接，亦有意見建議擴闊橋洪路和流浮山道。

我們的回應

3.8.7 當沙田至中環線(沙中線)的大圍至紅磡段通車後，現有馬鞍山線會從大圍經東九龍連接西鐵線形成「東西走廊」。沙中線工程將會提升西鐵線的訊號系統，港鐵公司並將需購買 148 個新車卡和改裝現有列車，為「東西走廊」通車作好準備。預計由 2016 年底開始，新購列車會陸續進行測試，西鐵線的列車會逐步由七卡增至八卡，至「東西走廊」通車後將會全面以八卡列車運行，載客量將增加至少 14%。港鐵公司現正提升馬鞍山線及西鐵線的信號系統，以配合日後沙中線「東西走廊」的運作。新發展區將會擁有一個全面的交通網絡，包括獨立的環保運輸服務連接新發展區內的西鐵站、輕鐵站、道路、行人道和單車徑。

3.8.8 透過修改現有道路和新建道路，新發展區建議一個完善的道路網絡。建議的道路網絡將充分地連接新發展區內所有的土地，並提供方便的連接到鄰近地區如天水圍和現有策略性公路。在新發展區內亦建議增設四個公共運輸交匯處，以配合提供新的公共交通工具來服務建議的住宅、商業和工業地區。同時在新發展區內將興建新的單車徑，以加強現有的單車徑網絡，並在新發展區內構成一個完善的單車徑系統。

3.8.9 建議發展大綱圖中已預留用地作環保運輸走廊，以貫穿新發展區內的發展，連接現有天水圍西鐵站、擬建洪水橋站和現有的輕鐵站。該走廊會建於地面，並在與行車道交滙的位置以不同水平作高低分隔。環保運輸走廊包括一個軌道式或路面式環保運輸服務、行人道及

單車徑，提供交通穿梭服務，把住宅羣連接到主要設施。環保運輸走廊將為洪水橋新發展區提供快速的運輸服務。移除天影路後將能沿天水圍河提供一個休憩河畔發展，使天水圍及新發展區之間有更好的連繫。在移除天影路後，新發展區將會提供新的連接東西方向交通的地區幹道以配合來往天水圍新市鎮的交通。

3.8.10 我們留意到一些就落實新界西北新發展項目後對策略性公路基建的關注。政府將適時地提供連接洪水橋新發展區至屯門及市區的新策略性公路基礎設施，以應付新界西北的擬議新發展項目所增加的路面交通需求。

3.9 環保生活環境及環保基建

3.9.1 公眾普遍支持採用環保運輸服務和其他減碳排放措施。有市民認為要有足夠的誘因來吸引私人市場和社區的參與，以達到締造環保生活和工作環境的目標。

3.9.2 有市民認為優化現有河道不僅有可能創造野生動物多元化的棲息地，同時也提高了生活享受質素，是建構和諧社區的關鍵。有意見支持活化現有河道的建議，並建議可進一步發展為水上活動中心。

3.9.3 然而，有些市民認為初步發展大綱圖中沒有提出很多環保和可持續性元素，無法表現出以人為本的願景。有意見建議提升新圍污水處理廠至二級處理廠以改善污水水質，亦建議在新發展區內建一個人工湖來收集雨水，並引入廢物回收設施。

我們的回應

3.9.4 我們明白公眾對環保生活環境的期望，我們旨在提倡新發展區綠色城市的理念，包括加強連接性、達至低碳排放和提高資訊和通訊科技技術應用。除了環保運輸服務、全面的行人道和單車徑網絡和傳統綠化外，我們也將採用其他形式的環保措施，包括可能使用經處理的再造水作沖廁和灌溉用途、可持續的城市排水系統如蓄洪湖泊和河道活化、社區環保站作垃圾分類和回收，以及採用不同形式的可再生能源作發展和基礎設施等。為了實現綠色城市的理念，在建議發展大綱圖上已預留土地以提供各個建議的環保措施。

3.9.5 我們完全同意不僅要活化和美化現有河道，而且要讓公眾能夠享受其成。我們建議沿已活化的河道興建河畔長廊。沿河畔長廊將設置行人道、單車徑、環保運輸服務、臨街商店和餐廳，使長廊成為一個方便到達而又能讓市民享受舒適環境的地方。行人通道和單車徑將繼續沿河道讓市民可以欣賞新發展區的景緻。

3.10 生態及環境保育

3.10.1 因洪水橋內大部分的土地已被破壞，部份環保團體同意新發展區的發展，他們敦促具生態價值的土地如新生新村鷺鳥林應妥善地保存。有意見認為應保存在新生新村鷺鳥林旁的低密度發展和農地，以保護鷺鳥的棲息地。往田心河道和洪水橋河道東面的飛行路徑也應被保留。環保團體認為「綠化地帶」應覆蓋更大的範圍，並反對在鷺鳥林附近興建公營房屋，以避免干擾雀鳥，同時亦要求發展不要影響鷺鳥飛行路線。另有建議將鷺鳥林及其周邊地區改劃為「自然保育區」，而不是「綠化地帶」。環保團體亦建議應進行全面的研究以提供有關鷺鳥林和鷺鳥覓食地方的資訊、評估發展對鷺鳥繁殖和棲息的影響以及進行鷺鳥飛行線路以研究發展會否對其有影響。他們建議在生態環境、節能及人類與自然接觸方面應有更創新的規劃，亦有意見認為新發展區內的「綠化地帶」分佈零散及面積太小。

3.10.2 環保團體也提出了對搬遷和重置露天貨倉的關注，擔心重置的業務將遷往新發展區外其他地區，對環境造成負面的影響。他們敦促政府制定長遠的政策管理露天貨倉，如提供一個

集中的區域處理露天貨倉，及整體制定一個有關行業和對后海灣及其周邊地區影響的全面計劃，以保護生態系統的完整性。

我們的回應

3.10.3 新生新村的鷺鳥林在 2012 年建立，香港觀鳥會每年都會勘查。鷺鳥林是小白鷺和池鷺築巢的地方，鷺鳥林及附近地方在建議發展大綱圖劃為「綠化地帶」及「美化市容」地帶，以確保其不受外界直接影響。除此之外，在「綠化地帶」東面的「休憩用地」地帶走廊將可有助維持空曠的地方以保護鷺鳥飛行路徑，在施工期間，主要工程將會在鷺鳥繁殖季節以外進行 (即 3 至 8 月)，以紓緩干擾，並提供隔音屏以減輕干擾(如沿工程界線設置圍板保護鷺鳥林)。

3.10.4 在建議發展大綱圖上，港深西部公路相關的濕地彌償地區亦將會原址保留在「綠化地帶」內。綠化地帶之間的生態廊將有助鞏固和連接該地區的棲息地，棲息地將會在生態廊內形成，並有助維持和提升該地方的生態價值。

3.10.5 我們得悉環保團體關注到棕地營運者可能遷移到發展區以外的其他地區。現時，洪水橋內的棕地作業已造成相當大的環境、交通、景觀、水浸及其他問題。新發展區的其中一個目標是更有效地使用這些棕地及提高發展區的整體環境質素。為了避免現時的棕地作業轉移至其他地區進一步擴張，我們已經在洪水橋新發區內預留了合適的土地以作港口後勤、貯物及工場用途，有效地整合現有的營運。

3.11 與保留的鄉村融合

3.11.1 廈村鄉和屏山鄉鄉事委員會代表稱一向支持政府在鄉郊地區發展的政策，但亦希望政府同時能照顧到鄉村小型屋宇發展的需要。他們希望能改變一些「綠化地帶」和「休憩用地」的土地用途為「鄉村式發展」，以提供足夠土地作將來鄉村擴充和興建鄉村小型屋宇之用。另外，我們收到意見反對石埗村北的「鄰舍休憩用地」，並建議改劃為「鄉村式發展」用地。同時，亦有要求新發展區發展期間不應凍結鄉村小型屋宇發展申請，而且不應該減少並要求擴闊現有村落界限。另有建議放寬小型屋宇的建築高度限制，以解決未來供建小型屋宇土地短缺的問題。有些意見建議沿祥降圍、舊李屋村和新生村發展「美化市容」地帶以作為與建議物流及科技區的緩衝帶。另一方面，有意見提議檢討現行的小型屋宇政策，以減輕土地需求的壓力。

3.11.2 有村民代表關注新發展區內新建議的道路將會圍繞被保留的鄉村，並擔心在周邊興建 40 層高的住宅大廈會造成屏風效應，影響現有鄉村的環境和排水系統。他們要求保留現有的風水帶，並建議政府改善污水排放、雨水排放和緊急通道的問題，以改善當區居住環境。同時，亦建議保留現有鄉村的停泊處。

3.11.3 有很多村民對新發展區內的排污和排水課題表示關注，因現有鄉村位於低窪區，他們擔心在鄉村旁施工及發展會造成水浸，敦促政府全面研究新發展區的排污和排水系統。

3.11.4 我們收到意見建議進行一個「公務工程改善及城市設計計劃」以活化及提升整個研究範圍的鄉村景觀。

3.11.5 丹桂村及和平新村的村民表示歡迎初步發展大綱圖保留青山公路以南的所有鄉村的建議，但是他們關注他們的鄉村是否會受到渠道改善工程的影響，他們也表示在丹桂村興建公共房屋可能會改變現有的鄉村環境和影響村民的社交。由於青山公路以南没有發展建議，他們要求在新發展區範圍剔除該地區。然而，我們收到部份相反的意見，要求政府檢視青山公路以南的地區及提升現有住宅區密度以善用寶貴的土地資源應付住屋需求，並鼓勵發展或重建該區，加強該區土地用途的兼容性。

我們的回應

3.11.6 在規劃洪水橋新發展區時，我們已致力減輕對現有鄉村的影響，確保建議的土地用途與現有社區互相結合，並已密切注意村民對未來發展鄰近現有鄉村的關注。故此，在制定建議發展大綱圖時已在現有鄉村和新建高密度樓宇發展之間預留足夠的「美化市容」地帶和非建築用地作緩衝。我們亦建議在面向羅屋村、廈村和新屋村的私人住宅發展設一段 5 米的「非建築用地」，以增加建築物與鄉村的距離。我們亦會對新發展區內的樓宇進行空氣流通影響評估，以確保不會造成屏風效應。此外，我們亦會保留區內現有的風水帶。

3.11.7 我們已進行排水影響評估，並將會改善區內排水系統，當中包括蓄洪湖泊、防洪堤堰計劃及地下貯水缸儲存雨水作預防水浸的措施，以緩和鄉村在低窪地區的水浸情況。我們得悉受影響村民的意見和關注，我們會在新發展區落實階段時與受影響的村民緊密聯繫，設計一套可接受的防洪/排水方案。

3.11.8 「鄉村式發展」地帶已按照現時的分區計劃大綱圖反映在制定中的新發展區計劃內，所有在洪水橋新發展區內的「鄉村式發展」地帶都已超過鄉村範圍及已保留在建議發展大綱圖內。「鄉村式發展」地帶內仍有土地作小型屋宇發展。在諮詢地政署後，已稍微調整了部分「鄉村式發展」地帶，包括了一些合資格又剛座落在「鄉村式發展」地帶界線外的現有房屋(包括擁有建築許可證或批准建造小型屋宇的新批地段)。沙洲里(I)是天水圍非原居民村的重置地區，在建議發展大綱圖內，「鄉村式發展」地帶已擴展到包括另外六間在該區以東南而情況相同的房屋。

3.11.9 青山公路以東南的地方包括丹桂村及和平新村在內的南面住宅區將會被保留，該區的進一步發展將按照現時分區計劃大綱圖的土地用途和發展密度規定。因此，發展特色區 6 已從新發展區的界線內剔除，以消除居住在青山公路東南面的居民的疑慮。基於已建立的社區和有限的土地作主要發展，該區的發展密度不會被增加。在丹桂村建議的公共房屋則位於新發展區建議發展大綱圖的界線外。

3.12 城市設計及發展規模

3.12.1 有公眾及專業團體建議政府進一步增加新發展區的發展密度，特別是擬建洪水橋站附近的地區，亦有意見質疑新發展區的發展規模較小，所產生的新增人口數量只有屯門新市鎮的一半。有市民認為新發展區邊界應擴大到包括流浮山、鰲磡、海濱沿線地區，甚至天水圍。

3.12.2 然而，也有一些建議應減少新發展區的發展規模，特別是現有鄉村鄰近的地方。他們認為新發展區所建議的地積比率普遍偏高，尤其是在物流區內的大型建築物可能阻擋了圓頭山觀景廊的景觀。

3.12.3 有意見指應該減少新發展區的發展規模至約 120,000 人口和約 20,000 個就業機會。 亦有意見認為非原居民村應該保留。

3.12.4 有意見認為新發展區應設計和發展為一個既方便、現代化和富傳統活力的社區，如有簡易道路和行人通道來往區內本地臨街商店、露天市場、文物及當地傳統活動等。另有建議應將新發展區內的行人天橋和步行街結合，特別是在西鐵旁的地方。

我們的回應

3.12.5 新發展區邊界主要是按照地理環境和具發展潛力的可用地方，以及考慮到不影響自然環境和已建立的社區而制定的。如前文所言，建議發展大綱圖的新發展區界線已修改，初步發展大綱圖上的發展特色區 6(青山公路東南面現有住宅發展)已被剔出新發展區界線外。

3.12.6 在設計洪水橋新發展區的發展規模時，我們已考慮到該區的發展限制及機會、地理佈局、適當的住房和就業組合、良好的規劃和城市設計，以及公共基礎設施，特別是交通基礎設施的規定和限制，

3.12.7 洪水橋的東面是天水圍新市鎮、西南面是屯門新市鎮，與西面的圓頭山形成了一個山景，而大欖山群則為東南面提供了一個綠化景觀。后海灣和流浮山鄰近的郊區位於新發展區的北面，由南至北走的河道連接后海灣及天水圍，貫穿整個新發展區。洪水橋新發展區整體規劃和設計框架按這獨特的背景而制定。主要市中心位於擬建洪水橋站附近，而第二樞紐將位於西鐵天水圍站附近，建議商業住宅混合發展並配備各種社區設施。物流、企業及科技園等特殊工業位於新發展區的西北面，而區域市鎮公園和主要康樂設施位於新發展區的中央。

3.12.8 新發展區採用梯級式的建築高度概念和發展密度結構，高度和密度最高的發展集中在商業中心，往流浮山和后海灣區的高度和密度會逐漸降低，於自然採光、通風及視覺上有正面的影響。此外，建議的建築物高度已經參照空氣流通評估、香港規劃標準與準則及香港城市設計指引來規劃。本研究已對主要和次要的通風廊進行空氣流通評估，並建立相關的良好設計元素，以確保空氣流通。新發展區內有一個完善的通風廊系統，如主要道路、鐵路走廊、步行街、河道和休憩用地等，加強區內的空氣流通。在制定建議發展大綱圖時，我們亦考慮了風水帶，與新發展區的城市設計融合，形成視覺和通風走廊。

3.12.9 我們明白市民期望有一個優質的生活環境。洪水橋新發區的遠景是為香港建造一個可持續發展、以人為本及均衡生活的新發展區。區內亦預留了相當數量的土地作休憩用地和舒適的行人環境，區域市鎮公園和主要康樂設施位於新發展區的中央。在可步行到鐵路站的距離內作高密度發展，以盡量減少上下班時間的交通需求和減低碳排放。

3.12.10 考慮到公眾對發展密度上持不同的意見，我們在制定建議發展大綱圖時已審慎檢討了新發展區的地積比率及建築物高度限制。有鑑於現時流浮山一帶是低密度發展，我們檢討了發展特色區 2 純住宅發展的地積比率，並採用階梯式的布局，高度向流浮山逐步降低。在流浮山迴旋處附近建議發展低密度的「商業」用地，並減低在建議發展大綱圖上「住宅發展密度第三區」的地積比率，更好協調未來發展與現有發展，維持該區的本土特色。

3.12.11 洪水橋新發展區的城市設計是按照可持續發展的原則，規劃完善的單車徑和行人道網絡，連接主要發展及鄰近地區如天水圍和屯門，更貫穿整個新發展區的休憩用地及長廊。為提倡新發展區的可步行性及街道活力，在建議發展大綱圖上建議了三條設有臨街零售商店的商店街。為提高視覺美感，建議發展大綱圖建議沿這些走廊採用梯級式設計，並把發展的平台一樓後移，及限制該處建築物高度不可高於 5 米(10 米闊)。建議發展大綱圖上亦建議提供步行街。

3.13 文化及遺產

3.13.1 新發展區內擁有豐富的文化遺產資源，我們收到意見支持把新發展區內不同的文物資源保存及以文物徑串連。但由於文物資源分佈在新發展區內不同地點而且不是容易步行得到，有建議應提供更多有關不同文物資源與建議文物徑連接的詳情，以提升新發展區的旅遊業。有市民認為除了自然環境和文化遺產外，在新發展區內的古老村落可重建為旅館，並建造有關本地鄉村的博物館供遊客體驗本土鄉村的生活方式。另有建議指洪水橋作為生態旅遊的潛在地區，應與天水圍的香港濕地公園連接起來。還有意見提出可以把文物徑連接並延伸到流浮山。除了已列出的歷史建築物和文化遺產外，有意見指由於丹桂村及和平新村內的鄉村和工廠都富有歷史，也應被保留。

我們的回應

3.13.2 我們同意需要尊重洪水橋寶貴的文化和歷史資源，新發展區的主要規劃原則之一是尋求發展與文物保育之間的平衡。考慮到公眾指文化遺產資源分佈在新發展區內不同地點而且不是容易步行到達和較難發現，我們檢討了初步發展大綱圖中建議的文物徑網絡。建議發展大綱圖中擬議的文物徑將集中於廈村，讓市民能步行欣賞珍貴的文化遺產。這條文物徑以西鐵天水圍站作為起點，連接現有的屏山文物徑，以促進元朗區的文化旅遊。建議的路徑將經過兩個法定古蹟(鄧氏宗祠及楊侯宮)、三個已評級歷史建築(士宏書室、關帝廟、廈村市門樓)和廈村市。文物徑有利於推廣該地區的歷史風貌，並提供了一個安全及有效的設施供遊客遊覽和欣賞眾多具重要文化的地區。洪水橋新發展區內還有其他歷史建築和具重要文化的地方，遊客可以利用新發展區內完善的單車徑和行人道網絡參觀這些景點。亦有建議設立鄉村風格的市集及牌坊以促進當地的文化，我們將會在詳細設計階段中再作檢討。

3.13.3 本研究已完成了對文物的基線調查，新發展區的環境評估報告將包括文物影響評估，以確保文物保護和發展得以協調。許多位於鄉村地區的歷史建築都會原位保留，古蹟或文物將不受新發展區方案影響。

3.13.4 我們在建議發展大綱圖內擬設立生態徑，以供市民欣賞區內的自豐富然資源。這條生態徑將由建議區域市鎮公園開始，延伸到現有的鄉村和「綠化地帶」，連接圓頭山的遠足徑至靈渡寺，生態徑是沿着現有的鷺鳥林和鷺鳥飛行路線，以供遊人有觀鳥的機會。

3.14 住戶搬遷 / 賠償及安置

3.14.1 大多數來自亦園村、田心新生村、石埗路尾村、新生新村和沙洲里（II）村的意見均強烈地表達了「不清不拆」的意見。他們指項目歧視非原居民因只有非原居民村受到影響。他們認為發展是不公平和摧毀過去幾十年在這鄉村裡建立的社區和生活環境。有村民表示不滿政府沒有清楚回應有關安置和補償安排。如必須清拆鄉村，他們要求適當的補償和安置的安排。他們亦敦促盡早期公佈補償和安置安排和與受影響村民討論。

3.14.2 除了上述鄉村村民的意見外，有來自其他市民、區議會及立法會的意見，重點要求政府應妥善處理賠償及安置受新發展區項目影響的現有居民。他們認為現行補償和安置政策已經使用多年，搬遷政策不能惠及受影響的居民，因此敦促政府檢討現行政策。有市民認為政府應採用與廣深港高速鐵路徵收菜園村土地時相同的賠償安排及最近在新界東北新發展區項目中所公布的鄉村遷置、搬遷援助和津貼。

我們的回應

3.14.3 在規劃洪水橋新發展區時，我們已盡力減少對現有居民的影響。在初步發展大綱圖範圍內的 29 條現有鄉村中，24 條將維持不變，位於青山公路以南的鄉村將全部保留。如前文所言，為消除居民的疑慮，初步發展大綱圖上的發展特色區 6 已被剔出在建議發展大綱圖的新發展區界線外。

3.14.4 得悉居民的關注，在制定建議發展大綱圖時我們已再評估可否保留受影響的五條村落，包括亦園村、田心新村、新生新村、沙洲里（II）村和石埗路尾村。評估顯示對五條村落的影響是無可避免的。當中三條村落(亦園村、田心新村和新生新村) 位於擬建洪水橋站的 500 米範圍內，將規劃為建議「區域經濟及文娛樞紐」，另外兩條村落(石埗路尾村和沙洲里（II）村) 處於洪水橋新發展區的中心位置的市鎮公園及運動場，將服務整個新界西北地區。這些村落的構築物非常分散，難以確認有個別群組可保留。要在不影響計劃的完整性下，保留那些村落會有困難。

3.14.5 政府會為所有受新發展區發展影響的居民制訂合適的安排。其中，政府計劃為受影響並合資格的住戶提供原區安置，就此會預留適當用地。政府非常重視公眾對於清拆的意見，會考慮參考古洞北／粉嶺北新發展區的補償及安置方案，為受影響的清拆戶提供特設的補償及安置安排。在考慮第三階段社區參與的公眾意見後，政府將詳細探討賠償和安置安排。在任何情況下，政府將確保受影響的家庭有適當的補償及安置方進行清拆。

3.15 業務經營者搬遷 / 賠償及重置

3.15.1 在第二階段社區參與中，港口後勤 / 露天貯物和工業營運者表示關心現有業務會被取締，當中包括廈村的貨櫃貯物營運者、洪屋村和橋頭圍工業區的營運者。有立法會議員代表受影響的露天貯物和汽車維修業的團體提出申述。

3.15.2 相關持份者指取締港口後勤 / 露天貯物用地將會影響整個貨櫃運輸鏈，削弱香港港口的競爭力，現有工人亦會失去工作。他們認為將港口後勤及露天貯物和工業用途移入多層大廈是不可行的，這類運作需要大型地上空間。他們亦認為多層大廈並不適合和不可以作貨櫃貯物用途，時間和成本的增加將會是主要考慮因素。有人建議把初步發展大綱圖上約 62 公頃的預留特殊工業用地作露天貯物用途，並分隔土地作高科技工業用途。有意見指在初步發展大綱圖上約 62 公頃作物流設施的土地不足以容納現時約 190 公頃的棕地作業。有貨櫃營運者指把業務移去大陸亦有困難，理由包括營運時間增加、成本增加、深圳土地不足和政策不同。

3.15.3 在洪屋村工業區及其他地區的營運者有相同的觀點，認為多層大廈是不可行的，並指他們的業務需要大型空間，例如露天存放重型機械和建材。他們指其企業因無法滿足標準搬遷到工業區，認為「特殊工業」區可能只會有利於大公司或企業，因高昂的租金和嚴格的搬入條件，中小規模的公司難以營運。

3.15.4 有意見指洪水橋地區內有不少的回收企業，新發展區將會嚴重影響到香港的回收業。另外，有意見認為政府對回收業的支持非常有限，他們建議香港應參照其他國家般發展回收業，這不但會為香港帶來經濟效益，亦使香港成為一個更環保的城市。

3.15.5 在橋頭圍工業區從事汽車維修業的營運者特別指他們需要長時間去重建自己的業務和獲得經營許可證，亦指任何重置地點應該要鄰近公路。

3.15.6 總括然而，港口後勤 / 露天貯物和工業營運者要求預留適當的安置地點，並與新發展區內的道路連接，以繼續他們的業務。營運者亦要求政府協助他們的業務獲得牌照，並為他們提供未來發展計劃。如果他們被要求搬遷到政府土地，短期的租約安排和公開招標將會影響他們行業的可持續發展，政府應合理安排重置地點和為營運商提供適當的協助。他們還敦促政府及早安排對話，商討補償和重置安排。

3.15.7 另一方面，有意見歡迎將屏山內的工業用地轉為混合用途發展用地，這將能提供房屋以滿足房屋需求，同時混合用途的商業元素亦能服務該區市民。

我們的回應

3.15.8 現時，大部份洪水橋新發展區內的土地都被用作露天貯物、貨櫃倉和工業工場，有些棕地作業仍在營運當中，並提供本地就業。與此同時，大範圍的棕地作業亦造成相當大的環境、交通、景觀、水浸和其他問題。為了更善用這些棕地及改善發展區的整體環境，我們已經預留了用地以整合這些營運。

3.15.9 在 2014 至 15 年度的財政預算案中指出，政府現正研究可行的改善措施，包括把棕地作業搬到合適的多層大廈內。同時，在 2015 年度施政報告中指出，政府現正研究可行的措施，包括把一些用戶搬到多層大廈內，並以洪水橋新發展區內的棕地作為先導計劃，以推動新發展區的發展。

3.15.10 新發展區的北部已預留約 24 公頃的土地作港口後勤、貯物及工場用途，以有效地整合現有的營運。政府會探討透過合適地點發展多層工業大廈或其它善用土地的方式，提供其他處所予部分受影響的棕地作業的可能性。政府亦會研究如何處理對現有工業的影響。在制定「建議發展大綱圖」時，我們已擴大新發展區的界線，把港深西部公路以西約 13 公頃的土地規劃為「工業」地帶，以增加工業用地。而這「工業」地帶將會有道路連接至港深西部公路。

3.16 繼續耕種活動

3.16.1 有市民表示關注在洪水橋新發展區項目下被收回的農地，特別是現時在田心新村和新生新村之間的農地。他們反對為房屋發展而清拆現有農地，因為這是農民的生計，亦會影響營運者。他們建議保留新發展區內的現有農地，以提供就業機會和提升本土食物供應，並提倡社區耕作。

3.16.2 環保團體和關注組就初步發展大綱圖上的建議「農業」地帶的位置提出意見，他們指出該地曾擺放建築材料，並將會被建築物圍繞，所以不適合用作耕作。另有意見稱初步發展大綱圖上只有少量「農業」用地，不能解決農民繼續耕作的需求。有建議提議可在洪水橋內發展農貿市場。我們也收到在新發展區內鄰近鳳降村的一個現有養雞場的營運者意見，要求繼續營運。

我們的回應

3.16.3 新發展區內有約 7.6 公頃的常耕農地，主要分佈在毗鄰擬建洪水橋站的新生新村，因位於中心地區，這些農地將無可避免地受到洪水橋發展區項目的影響。為積極協助受計劃影響的務農人士，政府會採用為古洞北/粉嶺北新發展區所公布的特殊農地復耕計劃，積極和優先為務農人士和農地業權人進行配對。

3.16.4 考慮到公眾對初步發展大綱圖中建議「農地」位置不適合耕作活動的意見，在建議發展大綱圖上該土地將不再建議作受影響農地搬遷用途。

3.16.5 至於新發展區內鄰近鳳降村的養雞場，我們已經修訂新發展區的計劃，避免影響其運作。由於這養雞場位於新發展區的邊緣，保留養雞場將不會對新發展區的藍圖造成大影響。我們正就保留養雞場對周圍所可能造成的環境影響進行詳細評估。

3.17 實施安排和時間表

3.17.1 我們收到有關新發展區的落實發展機制的不同意見。有意見支持政府採用傳統新市鎮方案為發展新發展區的主要模式。同時亦有意見反對傳統新市鎮方案，因為他們認為這會剝奪土地業權人和發展商的權利，並建議採用根據市場力量或公私營界別合作的方式，允許私人換地發展。有市民認為收回的土地只能用於公營房屋或基建發展，但有市民指出公私營界別合作能加快新發展區的發展進度。

3.17.2 有意見稱應採用甲區收回土地特惠補償率，並考慮發出土地交換權利文件予受影響的土地業權人。另有建議賠償本區居民種植的植物和樹木。

3.17.3 有市民關注洪水橋新發展區的發展時間及促請政府壓縮項目時間表，並考慮分階段實施發展。鑑於新發展區是一個大規模的發展，有市民提醒政府不僅只著眼於發展的時間表，更應全面考慮每一個細節和照顧所有持份者的需要。、

我們的回應

3.17.4 政府在落實新市鎮時一直沿用傳統新市鎮模式，該模式的優點是能夠保證政府能全面控制和協調計劃的落實。為確保適時有序地發展洪水橋新發展區，政府會參考古洞北/粉嶺北新發展區計劃的實施模式，考慮採用「加強版的傳統新市鎮發展模式」。根據該模式，政府會收回已規劃作新發展區的土地，同時在換地申請符合指定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。在考慮第三階段社區參與所蒐集的意見及提議後，政府會進一步為上述擬議的洪水橋新發展區計劃的實施安排制定細節

3.17.5 洪水橋新發展區將會分階段發展。我們現時目標是首批人口在 2024 年起陸續入伙，以及在 2037 年完成整體發展。為使首批居民可於 2024 年入住，地盤平整及基礎設施工程將在 2020 年展開。我們會考慮第三階段公眾參與所收集到的公眾意見及建議，將在下一階段制定詳細發展時間表及分階段計劃。制定發展時間表時，我們將會注意及確保為新發展區的入住居民適時提供各項社區設施及基礎設施。

3.18 社區參與

3.18.1 有意見指社區參與不足夠，而且沒有靈通地讓市民得到消息，並投訴論壇和簡報會的安排。有市民建議設置持份者聯絡組和專家評審組，以建立工程項目建議單位和持份者之間的溝通。有市民建議政府就不同持份者的社會經濟特質和期望進行詳細的評估，識別受發展所影響的居民、業務營運者和僱員的人數及了解受影響持份者的真正需要，以便制定可行的措施，滿足他們的需要。亦有意見建議政府應進行評估，確定新發展區對貿易的影響，並提出財政和其他援助方面的政策，以減輕影響。有意見認為沒有從政府得知因落實洪水橋新發區項目所產生的社會成本的資料，並要求政府全面諮詢洪水橋內受影響的居民、農民和營運者，並解決他們的需要和需求。

我們的回應

3.18.2 我們非常重視公眾對於規劃洪水橋新發展區的意見和建議。研究包括三個階段的社區參與計劃，確保能適時地把公眾意見納入洪水橋新發展區的規劃和設計中。在研究過程中，我們透過不同渠道公布社區參與活動，亦已盡力以區域諮詢機制(包括區議會和鄉事委員會)公布發展計劃和諮詢本地社區。除了公眾論壇，我們亦積極安排與本地社區組織及居民舉行會議/討論會、應邀出席持份者的會議/討論會，以收集他們的意見和建議。在第二階段社區參與中，我們已安排了超過 40 個會議/討論會。

3.18.3 有關發放資訊方面，除了研究網站，我們亦透過郵政局的通函郵寄服務郵寄諮詢摘要給洪水橋內的居民。為了確保能廣泛傳遞資訊至持份者，市民亦可在屯門和元朗民政事務署、規劃署在北角和沙田的資料查詢處，及在沙田的土木工程拓展署免費索取諮詢摘要。我們亦於多處公眾地方設置展板宣傳和介紹新發展區計劃。

3.18.4 為更了解可能受洪水橋新發展區計劃影響的居民的期望，研究顧問於 2014 年 2 月聘請了香港理工大學社會政策研究中心進行獨立的問卷調查(社會影響評估－居民意見調查)，共有 112 名居民接受了訪問調查。這調查有助於我們更加了解有可能受新發展區項目影響的住戶的概況和關注。

3.18.5 為了進一步加強政府與本區居民和持份者之間的溝通，我們已成立了一個社區聯絡隊。專業社會工作者會協助我們發放洪水橋新發展區項目的資訊，並透過直接接觸去收集可能受影響居民的意見。

3.18.6 研究團隊也委聘了專家，為洪水橋新發展區項目的不同問題提供意見，如城市規劃、保育、社會融合等。專家小組成員已經參加了第一階段和第二階段社區參與，他們亦將參與即將舉行的第三階段社區參與。

3.18.7 我們將會繼續接觸公眾和當地居民以推動洪水橋新發展區的規劃。在第三階段社區參與中，我們將會與公眾充份討論洪水橋新發展區的建議發展大綱圖，我們將會進一步諮詢當地居民，聆聽屏山、廈村、屯門鄉事委員會、屯門和元朗區議會和其他持份者的評論和意見。

4 總結

4.1 下一階段工作

4.1.1 第二階段社區參與活動已經於 2013 年底結束。是次社區參與活動所收集的意見為下一階段研究和製作建議發展大綱圖提供重要的基礎。

4.1.2 透過第二階段社區參與，我們明白了公眾對初步發展大綱圖和新發展區落實發展計劃的意見。在考慮公眾意見和進行相關評估後，我們正在擬備建議發展大綱圖。我們會在 2015 年年中展開第三階段社區參與，並向公眾展示建議發展大綱圖。

(REF. 057-03)

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1 INTRODUCTION

1.1 Background

1.1.1 The Planning and Development Study on North West New Territories (NWNT Study), which was commissioned in October 1997 and completed in 2003, identified Hung Shui Kiu (HSK) (an area of about 450 hectares (ha)) as a suitable new development area (NDA) to meet the long term development needs of the Hong Kong Special Administrative Region (HKSAR) arising from the Territorial Development Strategy Review. Under the NWNT Study, the HSK NDA was located in the Tuen Mun – Yuen Long Corridor. The NDA was partly bounded by strategic highways: Yuen Long Highway in the eastern and southern sides and the Kong Sham Western Highway (KSWH) in the west. It was bounded to the north and west by the foothill of Yuen Tau Shan, and to the east by a number of traditional villages including San Wai, Sik Kong Wai, Ha Tsuen Shi, San Uk Tsuen and Shek Po Tsuen. It was proposed to accommodate a population of about 160,000 (of which about 100,000 was new population) and to provide about 48,000 jobs on full development.

1.1.2 The NWNT Study had put forward a Recommended Outline Development Plan, and a Recommended Layout Plan was formulated in 2002 taking into account the comments received from the consultation exercise and the proposed development was confirmed to be feasible and acceptable based on the findings and recommendations from the technical assessments. However, in light of a slower growth of population and housing demand at that time, the HSK NDA was shelved.

1.1.3 The study on “Hong Kong 2030: Planning Vision and Strategy”, which was completed in 2007, has recommended the implementation of the NDAs, including the NDAs at Fanling North, Kwu Tung North and Ping Che/Ta Kwu Ling (NENT NDAs) and at HSK, which shall be developed for multiple purposes, including the provision of land for housing, education and community facilities, improvement of the degraded rural environment, better protection of resources of high conservation value, timely development of land for tertiary education, special industries and Port Back-up (PBU) and Open Storage (OS) Uses, provision of employment, etc. Particularly, NDAs can be an important source of public housing land to address part of the anticipated shortfall in the medium to longer term (i.e. towards the earlier part of the 2020s and thereafter).

1.1.4 The Chief Executive announced in his 2007-08 Policy Address that the planning and engineering studies on NDAs would be revived and the implementation strategies would be worked out. Through comprehensive planning, the NDAs will provide quality living space and convenience to both residents and users.

1.1.5 To initiate the implementation of HSK NDA, the Civil Engineering and Development Department (CEDD) and the Planning Department (PlanD) jointly commissioned the Hung Shui Kiu New Development Area Planning and Engineering Study (the Study) in August 2011 to formulate proposal for the HSK NDA. AECOM Asia Co. Ltd was engaged to undertake this Assignment. The tentative study area boundary of the HSK NDA is shown in **Figure 1.1**.

1.1.6 The HSK NDA, with an area of about 826ha, is located in the north-western part of the New Territories, midway between the Tuen Mun and Tin Shui Wai (TSW) New Towns. The proposed extent of the NDA is bounded by Tin Ying Road / Ping Ha Road / Kiu Hung Road to the east, Yuen Long Highway to the south-east, KSWH to the west, Yuen Long Highway to the south-east and Lau Fau Shan Road and hill slopes along Deep Bay Road to the north.

1.2 3 Stage Community Engagement Programme

1.2.1 To foster community support and general consensus on the key issues, a series of Community Engagement activities has been built into the study process. A 3-stage Community Engagement has been formulated to:

- Stage 1 Community Engagement – First Round (commenced in November 2010): to present to various statutory and advisory organisations the key issues of the NDA, including its vision, strategic role and planning principles.
- Stage 1 Community Engagement – Second Round (commenced in December 2011): to meet with the major stakeholders, discuss and exchange views with the public on the development of HSK NDA.
- Stage 2 Community Engagement (commenced in July 2013): to consult the public on the Preliminary Outline Development Plan (PODP) and to facilitate formulation of the Recommended Outline Development Plan (RODP).
- Stage 3 Community Engagement (to commence in mid-2015): to brief the public on how the Government has taken into consideration the comments received during Stage 2 Community Engagement in formulating the RODP and to obtain feedback to facilitate formulation of the Layout Plans (LPs) and proposals.

1.2.2 Main topics related to the planning of the HSK NDA were widely discussed by the public during Stage 1 Community Engagement. Taking into account comments received, the Study Team established the guiding principles for the NDA and prepared the PODP. Under the PODP promulgated in July 2013, the proposed HSK NDA will have a total population of about 218,000 and about 60,000 new housing units. The housing mix of HSK NDA is 51% for public and 49% for private. There will be about 100,000 new employment opportunities provided within the NDA. The comments gathered in Stage 2 Community Engagement form the basis for preparing the RODP.

1.2.3 The Study team has engaged experts in advising various issues such as town planning, conservation, social integration etc. related to the HSK NDA project. The Study team is very grateful to the Expert Panel members' views on the development proposals and their participation in the community engagement exercises. The experts involved in Stage 1 and Stage 2 Community Engagement are:

- Prof. Eddie HUI Chi-man
- Mr. Michael LAI Kam-cheung, MH, JP
- Prof. John NG Cheuk-yee

- Dr. James WANG Jixian
- Dr. Alan LEUNG (up to 7 October 2013)

1.3 An Overview of Stage 2 Community Engagement

1.3.1 Taking into account the public comments received in the Stage 1 Community Engagement, the baseline information and results of initial technical assessments, we formulated the PODP for HSK NDA as shown in **Figure 1.2** and consulted the public on the PODP through the Stage 2 Community Engagement activities commenced in July 2013.

1.3.2 The main activities in Stage 2 Community Engagement were:

- Consultation Digest – the Stage 2 Community Engagement Digest informing the details of the PODP and inviting views from the public on the PODP. The Digest was widely distributed by post to relevant stakeholders and residents within and in the vicinity of the NDA. Arrangement was also made for the public to get hold of the Digest at various Government venues. The Stage 1 Community Engagement Report summarizing the public comments collected during the Stage 1 Community Engagement with the Study team's responses provided was published in parallel with the Digest.

- Roving Exhibition – exhibition boards and video on the PODP were displayed in public areas to invite the public to make comments.

- Study Website – relevant community engagement documents, video clips and executive summaries of technical assessments of the PODP of HSK NDA were uploaded to the Study website as a platform to disseminate information to and receive comments from the public during Stage 2 Community Engagement.

- Public Forum – the public forum was held on 7 September 2013 at the Auditorium of Yuen Long Theatre; about 470 participants attended the event.

- Briefing Sessions – briefings were held with statutory and advisory committees and local community representatives including Panel on Development of Legislative Council, Town Planning Board, Advisory Council on the Environment, Yuen Long and Tuen Mun District Councils, Heung Yee Kuk, and Ping Shan, Ha Tsuen and Tuen Mun Rural Committees.

- Consultation Meetings – meetings were also held with stakeholders including professional bodies, Green Groups, affected villagers, local concern groups, port back-up and open storage operators, Hong Kong Logistics Council, Hong Kong Council for Testing and Certification, local industry operators.

1.3.3 The comments received in Stage 2 Community Engagement have formed the basis for formulating the RODP, the Preliminary LPs, the implementation mechanism and programme for the NDA.

1.4 Purpose of the Report

1.4.1 We endeavour to incorporate all the comments and proposals received, which would be examined and taken into account, where appropriate, in the Study process. The main purpose of this Report is to summarize the public comments received in Stage 2 Community Engagement, including those received in the public forum, and to provide responses. It should be noted that comments and responses included in this Report are by no means conclusive as the HSK NDA proposals have yet been finalized and we will continue to collect public comments in Stage 3 Community Engagement. The proposals will be further investigated under the ongoing Study process.

2 STAGE 2 COMMUNITY ENGAGEMENT ACTIVITIES

2.1 General

2.1.1 The Stage 2 Community Engagement (CE2) has commenced in mid July 2013. A number of briefing sessions were held during the Stage 2 Community Engagement to outreach to different sectors of the public and have in-depth discussions on the PODP of HSK NDA. These briefing sessions / consultation meetings are summarized in Table 1. The meeting notes are in **Appendix B1 – B11.**

Table 1 Summary of Briefing Sessions/ Consultation Meetings in Stage 2 Community Engagement:

Date	Organisation/ Bodies	Meeting with Formal Minutes Issued
26 July 2013	Town Planning Board (TPB)	Appendix B1
5 August 2013	Association of Engineering Professionals in Society	/
15 August 2013	Ha Tsuen Rural Committee (HTRC)	/
21 August 2013	Legislative Council Member (Transport) and Open Storage and Port Back-up operators (Legco (Transport))	/
23 August 2013	Tuen Mun Rural Committee (TMRC)	Appendix B2
23 August 2013	Ping Shan Rural Committee (PSRC)	Appendix B3
31 August 2013	Tan Kwai Tsuen and Wo Ping San Tsuen Squatter Residents' Concern Group (upon invitation)	Appendix B4
3 September 2013	Yuen Long District Council (YLDC)	Appendix B5
3 September 2013	Tuen Mun District Council (TMDC)	Appendix B6
5 September 2013	Lok Ma Chau China – Hong Kong Freight Association (HKFA)	/
7 September 2013	Public Forum	/
9 September 2013	Planning Sub-committee of the Land and Development Advisory Committee (PSC)	/
12 September 2013	Green Groups (GG)	/
13 September 2013	Association of the New Territories Open Storage Operators Limited (NTOSO)	/
16 September 2013	Green Sense	/
17 September 2013	Heung Yee Kuk New Territories (HYK)	Appendix B7
17 September 2013	The Hong Kong Institution of Engineers (HKIE)	/
18 September 2013	Hung Uk Tsuen Merchants Association (HKUTA)	/
19 September 2013	Hong Kong Council for Testing and Certification (HKCT&C)	/
19 September 2013	Chairman of Yuen Long District Council, Chairmen of Ha Tsuen and Ping Shan Rural Committees (upon invitation)	/

Date	Organisation/ Bodies	Meeting with Formal Minutes Issued
24 September 2013	The Hong Kong Institute of Planners, The Hong Kong Institute of Landscape Architects, The Hong Kong Institute of Urban Design (HKIP / HKILA /HKIUD)	/
25 September 2013	Subcommittee of Infrastructural Support of Hong Kong Logistics Development Council (HKLDC)	/
27 September 2013	Crown Motors Limited - Kiu Tau Wai Industrial Area operator	/
30 September 2013	The Hong Kong Institute of Architects (HKIA)	/
2 October 2013	Kiu Tau Wai Industrial Area operators (KTW)	/
7 October 2013	The Chartered Institute of Logistics & Transport in Hong Kong (CILT)	/
9 October 2013	Hung Uk Tsuen Merchants Association	/
9 October 2013	Yuen Long District Council Members and Community Representatives (upon invitation) (YLDC)	/
9 October 2013	The Hong Kong Institute of Surveyors (HKIS)	/
10 October 2013	The Women Group of Yuen Long Neighbourhood Advice-Action Council	/
10 October 2013	New Territories Association of Societies (upon invitation) (NTAS)	/
11 October 2013	Residents of San Sang Tsuen / San Sang San Tsuen (SST/SSST)	/
11 October 2013	Sha Chau Lei II Village Representative	/
15 October 2013	Liberal Party (upon invitation)	/
16 October 2013	The Hong Kong Federation of Trade Unions (upon invitation)	/
18 October 2013	Alliance Construction Materials Limited - Kiu Tau Wai Industrial Area operator	/
19 October 2013	Residents of Yick Yuen Tsuen, Shek Po Road Mei Tsuen, Tin Sam San Tsuen and Tan Kwai Tsuen	Appendix B8
22 October 2013	Panel on Development, Legislative Council	Appendix B9
29 October 2013	Hong Kong Logistics Association (HKLA)	/
12 November 2013	Dr Hon LAU Wong-fat (Member of Legislative Council), Mr CHEUNG Hok-ming (Vice-Chairman of New Territories Heung Yee Kuk) (upon invitation)	/
16 November 2013	Special Meeting of Panel on Development, Legislative Council	Appendix B10
9 December 2013	Land and Development Advisory Committee (LDAC)	/
9 December 2013	Advisory Council on the Environment (ACE)	Appendix B11

2.1.2 Photographs of the Public Forum conducted on 7 September 2013 were uploaded onto the Study website for general viewing. Comments received at the public forum held on 7 September 2013 are summarised in **Appendix C** and the photos taken in event were at **Appendix D**.

2.1.3 We also displayed exhibition boards and video for the PODP at the following locations to explain to the public the planning of the HSK NDA and to invite their comments:

- 7 -14 August 2013 – Yuen Long District Office Building (with exhibition boards only)
- 7-14 August 2013 – Tuen Mun Government Offices
- 19-26 August 2013 – North Point Government Offices
- 27-31 August 2013 – Sha Tin Government Offices
- 2-30 September 2013 – City Gallery, Central
- 2-9 October 2013 – Sha Tin Government Offices

2.1.4 The public responded enthusiastically during the Stage 2 Community Engagement in submitting written comments on the PODP and specific proposals for the HSK NDA. A total of 1,401 written comments were received during the Stage 2 Community Engagement, a list of which is in **Appendix A**. All the received comments except those who were unwilling to disclose their comments were uploaded to the Study website (http://www.hsknda.gov.hk).

2.2 Town Planning Board

2.2.1 The Town Planning Board was consulted at its 1038th meeting held on 26 July 2013. In general, members supported the proposal of preserving the villages within the HSK NDA. However, they noticed that there were many private lots under “Tso” and “Tong” and were concerned of the implementation mechanism in developing the NDA smoothly.

2.2.2 Some members expressed views on the proposed town park and pointed out that there were already town parks in Tuen Mun and TSW New Towns and it might not be necessary to have one in HSK NDA. Some suggested to have smaller parks closer to residential development. However, some members suggested adopting unique design concept to make the proposed town park as a major focal point in the NDA. Some opined that the NDA should be easily accessible with a comprehensive and continuous pedestrian network, cycletrack network and integrated with the proposed cultural trail. A pedestrian network which was segregated from the road network should be designed to provide a quality walking environment. Some members suggested integrating different land parcels together to formulate a people-oriented community.

2.2.3 Some members noticed the strategic relationship between the HSK NDA and the Qianhai, development in Shenzhen. The NDA should capitalize on its strategic location to promote the economic development of HKSAR and the closer cooperation with Shenzhen.

2.2.4 Some members discussed about the location, adequacy of supporting infrastructure and business development for Special Industry. They also discussed how to consolidate existing logistics industries in the NDA and whether the development of a designated area for logistic industries in Tuen Mun would have any bearing on the development of HSK NDA. Some members discussed how the development of railway station in HSK NDA could timely fit into the overall railway network of Hong Kong.

2.2.5 The relevant part of the minutes of the 1038th meeting of Town Planning Board is enclosed in **Appendix B1**.

2.3 Association of Engineering Professionals in Society

2.3.1 We discussed the PODP of HSK NDA with the Association of Engineering Professionals in Society on 5 August 2013. Members of the association supported the plan and considered that the NDA would improve the living environment in HSK and create job opportunities in the NWNT resulting in promoting the economic development of Hong Kong. They requested the Government to adopt flexible approaches in handling land resumption and compensation for the affected villagers and existing port back-up and open storage operators.

2.3.2 After the meeting, the association submitted written comments to Legislative Council for the Special Meeting of Panel on Development held on 16 November 2013.

2.4 Ha Tsuen Rural Committee

2.4.1 We conducted briefing of the PODP of HSK NDA to Ha Tsuen Rural Committee on 15 August 2013. Some members concerned that the proposed roads of the NDA were too close to the existing villages. Members worried that the proposed roads around the existing villages would pose restrictions to the future development of the retained villages. They also concerned that there would be drainage, ventilation and “Fung Shui” issues as the new development sites and roads were close to the retained existing villages and founded at a higher level. Some members suggested extending the village boundaries and reserving land for future village development. They also objected to erecting high residential buildings adjacent to village causing problems in air ventilation and “Fung Shui”. They requested retaining the “Fung Shui” corridor of Ha Tsuen. Some members suggested the Government taking the opportunity of implementing the new development to improve the drainage, sewerage and access in the retained villages while implementing the new development.

2.4.2 Members from Ha Tsuen objected to the removal of Tin Ying Road because the proposal would increase the traffic demand on Ping Ha Road.

2.4.3 Some members objected to the removal of five non-indigenous villages. However, if it was unavoidable to clear these villages for development, the Government would need to re-settle the villagers in the same district and review the current out-dated compensation package. Some members reminded that the private land resumed by the Government should only be used to build public housing and infrastructure.

2.4.4 Some members suggested the Government to provide permanent sites for port back-up and open storage usages so that the current operators and workers' business could be continued.

2.4.5 After the meeting, Mr. TANG Ka-leung, a member of Yuen Long District Council as well as Ha Tsuen Rural Committee submitted written comments on the PODP with suggestions on land uses for various sites. Mr TANG Yuk-kun, representative of Cheung Kong Wai also submitted written comments on suggestions forimproving the drainage and emergency access of Cheung Kong Wai.

2.5 Legislative Council Member (Transport) and Open Storage / Port Back-up Operators

2.5.1 Briefings to the Hon Frankie YICK Chi-ming, Legislative Council Member (Transport) and some port back-up and open storage operators were held on 21 August 2013. They agreed in-principle on the PODP and the suggested road networks including the proposed primary distributor underneath KSWH and did not object the removal of Tin Ying Road.

2.5.2 However, they pointed out that the suggested modern logistics centre was not suitable for port back-up and open storage operation because those works were to be carried out at ground level and could not be operated at multi-storey buildings. They doubted if the provision of 62 ha of land for Special Industry could accommodate the current port back-up and open storage operators which occupied about 200 ha of land. They also requested the Government to advise the implementation mechanism and programme of the NDA.

2.5.3 The operators requested the NDA to be implemented in phases for them to move into the allocated sites. They also requested to improve road networks within the NDA and to provide complete and separated cycletrack to minimize road accidents.

2.6 Tuen Mun Rural Committee

2.6.1 We conducted briefing to Tuen Mun Rural Committee on 23 August 2013. Some members suggested to re-settle the affected villagers in the same district and requested the Government to consult the affected villagers.

2.6.2 Some members questioned about how the proposed 100,000 job opportunities were estimated. They also questioned the need for developing special industries as there were similar developments in Cyberport and Hong Kong Science Park with low occupancy rate.

2.6.3 Some members noted that Chung Uk Tsuen, Tsing Chuen Wai, Sun Fung Wai, Nai Wai, Yick Yuen Tsuen and Wo Ping San Tsuen in Tuen Mun Heung would be affected by the development of the NDA. Some of them would have to be cleared for the proposed development. In particular, all village houses and shops except Ling Liang Church at the entrance of Yick Yuen Tsuen would be demolished. They requested the Government not to freeze applications for village development and not to reduce the village boundaries while developing the NDA. Some members suggested improving the connections between existing villages and public roads.

2.6.4 The relevant part of minutes of the Tuen Mun Rural Committee meeting held on 23 August 2013 is enclosed in **Appendix B2**.

2.7 Ping Shan Rural Committee

2.7.1 The PODP was presented at the meeting with Ping Shan Rural Committee on 23 August 2013. The Chairman said that the rural committee supported the Government's village development and policies. However, the Government should take into account their needs of Small House Development. He suggested changing some "Green Belt" and "Local Open Space" sites to "Village Type Development".

2.7.2 Some members stated that the Government should consider expanding the village boundaries and to relax Small House policy to have more storey for Small Houses development. All villages in the vicinity of the study area or affected by the proposed development including Sha Kong Wai and Tan Kwai Tsuen should be consulted. Some members queried whether it would be necessary to resume large piece of private agriculture land near Shek Po Tsuen for constructing an open space. The Government should notice the livelihood of existing farmers and the housing need of villagers.

2.7.3 Some members requested the Government to provide land for port back-up and open storage operators to continue their operations in order to maintain job opportunities created by these industries.

2.7.4 Some members worried that building 40-storey residential blocks next to Kiu Tau Wai would create ventilation problem affecting the environment of existing villages. Some members objected changing the "Green Belt" site located next to Hung Uk Tsuen for hospital use. They said that the proposed hospital site would be too close to the residents. They worried the spread of diseases and the siren noise from ambulances would cause nuisance to villagers. The proposed area for the town park was too large and it should be relocated to the riverside, reserving land for village type development.

2.7.5 Some members concerned about building public housing in Tan Kwai Tsuen as it may change the existing village environment and affect the social ties of villagers. Appropriate compensation and resettlement should be arranged to the affected villagers. Some members requested to retain the existing Ping Shan "Fung Shui" corridor. They would object the scheme if the corridor was affected.

2.7.6 Some members considered that just adding one railway station at HSK would not cater for the increase in traffic need. They were concerned about the adequacy of other infrastructure and associated facilities.

2.7.7 The minutes of the Ping Shan Rural Committee meeting of 23 August 2013 is enclosed in **Appendix B3**.

2.8 Tan Kwai Tsuen and Wo Ping San Tsuen Squatter Residents' Concern Group

2.8.1 We were requested by the Tan Kwai Tsuen and Wo Ping San Tsuen Squatter Residents' Concern Group to attend the meeting with villagers from these two

villages on 31 August 2013 at Hung Shui Kiu Po Kok Branch School. There were about 180 participants attending the evening briefing session. The concern group presented two flags written with "Listening to views from villagers, no removal and no demolition" to PlanD and CEDD reinstating the views of not to be removed and demolished for these two villages.

2.8.2 The concern groups concerned about whether their villages would be affected by the drainage channel improvement works, the development of Government use next to Shung Tak Catholic English College, parks and cycling tracks. They also expressed the view in preserving valuable cultural buildings within the two villages.

2.8.3 The notes of the meeting prepared by Tan Kwai Tsuen and Wo Ping San Tsuen Squatter Residents' Concern Group are enclosed in **Appendix B4**.

2.9 Yuen Long District Council

2.9.1 We attended the 2013 4th meeting of Yuen Long District Council on 3 September 2013 to present the PODP to Yuen Long District Council members.

2.9.2 Yuen Long District Council expressed support to HSK NDA development, on the condition that there would be provision of additional transport infrastructure and community facilities. Some members supported the proposal as HSK could make use of the strategic location and infrastructure of TSW, Tuen Mun and Yuen Long in NWNT, as well as Hong Kong International Airport and Qianhai in Shenzhen to foster economic development and create job opportunities. However, some members queried about how 100,000 job opportunities were estimated. They said that the employment in small retail shops cannot create such amount. They recommended enhancing the business activities through reserving more land for shopping malls, hotels and offices within the NDA so that job opportunities could be increased to 150,000. Some members suggested not to have large shopping mall but to have discrete buildings and street side shops to reduce the amount of land required for resumption and demolition.

2.9.3 Some members requested reserving land planned for green belt and recreation uses in the NDA for retained villages to preserve local village culture and to achieve sustainable development. Appropriate compensation and resumption should be given to the affected villagers.

2.9.4 Some members agreed that the removal of Tin Ying Road could reduce the noise impact and could have integrated design with TSW New Town. Some members did not agree with the proposal. They said that the removal of Tin Ying Road would cause traffic problems. One member pointed out that the removal of Tin Ying Road would cause inconvenience to residents in the northern part of TSW because they relied heavily on bus route K76 to West Rail TSW Station, which runs along Tin Ying Road. They also recommended to develop new roads connecting TSW North to Yuen Long or Tuen Mun centre. Some members suggested that some form of Environmentally Friendly Transport Services (EFTS) should be linked with the existing Light Rail stations, West Rail TSW Station and the proposed HSK Station.

2.9.5 Some members opined that the recommended housing mix is appropriate. However, some members considered that the population increase in the NDA

would be too excessive. They worried whether there would be adequate infrastructure and the proposed infrastructure would be in place timely. Some members said that Yuen Long Town was already too congested. Some members concerned about the flooding problem of existing low-lying areas after the NDA development. The increase in population in HSK NDA would probably create burden to traffic, infrastructure and even social order in Yuen Long, Tuen Mun and TSW. Recommendations included enhancing transportation connection and drainage facilities such as widening of Lau Fau Shan Road and Castle Peak Road.

2.9.6 Many members worried about the development intensity within the NDA and it would result in creating wall effect which would affect the existing villages and TSW. The plot ratio of the Riverine and Village Neighbourhood, Bayview Neighbourhood, and Commercial and Residential Hub should be reduced. Some members requested the Government to consider preservation of cultural heritage and tourism development while planning the NDA. The study area could be expanded to Lau Fau Shan as a tourism node. Some members objected blocking of the “Fung Shui” corridor.

2.9.7 Some members requested early commissioning of the proposed hospital and linking up the proposed hospital with the existing Tuen Mun Hospital and the TSW Hospital which was being constructed, to relieve the medical services needs in the NWNT. Some members suggested the Government to consider school types and numbers in the NDA in conjunction with the requirements in TSW, Tuen Mun and Yuen Long districts so as to minimize closing of schools when there were changes in population mix.

2.9.8 Some members supported the development and upgrading of the existing logistics industry, together with the introduction of testing and certification facilities in the NDA with its strategic location near KSWH. As more than 190 ha of land was currently used for port back-up and open storage, some members requested the Government to take into account the livelihood of workers when planning to resume these land for development. Subsidies and support for the relocation of the affected port back-up and open storage uses should be provided.

2.9.9 Chairmen of Ha Tsuen and Ping Shan Rural Committees said that the HSK NDA covered areas within these rural committees and would affect the development of these two rural districts. The Government should first consult with these rural committees on the issues of land resumption and compensation.

2.9.10 After the Yuen Long District Council meeting, we were invited to attend two meetings organized by Yuen Long District Council; one was on 19 September 2013 with the Chairman of Yuen Long District Council and representatives from Ha Tsuen and Ping Shan Rural Committees and the other meeting was on 9 October 2013, a workshop with some of the Yuen Long District Council members and village representatives to discuss the HSK PODP and obtain their comments.

2.9.11 The relevant part of minutes of the 2013 4th meeting of Yuen Long District Council is enclosed in **Appendix B5**.

2.10 Tuen Mun District Council

2.10.1 Tuen Mun District Council was consulted about the PODP on 3 September 2013 at the 2012-2015 12th meeting.

2.10.2 Some members expressed concern on compensation, resettlement and re-allocation of land for farming arrangement of the five affected non-indigenous villages. They requested the Government to review and improve the land resumption policy.

2.10.3 Some members considered having 51% public rental housing within HSK NDA was too low and would not cope with the increase in population and minimize the waiting time for application of public housing. The ratio of housing mix should be reconsidered.

2.10.4 Some members said that the total population of about 200,000 in HSK NDA should have corresponding community facilities not relying on that in Tuen Mun, TSW and Yuen Long. Some members concerned about transport linkage with other regions with the development of logistics industry in the NDA and the strategic connection with Qianhai and Hong Kong-Zhuhau-Macao Bridge. Some suggested the Government re-considering constructing Route 10, widening Castle Peak Road, Yuen Long Highway and KSWH, enhancing connection with Ha Tsuen Shi, etc. to cope with the increase in population and future developments. Some members suggested the Government to construct Tuen Mun to Tsuen Wan railway line and Western Express Line to connect with Hong Kong International Airport and Qianhai in Shenzhen to cater for the increasing cross-boundary and cross-district trips and tourism needs. They also suggested expanding mass transit systems within the NDA and increasing cycling facilities.

2.10.5 Some members recommended maintaining a balance between development and preservation of heritage and culture of HSK. The sustainability of the development scheme should be enhanced. Some members questioned on the development scale of HSK NDA which would not be able to meet the employment needs in long term.

2.10.6 The land reserved for special industries was considered to be too large as the development of relevant local industries has been deteriorating since the implementation of minimum wage policy. Priority should be given to revitalize the old industrial buildings in Tuen Mun, Tsuen Wan and Kwun Tong instead of the HSK NDA.

2.10.7 Some members commented on the population, job opportunities, development model, relationship between new development area and existing villages, medical facilities and recreation use, building heights of proposed buildings which may result in walled effect of the nearby villages within the HSK NDA. Some members raised objection to the land resumption arrangement for the villages within the NDA, and the Chairmen suggested to increase the building heights of village houses. With reference to the experience in China, some members also suggested large-scale clearance of land for site formation in the vicinity of the existing villages for re-settlement purpose.

2.10.8 The relevant part of minutes of the 2012-2015 12th meeting of Tuen Mun District Council is enclosed in **Appendix B6**.

2.11 Lok Ma Chau China-Hong Kong Freight Association and Association of the New Territories Open Storage Operators

2.11.1 We consulted Lok Ma Chau China-Hong Kong Freight Association and Association of New Territories Open Storage Operators on 5 September 2013 and 13 September 2013 respectively regarding the PODP of HSK NDA.

2.11.2 The logistic, port back-up and open storage operators welcomed the proposed development. However, they considered the proposed development was mainly on housing development without consideration of their business and operation. There was minimal support from the Government to provide land for their business, which the existing operation was only granted with short term permission. They suggested the Government consulting them to have more understanding about their business and operation. They were willing to provide relevant data of their business.

2.11.3 They said that the proposed 62 ha of land for Special Industry in the NDA could not cater for the car repairing, environmental recycling, logistic and open storage operations which currently occupied more than over 190 ha of land. They said that more land should be reserved for these industries to continue operation and environmental recycling factories could not be operated within town centre because of environmental concern. They worried that landuse would be changed after the approval of the development plan. They would have difficulties in obtaining license within the NDA to continue operation. They also requested reserving land for open storage and related industries with long rental tenure, preferably over 20 years period.

2.11.4 Members pointed out that the proposed multi-storey logistic buildings would be operated by consortiums, not by small and medium enterprises. They said that multi-storey buildings would not be suitable for container storage, repair of heavy machines, storage of heavy goods. They suggested the planned 62 ha land for Special Industry to be used for open storage. The communication and high technology industry should be located in other areas.

2.11.5 They said that at least 40,000 workers worked in open storage and related activities. Based on the PODP, the land for open storage would be reduced by about two-third. In other words, about two-third of existing workers would lose their jobs. They requested the Government not just to focus on providing housing but also considering the livelihood of operators and workers in open storage yards when planning for the NDA.

2.12 Public Forum

2.12.1 The Stage 2 Community Engagement Public Forum was held on 7 September 2013 at the Auditorium of Yuen Long Theatre. There were over 470 participants attending the Public Forum. At the forum, participants expressed their views on the strategic location and development justification of the NDA, planning principles, infrastructure, job opportunities, environment of retained villages with the new development, compensation, re-settlement and implementation mechanism.

2.12.2 Some participants agreed that HSK NDA would promote economic development for Hong Kong because of its strategic location in the Northwestern part of New Territories, existing and planning transport infrastructure, connection with Hong Kong International Airport, Qianhai of Shenzhen and other regions of Hong Kong SAR. However, some questioned whether the NDA was planned for Qianhai of Shenzhen, how the NDA could promote the economy of the district and whether the jobs offered would be for talent from the Mainland. Some participants said that if the Government reviewed population policy and stopped the policy on 150 daily single permit emigrants, the NDA would not be required.

2.12.3 Some participants suggested having comprehensive developments in the vicinity of the proposed HSK Station so as to better utilize the development land. However, some people considered that the areas of land packages for public rental housing were too large and should be reduced. Some people considered the development density and population to be too high and there might not be enough land for Government, Institution or Community (G/IC) facilities. They worried that the problems of TSW New Town would occur. Some participants suggested to consider including Lau Fau Shan as part of the NDA.

2.12.4 Some participants worried if the transport systems would be adequate to cater for 218,000 population and 100,000 jobs. The increased 175,000 population would create traffic congestion. Also the removal of Tin Ying Road would cause heavy vehicles to use Ping Ha Road affecting the residents living nearby. They said that the existing West Rail, Light Rail and buses were already overcrowded during peak hours. The increase in population and jobs together with the removal of Tin Ying Road would cause traffic congestion in Tuen Mun and Yuen Long. Ha Tsuen residents said that the Government should not resume private village land for building roads. Some participants worried if the development density of HSK NDA was too high, the proposed HSK Station would not be adequate to resolve traffic needs within the region.

2.12.5 Some participants queried about the nature and the estimate of the 100,000 job opportunities. Some said that there were about 50,000 to 60,000 workers working in port back-up and open storage yards sector within the NDA. These workers would lose their jobs after the proposed development. Some said that most residents in TSW, Yuen Long, Tuen Mun and HSK were not professionals. The jobs offered in the NDA would not benefit the residents in TSW.

2.12.6 Some participants worried that the developments around the existing villages would affect accesses to the villages. They also concerned that the developments would be founded on higher ground causing flooding to existing low-lying villages. They suggested the Government installing village sewerage to improve hygiene situation and enhancing drainage systems in villages at the same time of development. Representative from Shek Po Tsuen said that the proposed town park and hospital would restrict the future development of the village. He suggested the Government extending the village boundary. Some participants said that the developments would be too close to retained villages and would affect the development of villages. They requested allowing more space for village expansion and building village houses. Some said that during construction of tall buildings, the structural integrity of existing village houses might be affected. Also tall buildings would create wall effect affecting the living environment in the existing villages. Some participants suggested the Government removing “Green Belt”, considering integration of the existing

villages and the proposed development, and expending land for village development for Small Houses. Some objected any works and development affecting the Ha Tsuen "Fung Shui" corridor.

2.12.7 The village representatives said that all villagers in Yick Yuen objected to be removed. They said that villagers had built up good relationship among themselves and were unwilling to leave. Some elderly were used to live in countryside environment and would be unable to stay in multi-storey buildings. The representatives queried why Yick Yuen Tsuen would be removed while the church at the junction of Castle Peak Road and Yick Yuen Road would be retained. They also said that if they were required to be removed, they would like to be re-settled within the district and would have compensation. They did not accept the existing arrangements for compensation and re-settlement of squatters. They said that the Government should use the same policy as that implemented for resuming Tsoi Yuen Tsuen for Express Rail Link and the planned NENT NDAs.

2.12.8 Some participants questioned that the consultation document did not show compensation and re-settlement arrangement. They said that senior Government officials should also attend the Public Forum to explain the implementation mechanism to the affected Ha Tsuen and Ping Shan villages. They wished representatives from Home Affairs Department and Lands Department would attend the forum to discuss re-settlement and compensation arrangement.

2.12.9 Some participants objected the Government resuming private land for sale to private developers. They said that the Government should allow private landowners to exchange land for development. Some objected resuming land managed by "Tso" and "Tong" because such land was privately owned and the Government had no right to resume.

2.12.10 Open storage operators said that they operated in the Northwest New Territories for the past 20 to 30 years contributing to the economic development of Hong Kong. The proposed NDA would reduce the current over 190 ha land for logistics and open storage to 62 ha. They considered that they could not continue their business under such arrangement. They also said that there were no compensation proposals made in the consultation document. On the other hand, the proposed multi-storey logistics centre would only be operated by large consortiums and corporations. They also said that the workers in the region were with low skills and low income. If there were no arrangements for them, they would probably lose their jobs.

2.12.11 Comments received at the public forum held on 7 September 2013 are summarised in **Appendix C** and the photos taken in event were at **Appendix D**.

2.13 Planning Sub-committee of the Land and Development Advisory Committee

2.13.1 We attended the 85th meeting of the Planning Sub-Committee of the Land and Development Advisory Committee on 9 September 2013 to brief members about the PODP. At the meeting, members showed their support to the development and offered comments on the proportion of public and private housing, plot ratio, environmental improvement to existing drainage channels, town park and EFTS to be used within the NDA. They hoped that the NDA would create job

opportunities for nearby areas and enhance tourism industry in Lau Fau Shan and Pak Nai by making use of the proposed cultural trail.

2.13.2 The Members agreed that HSK was a suitable area for urban growth with its strategic location in NWNT. The proposed airport railway link between HSK and Shenzhen, and Tuen Mun Western Bypass should also be considered in the PODP. HSK could function as a solution space to mitigate the social and economic imbalance in the NWNT, in particular TSW. Some members remarked that the proposed housing mix of 51:49 (public:private) did not follow the 60:40 (public:private) mix as recommended by the Long Term Housing Strategy. A member added that the Study should consider HSK and TSW as an entity which could rectify the dominance of public housing in the area.

2.13.3 Some members supported the removal of Tin Ying Road but to provide suitable alternative routes. The proposed town park and the existing river channel to Deep Bay would be an important feature in the overall landscape planning in HSK.

2.13.4 Some members said that the port back-up activities were reducing. The modern logistic centre might not offer sufficient job opportunities. They suggested creating jobs by introducing formal mixed use and street side retail shops in the Bayview Neighbourhood which could facilitate the development of tourism industry in Lau Fau Shan and street side retail shops.

2.13.5 Some members worried that there would not have adequate land for consolidating port back-up and open storage yards and suggested the government to search for more land outside the NDA for relocation and gradually phasing out of the existing port back-up uses in HSK. The interface between these port back-up use, proposed roads adjacent to the village zones should be separated by green buffers. The Chairman said the open storage operators had submitted comments on the PODP. The study team should take into account the comments in dealing with existing port back-up and open storage operators. In terms of implementation mechanism, some members recommended to make reference to NENT NDA.

2.13.6 We attended the Land and Development Advisory Committee on 9 December 2013 to further explain the PODP.

2.14 Green Groups

2.14.1 We invited Green Groups for briefing of the PODP on 12 September 2013. As Green Sense was eventually not available, another meeting on 16 September 2013 was held for Green Sense.

2.14.2 The Green Groups said that the proposed agriculture land was already abandoned while the existing active agriculture land was proposed to be resumed for housing development. They suggested the Government to preserve the existing agricultural land or to provide farmland outside the NDA. They also said that community farming was common in housing estates and suggested to be included in the NDA.

2.14.3 Green Groups in general agreed to consolidate and relocate the port back-up and open storage industry to the northwestern part of the NDA which is separated from residential development. The proposal would improve the living environment, but may result in the loss of jobs for the workers in these industries. At the same time, they requested the Government enhancing enforcement to control port back-up and open storage yards within residential areas. They also suggested using Green Belts to separate the Special Industry areas with residential sites to improve living environment. Possible relocation of some facilities such as data centre, testing and certification industries to cavern was suggested as there was a shortage of land resources in Hong Kong.

2.14.4 Green Groups also agreed to retain the egretry found in San Sang San Tsuen. They suggested no housing development in vicinity to the egretry and retaining the flight path without blockage by developing a green corridor around the egretry. They also suggested mitigation measures to be implemented during construction phase.

2.14.5 Green Groups in general agreed to improve the environment of the existing drainage channels. They would like to retain the biodiversity of the channel banks and urged to control drainage discharge from the NDA so as not to worsen the water quality downstream. Sites for recycling industries should be included within the NDA as part of the long term solid waste management strategy.

2.14.6 In general, Green Groups supported the use of EFTS together with a comprehensive network of cycletrack.

2.14.7 Green Sense supported the NDA development because most parts of the land in HSK were already disturbed. However they considered that non-indigenous villagers should not be scarified during the development. They also said that the Government should control daily emigrants to Hong Kong so that the container storage yards would not be required to be removed. They suggested the increased population to be 100,000 and they recommended upgrading the San Wai Sewage Treatment Works to have secondary treatment.

2.14.8 The Conservancy Association, Kadoorie Farm & Botanic Garden Corporation, World Wide Fund for Nature Hong Kong, Designing HongKong, The Hong Kong Bird Watching Society and Green Sense submitted written comments after briefings.

2.15 Heung Yee Kuk

2.15.1 Heung Yee Kuk was consulted on 17 September 2013 at the 33rd Session combined 27th & 28th Executive Meetings to explain the HSK development and the PODP. Members requested that the Government should consider the needs in the local villages before planning the development. The Government should extend the village development landuse to fulfill the arising demand on Small Houses. They expected improving community facilities such as schools and car parking spaces in the villages during the development. Some members said that the Government should listen to and accept comments from villagers and take the care of the interests of local residents. They requested re-settlement of the affected non-indigenous villagers in the same district and carrying out land resumption and infrastructure construction simultaneously. Furthermore, it is

recommended to preserve the local village culture such as retaining the ancestral hall and temples in the villages. In terms of compensation, some members questioned if the development HSK would adopt similar approach of NENT NDA.

2.15.2 Some members said that the proposed development would be too close to retained villages. They worried that it would pose restrictions to future village development. They requested allowing more spaces for retained villages to expand and build village houses. They also considered that plot ratio of 8 would be too high. They worried structural integrity of existing village houses during construction. They also worried about wall effect of such tall buildings creating environmental concern. Some members suggested provision of agricultural land for Yick Yuen villagers to resume farming and to build village houses. Some considered that there were too many public housing blocks adjacent to the proposed HSK Station and could not provide adequate job opportunities. Some members concerned about the housing mix as too many public housing may result in a lot of social problems.

2.15.3 Some members said that the area for planned logistics industrial area was being rented by private landowners for living. They worried that after resumption, the land could only be developed by large consortiums and corporation for logistic centre because multi-storey logistic buildings were not suitable for the operation by local operators. They also queried the estimation of 100,000 job opportunities and requested to provide more information on job classification. They said that there were about 50,000 to 60,000 workers currently working on port back-up and open storage sites within the region. They might lose jobs after the development.

2.15.4 Some members requested to provide adequate agricultural land for existing farmers to continue their farming as a means of living.

2.15.5 Representatives from Ha Tsuen Rual Committee said that over 75% of the development area lied within Ha Tsuen. The Government should take into account their comments and needs in planning of the HSK NDA. They also suggested removing Green Belts and the adjacent town park, and objected any works and development affecting the “Fung Shui” corridor in Ha Tsuen.

2.15.6 The minutes of the 33rd Session combined 27th & 28th Executive Meetings of the Heung Yee Kuk are enclosed in **Appendix B7**.

2.16 The Hong Kong Institution of Engineers

2.16.1 We conducted briefing of the PODP to the Hong Kong Institution of Engineers (HKIE) on 17 September 2013. Members in general supported the PODP and considered that the proposal would provide land for future housing need and for economic development.

2.16.2 The HKIE suggested enhancing the transportation network within the NDA and connectivity with other regions, such as expanding the light rail to HSK, and installation of station of Western Express Line connecting Hong Kong International Airport and Shenzhen Airport. Footbridges and pedestrian links should be implemented at the early stage of development. They also suggested creating an environmentally friendly community with attractive characteristics

such as installing a lake in HSK. They made comments on domestic solid waste management, air quality, environmental improvement to existing drainage channels, community and infrastructure installations. At the briefing session, some members suggested to increase the amount of flats through converting the villages into housing development in order to meet the long-term housing demand.

2.16.3 Some requested to provide adequate land for port back-up and open storage usage to cater for the increasing demand and provide adequate job opportunities for the NDA and TSW. Some members opined that logistics use should not be included in the NDA as more land should be developed for housing. They further recommended allocating logistics use to Lau Fau Shan.

2.16.4 After the meeting, the HKIE submitted written comments for the Special Meeting of the Panel on Development of Legislative Council held on 16 November 2013.

2.17 Hung Uk Tsuen Merchants Association

2.17.1 Consultation meeting with Hung Uk Tsuen Merchants Association was held on 18 September 2013 at Hung Uk Tsuen. The members said that the existing Hung Uk Tsuen factories fall within “Industrial (Group D)” zone. The factories were established for many years. They said that the Government should take care of the needs of small and medium size enterprises and should understand the existence and importance of these factories.

2.17.2 The association representative said that the factories in Hung Uk Tsuen should be operated at ground level instead of multi-storey factories with the following examples, a metal factory producing long and heavy products; a roving-will factory with melting stove; a marble cutting factory with large and heavy raw marble panels; a chemical waste centre for used lubrication oil recycling housed with an incineration. Those factories got relevant permits from Environmental Protection Department for operation. If they were required to relocate, they had to apply for new permits. They worried that they could not obtain the relevant permits for operation in other areas.

2.17.3 Hung Uk Tsuen factories expressed their views of not to be removed. However if they were required to be vacated, the Government should offer land for them to re-establish their factories. They opined that the current compensation for squatters would not be adequate for them to build another factory and continue their operation. As many overseas companies came to place orders, the factories there have significant value. The Government should take care of them.

2.17.4 Hung Uk Tsuen Merchants Association met the study team again on 9 October 2013 to submit written comments after the meeting and recap their comments provided earlier.

2.18 Hong Kong Council for Testing and Certification

2.18.1 We attended the 22nd meeting of the Hong Kong Council for Testing and Certification on 19 September 2013. Members in general supported the HSK NDA providing land for testing and certification.

2.18.2 Some members said that the offices and factories for testing and certification should be located at the place with reasonable rent rates and availability of workers. They might not be required to be close to the boundary because most of their clients were from Hong Kong. On the other hand, they requested the Government to simplify the custom procedure to facilitate their business in the Mainland, and to offer policy incentives to the industries.

2.19 The Hong Kong Institute of Planners / The Hong Kong Institute of Landscape Architects / The Hong Kong Institute of Urban Design

2.19.1 We conducted briefing of the PODP to the Hong Kong Institute of Planners (HKIP), Hong Kong Institute of Landscape Architects (HKILA) and Hong Kong Institute of Urban Design (HKIUD) on 24 September 2013. Members in general supported the PODP and considered that the proposal would provide land for future housing need and for economic development.

2.19.2 Members suggested fostering the strategic function of the NDA through further integration with Qianhai. Members offered comments on the number of job opportunities and community facilities to be provided within the NDA. Some members concerned the consolidation of port back-up and open storage landuse and re-settlement of affected non-indigenous villagers. They hoped that the development would improve the living environment of the existing villagers.

2.19.3 Some members suggested developing a holistic implementation mechanism and programme before finalizing the RODP and the respective layout plans. Some suggested allowing planning flexibility for the change in land use in the RODP if the Western Express Line is connected to the NDA in future.

2.19.4 After the meeting, the HKIP submitted written comments for the Special Meeting of the Panel on Development of Legislative Council held on 16 November 2013.

2.20 Subcommittee of Infrastructural Support of Hong Kong Logistics Development Council

2.20.1 We conducted briefing of the PODP to the Sub-Committee of Infrastructural Support of Hong Kong Logistics Development Council on 25 September 2013. Members in general supported the provision of land at the north-western part of the NDA for logistics use.

2.20.2 Some members concerned that the provision of 62 ha of land would not be adequate to accommodate the existing port back-up and open storage uses which currently occupied over 190 ha. They said that there were many types of activities such as container storage that could only be carried out at ground level and could not be operated in multi-storey buildings. Some members expressed that open storage played an important role in the whole logistics chain. Open storage yards were needed. Some members urged the Government identifying land in other places for open storage so as to maintain the competitive strength of Hong Kong. They also requested extending the existing 3-year short term tenancy land lease to 5 to 10 years period.

2.21 Kiu Tau Wai Industrial Area Operators

2.21.1 We invited by post all operators in Kiu Tau Wai Industrial Area for briefing of the PODP. Three briefing sessions were conducted to the responded companies including with Crown Motors Limited on 27 September 2013, with Dah Chong Hong Holdings Limited and Sanvik Hong Kong Limited on 2 October 2013 and with Alliance Construction Materials Ltd on 18 October 2013.

2.21.2 Representatives from Crown Motor Limited said that their factory in Kiu Tau Wai Industrial Area provided three services which were (1) checking of new vehicles, (2) vehicle smoke inspection appointed by the HKSAR Government and (3) repair of cars and trucks. They also said that the factory in Kiu Tau Wai Industrial Area was the only factory for new vehicles checking. Within the factory, there were about 400 to 500 cars and trucks. The factory had three storeys each with about 20 to 30 feet headroom. Currently new cars were stored in upper floors while new trucks were on ground floor. They had vehicle repair workshop at ground floor with high headroom so that vehicles could be raised to about 2m high for workers to work underneath. In summary, storing of trucks, vehicle repair and inspection were carried out at ground floor. In addition, vehicle repair work would have air, noise and water pollution. They obtained relevant permits on environmental controls for operation. Representatives expressed that they preferred to be relocated within the district and would be next to highway for easy access. They requested to have the information about relocation, development schedule and compensation so that they would have adequate time to plan and continue their services without affecting their clients. They expected continuous liaison with the study team.

2.21.3 Representatives from Dah Chong Hong said that their factory in Kiu Tau Wai Industrial Area was the only centre in the NWNT for vehicle repair, spare parts storage and offices. The factory was in operation for about 1 year and they were reluctant to move out. If they were required to move, apart from compensation, they would need adequate time to plan so as to continue their business. They also said that vehicle repair industry was not a kind of Special Industry. The operation required at least 6m high headroom and therefore not suitable to be housed in industry buildings. They also requested for land exchange to vacate the factory land.

2.21.4 Representatives of Sanvik said that their factory in Kiu Tau Wai Industrial Area was use mainly for repair and storage of heavy machineries. They explained that their machineries were a few tones in weight and over 4m long and the operation was not suitable to be in multi-story buildings. As the operation requiring at ground level, they found it difficult to have new workshop and therefore they were unwilling to move out. If they were required to vacate, they required to be well informed in terms of the implementation schedule so that they could plan for their business. Possible relocation of their businesses may result in the loss of job opportunities of the current workers, which mainly lived in adjacent areas such as TSW.

2.21.5 Representatives from Alliance (Pioneer Concrete Mix) said that their factory in Kiu Tau Wai Industrial Area was close to Yuen Long Highway having convenient locations to various construction sites in the Northwest New Territories. The factory was in operation for a few decades under a permanent planning permit. Their other factories in the territory required renewal of operation permit every

three years. If they were required to move out to other places, they would probably require to renew their planning permit every three years. They also requested to be relocated to a place close to highway for easy transport of ready mixed concrete to construction sites without delay. They queried that the Special Industry landuse in the NDA did not cover the concrete mixing industry and would be pleased to be advised of the relocation arrangement and development schedule.

2.22 The Hong Kong Institute of Architects

2.22.1 We conducted briefing of the PODP with Hong Kong Institute of Architects (HKIA) on 30 September 2013.

2.22.2 As HSK is located in a strategic location with convenient transportation system, members expected HSK NDA would be developed into a regional living and working centre and would integrate with Yuen Long and TSW New Town offering housing and jobs in the NWNT. Members also concerned how HSK NDA would complement the development of Qianhai in Shenzhen. HKIA suggested establishing shopping and cultural activities to attract visitors from the Mainland. In addition, they suggested having different types of housing to attract talents from overseas to work and live in Hong Kong.

2.22.3 Members of HKIA agreed to consolidate port back-up and open storage uses to release land for development. They suggested such operations should be close to container terminals to reduce transportation costs.

2.22.4 Members agreed using EFTS within the NDA. Howevers they said the existing Light Rail required large pieces of land and was already out-dated.

2.23 The Chartered Institute of Logistics & Transport in Hong Kong

2.23.1 A Briefing session with the Chartered Institute of Logistics & Transport in Hong Kong (CILT) was held on 7 October 2013.

2.23.2 Members opined that the proposed 62 ha of lands for Special Industry could not accommodate the existing over 190 ha of land for vehicle repair, recycling, port back-up and open storage uses within the NDA and suggested the Government to preserve land for the operators. They said that operation such as containers storage could not be carried out in multi-story buildings because of heavy weight, time and cost for loading and unloading on different floors. In addition, the workers in the area did not have updated IT knowledge and technology. The Government should provide training to workers in HSK NDA. They requested the Government considering the impacts on logistics development and the living of workers when planning the NDA.

2.23.3 Some members also supported the EFTS in the NDA to achieve sustainability. Although further expansion of Light Rail occupied spaces at ground level, the service could be extended to improve air quality. Further Traffic Impact Assessment was required to explore the development opportunities of other mass transit system.

2.23.4 After the meeting, the CILT submitted written comments for the Special Meeting of the Panel on Development of Legislative Council held on 16 November 2013.

2.24 The Hong Kong Institute of Surveyors

2.24.1 We conducted briefing of the PODP with Hong Kong Institute of Surveyors (HKIS) on 9 October 2013.

2.24.2 Making use of the strategic location and convenient transportation system, members supported HSK NDA to be developed as regional logistics centre. However, they considered that the proposed 62 ha land for Special Industry could not accommodate the existing over 190 ha of land for port back-up and open storage. Also, members considered that the plot ratio for logistics centre would be too high. As the headroom of logistics centre would be high, the buildings in logistics centre would be massive structures creating visual impact. Some members concerned about the estimation of 100,000 job opportunities as the jobs created in the logistics industry were not labour intensive. Some members also questioned the possibility of increasing the development intensity in DCA6 to increase the population in the NDA. Also, members considered that the development density of the NDA was low. There should be more population increase in the NDA.

2.24.3 HKIS expected that there would be adequate Government, Institution and Community facilities within the NDA. There would be convenient railway, roads and cycletrack networks within the NDA and integrating with TSW New Town. There would be jobs for skillful and unskillful workers. Members agreed to use EFTS to carry people in the northern part of the NDA to West Rail and Light Rail stations and requested further study on the interchange facilities between different transport modes. They further enquired about the implementation programme, and whether carbon appraisal was conducted in the NDA.

2.24.4 After the meeting, the HKIS submitted written comments for the Special Meeting of the Panel on Development of Legislative Council held on 16 November 2013.

2.25 The Women Group of Yuen Long Neighbourhood Advice-Action Council

2.25.1 We were invited by the Women Group of Yuen Long Neighbourhood Advice-Action Council to conduct a briefing session on the PODP to residents in HSK on 10 October 2013.

2.25.2 Residents in HSK concerned about the lack of community facilities in the NDA. They suggested the community building to be built close to Light Rail HSK Station and the vacant land in the vicinity of Aster Court, Coronet Court and Beauty Court. Library should be incorporated in community building and there should be wet markets together with PRH and HOS developments. The open space next to Shung Tak Catholic English College should be retained as Government use. The proposed hospital should be close to Light Rail station and therefore they suggested adding a Light Rail station between HSK station and Tong Fong station.

2.25.3 They suggested improving local facilities in the existing HSK area including drainage and sewerage systems, adding police station, fire station, hospital, transport facilities, complex community building, sports ground, cycle tracks, parks, etc. They also suggested provision of facilities for elderly and the disabled in public transport station. They recommended building museum of HSK and promotion of "Pan Choi" district.

2.25.4 The residents suggested improving arrangement at cross boundary interchange to facilitate pedestrian flow. They objected constructing columbium within the NDA but suggested locating near Deep Bay.

2.26 The New Territories Association of Societies

2.26.1 The study team was invited by the New Territories Associations of Societies (NTAS) to discuss the PODP on 10 October 2013. Legislative Council members of NTAS agreed that the Government had taken into account the needs of indigenous and non-indigenous villagers in the selected location, development schedule and landuse arrangement. They proposed 13 suggestions including enhancing connection with Pan-Pearl River Delta, responses to social needs of the nearby regions and consideration in planning layout of the NDA.

2.26.2 After the meeting, the New Territories Association of Societies submitted written comments.

2.27 San Sang Tsuen / San Sang San Tsuen Residents

2.27.1 A briefing session with San Sang Tsuen / San Sang San Tsuen Residents was held on 11 October 2013 outside San Sang Tsuen Village Office. There were about 60 residents participating the briefing session.

2.27.2 Villagers expected that the development together with road networks should not enclose the existing village and should not reduce the existing village area and limit village development. They requested the expansion of the village boundary to provide space of indigenous villagers for building Small Houses. They requested retaining the two graveyards in San Sang San Tsuen. The residents requested rezoning the existing school site from education use to the originally zoned for village development. Villagers requested plan showing the lots and houses to be affected by the proposed development.

2.27.3 The residents objected resumption of land and houses. If required to be resumed, the villagers requested for compensation, re-settlement within the HSK NDA boundary or allocation to public rental housing.

2.27.4 After consultation with the residents of San Sang Tsuen and San Sang San Tsuen, the study team met the Village Representative of Sha Chau Lei II on 11 October 2013 explaining the PODP and the Village Representative showed the study team the conditions of the village.

2.28 Liberal Party

2.28.1 As invited by Liberal Party, a briefing session with the members of Liberal Party was held on 15 October 2013. They agreed that the HSK NDA should integrate with Tuen Mun, Yuen Long and TSW New Towns and provide adequate job opportunities to alleviate the existing low employment situation in TSW.

2.28.2 They worried that the road networks would affect the proposed hospital. They also worried that the construction of tall buildings would affect the structural integrity of existing village houses and would pose wall effect. They proposed the area next to Sha Chau Lei II to be changed from public rental housing to hotel uses. They also suggested considering development together with Lau Fau Shan to provide infrastructure for tourism industry. They suggested having mixed development in addition to the public and private housing in the vicinity of the proposed HSK station. They suggested land on the hillside to be developed as agricultural land. The Liberal Party considered the development could be found at higher ground as the low-lying villages would be subject to flooding. They suggested having buffer zone adjacent to the existing "V" zone for future development of the villages.

2.28.3 They pointed out that the existing transport system in HSK was not adequate. It was necessary to reinforce transportation link with other regions as well as connections within the NDA. They recommended using elevated EFTS but not mono-rail system because it had its limitation to expand with high capital cost but lack of emergency measures. They said that the space between Ping Ha Road and the proposed hospital was too narrow to be a new road meeting the traffic demand for the hospital. Other infrastructure works including widening of roads and beautification of the drainage channel would be necessary.

2.28.4 They said that the proposed 62 ha land for Special and Logistics Industries could not cater for the existing port back-up and open storage operations which could not operate in multi-storey buildings. They worried about the development of logistic industry and therefore the development should allow flexibility for different usages. They agreed with the proposal to provide land for testing and certification. They also agreed that a heritage trail should be provided connecting the Ping Shan Heritage Trail with the related facilities in HSK NDA.

2.29 The Hong Kong Federation of Trade Unions

2.29.1 Upon invitation, the study team attended meeting with Legislative Council members of the Hong Kong Federation of Trade Unions on 16 October 2013 to discuss the PODP. The members agreed that HSK NDA would integrate with Tuen Mun, Yuen Long and TSW New Towns and develop as a centre in the Northwest part of Hong Kong to raise the living standard and economic development of the residents as well as providing job opportunities to improve the living standard and family earning.

2.29.2 After the meeting, the Hong Kong Federation of Trade Unions submitted written comments to Legislative Council.

2.30 Yick Yuen Tsuen, Shek Po Road Mei Tsuen, Tin Sam San Tsuen and Tan Kwai Tsuen Residents

2.30.1 Since the commencement of the Stage 2 Community Engagement, we had actively contacted the relevant representatives of those affected villages within the HSK NDA. We visited Yick Yuen Tsuen Village Office on 31 July 2013 regarding the arrangement of consultation meeting to villagers in Yick Yuen Tsuen. On 12 August 2013, we met the Village Representative of Yick Yuen Tsuen outside Yick Yuen Tsuen Village Office to discuss the arrangement of consultation meeting. We were given understanding that the Village Representative would collect views from villagers and arrange the consultation meeting for us to present the PODP. We further contacted the Village Representative on 23 August 2013, 7 September 2013 and 27 September 2013 respectively to follow-up on the arrangement of the consultation meeting. We eventually contacted the chairman of Hung Shui Kiu New Development Joint Village Concern Group on 4 October 2013 and confirmed the arrangement of consultation meeting with Yick Yuen Tsuen. We also contacted Yuen Long Neighbourhood Advice-Action Council inviting villagers from nearby villages to join the briefing.

2.30.2 The consultation meeting was held on 19 October 2013 evening at Yick Yuen Tsuen Village Office with residents from Yick Yuen Tsuen, Shek Po Road Mei Tsuen, Tin Sam San Tsuen and Tan Kwai Tsuen. Apart from the villagers, Mr. LEUNG Wai-kuen, representative of Tin Sam Tsuen Tsuen Concern Group, Hon LEUNG yiu-chung, Legislative Council member and his assistant, the assistant of Mr. LEE Cheuk-yan, Legislative Council member, representatives from other concern groups were also present. There were a total of about 160 participants attending the meeting. The meeting was chaired by Mr HO Hoi-fat, the chairman of Hung Shui Kiu New Development Joint Village Concern Group, participants were invited to express their views on the PODP.

2.30.3 Some participants said that they had expressed their strong views of “no removal and no clearance” in Stage 1 Community Engagement but their views were not reflected in the PODP. They reiterated their strong view of “no removal and no clearance”. Some participants expressed their dissatisfaction about the consultation process. They said that the study team only consulted District Councils and Rural Committees but not listening to views from local residents.

2.30.4 Mr HO Hoi-fat said that there was no need to clear the five non-indigenous villages. He said that under the Basic Law, there were no definitions on indigenous villagers and non-indigenous villagers. All Hong Kong residents whether indigenous or non-indigenous villagers were protected under the Basic Law. The clearance of non-indigenous villages would breach Chapter 3 Section 29 of the Basic Law. On the other hand, he estimated that despite the introduction of 100,000 jobs, some 80,000 people would still need to work in other districts. In particular, the development of special and logistics industries may need to compete with Qianhai in Shenzhen with similar development focus. The existing transportation systems were already congested and would be seriously affected by the development. He suggested the Government resolving the existing traffic problems such as expanding the Light Rail network before increasing development intensity for population intake in the area. It is preferred to explore the development potential in the vicinity of the West Rail TSW station

instead of developing a new HSK station. Some participants also questioned about the estimation of 100,000 job opportunities.

2.30.5 Some villagers from Yick Yuen Tsuen expressed that the Government should revise the existing compensation and re-settlement arrangements because most villagers were not eligible for public rental housing or compensation for squatters. They requested the Government consulting views from Yick Yuen Tsuen including the options for relocation of village, re-settlement in the same district, etc. in the planning proposal. Some villagers from Yick Yuen Tsuen were dissatisfied with the consultation process. They objected developing the area using traditional new town development mechanism. They also said that HSK NDA was the remaining area of green belt or buffer zone. They insisted “no removal and no clearance”. They would put the case for judicial review if the Government insisted to clear the village.

2.30.6 A copy of the meeting notes for the consultation meeting on 19 October 2013 is enclosed in **Appendix B8**. Also after the meeting, Yick Yuen Tsuen Concern Group, Tin Sam Sang Tsuen Concern Group, Shek Po Road Mei Tsuen Concern Group submitted written comments to Legislative Council for the Special Meeting of Panel on Development held on 16 November 2013.

2.31 Legislative Council, Panel on Development

2.31.1 On 22 October 2013, the PODP of HSK NDA was presented at the Panel on Development of Legislative Council.

2.31.2 There were discussions about the impacts on the retained villages due to the development. Some members suggested reserving a buffer zone through rezoning as “Green Belt” between new developments and retained villages. Some members said that the removal of five non-indigenous villages would create objections from villagers. Some members requested the Government allowing the development with the retaining of those non-indigenous villages.

2.31.3 Some members concerned about the possibility of providing 100,000 jobs in the HSK NDA. They requested the Government reserving adequate land for business development and job creation. They said that the development would relieve the low job opportunity situation in Tuen Mun and TSW. Some members considered that the provision of 100,000 job opportunities were not practical.

2.31.4 Some members concerned about the impacts to workers and operators after the consolidation of PBU and open storage within HSK NDA and expected the Government to deal with the issue carefully. Land and re-settlement should be provided for those existing businesses to continue their operation.

2.31.5 Members concerned about the community facilities to be provided in the HSK NDA. A more balanced housing mix in individual residential sites was suggested to create a harmonized and self-sufficient community. Some members considered that adding one West Rail station might not be able to solve the existing traffic problem associated with linking with Yuen Long and other regions of the Territory, as well as serving the new population intake in HSK. They requested the Government building other railway lines to relief the traffic demand for connection with other regions. As HSK was strategically located in NWNT, further integration with TSW and enhanced connectivity between the West Rail

and the proposed Northern Link would be necessary. Some members suggested making use the opportunity to improve the drainage and sewerage situations in the region to improve the living environment.

2.31.6 Some members requested the HSK NDA establishing a tourist centre with related facilities including heritage trails, cycle tracks and the riverside promenade for attracting visitors from the Mainland. Some members suggested having not less than 100,000 square metres floor areas of mixed use for hotel and retail around proposed HSK station. With regard to town park design, some members did not agree with the proposed location because the site could be used as residential development. Some members suggested the town park with signified design and conveniently accessible to the public. Members also enquired the land ownership of the 11ha agricultural land for rehabilitation.

2.31.7 The minutes of the meeting held on 22 October 2013 for the Panel on Development of Legislative Council is enclosed in **Appendix B9**.

2.31.8 The Panel on Development of Legislative Council held a Special Meeting on 16 November 2013 inviting the public to express comments on the PODP of Hung Shui Kiu New Development Planning and Engineering Study. A copy of the minutes of the Special Meeting is also enclosed in **Appendix B10**. The following organizations and individuals registered to attend and present views at the Special Meeting:

- Green Sense
- 余顯璧女士(Ms YU Hin-pik)
- Hung Shui Kiu New Development Area Joint Village Concern Group
- Ping Shan Rural Committee
- 推動天水圍經濟大聯盟
- Tin Shui Wai Community Development Alliance
- Lok Ma Chau China – Hong Kong Freight Association
- The Hong Kong Institute of Planners
- Hung Uk Tsuen Merchants Association
- The Hong Kong Institute of Surveyors
- The Conservancy Association
- 元朗起動
- 蝸居部落
- Yick Yuen Tsuen Concern Group
- Tin Sam San Tsuen Concern Group
- Shek Po Road Mei Tsuen Concern Group

- 反對香港「被規劃」行動組
- Heung Yee Kuk New Territories
- Mr CHAN Kin-cheung
- Mr LEUNG Chi-ming
- Hong Kong Professionals and Senior Executives Association
- 馮玉玲女士
- Ms Vivian SHEK Wai-him
- 關注綜緩低收入聯盟
- 土地正義聯盟
- Labour Party
- The Chartered Institute of Logistics & Transport in Hong Kong
- 羅愛蓮先生
- 吳文娣先生

2.31.9 The following organisations and individuals did not attend the Special Meeting but submitted written comments:

- Civic Party
- Kai Hong Chui
- Designing Hong Kong Limited
- The Real Estate Developers Association of Hong Kong
- Tuen Mun District Council
- The Hong Kong Institution of Engineers
- A member of the public (陳明潔)
- Association of Engineering Professionals in Society
- Hong Kong Logistics Association
- Tan Kwai Tsuen and Wo Ping San Tsuen Squatter Residents' Concern Group
- World Wide Fund Hong Kong
- Neighbourhood and Worker's Services
- Association of the New Territories Open Storage Operators Limited

2.32 Hong Kong Logistics Association

2.32.1 A Briefing session with the Hong Kong Logistics Association (HKLA) was held on 29 October 2013.

2.32.2 HKLA supported the provision of 62 ha of land for logistics uses and requested to be available in the first phase of the implementation of the NDA so as to meet the need to release the existing land used for logistic industry. However, the reduction of the existing over 190 ha of open storage and port back-up uses to 62 ha were not sufficient to serve the operation of vehicle repairing and recycling industries, as well as the supporting facilities such as canteen and site offices. Some members concerned about the headway, vehicle access and multi-storey operation of the proposed logistics centres which were not suitable for container storage. Members highlighted that as the operation mode of logistics industry was changing, container storage use may not be necessary to locate in Hong Kong with further integration with China. Members requested detailed investigation on the arrangement and design of the land.

2.32.3 After the meeting, the HKLA submitted written comments for the Special Meeting of the Panel on Development of Legislative Council held on 16 November 2013.

2.33 Advisory Council on the Environment

2.33.1 We conducted briefing of the PODP at the Advisory Council on the Environment (ACE) on 9 December 2013.

2.33.2 Some members suggested removing all port back-up and open storage activities away from HSK NDA as the area was not close to the existing container terminals in Tsing Yi and Kwai Chung, and could reduce heavy vehicles travelling within the NDA causing environmental impacts to residents. It is recommended to relocate these uses towards Tuen Mun area with the development of Tuen Mun-Chek Lap Kok Link and Qianhai.

2.33.3 Some member questioned the possible expansion of “V” zone and the provision of open space in the southern portion of the NDA. Some members considered that the people-oriented vision of HSK NDA was not clear and there were not many environmentally friendly measures proposed.

2.33.4 A member suggested to include more details on the qualitative aspects of the project and unique identity of HSK NDA through urban design and planning. Further information on the response to climatic requirements, quality of public spaces to foster social interaction, energy-efficient designs and green infrastructure/buildings, nature-human relationship should be provided. Another member recommended to link up the water channels, greenbelt areas and open spaces through partnership with Drainage Services Department. Farming should also be provided in the NDA regarding to the growing demand for community farming as a leisure activity.

2.33.5 Some members supported the protection of the existing egretry lying within the NDA. They requested buildings to be with distance from the egrety through setback and the exiting fly path for food should be retained. Some members considered the “Green Belt” within the NDA are scattered within the NDA and requested if it would be possible to link up together.

2.33.6 A copy of the minutes of the ACE meeting is enclosed in **Appendix B11**.

2.34 Written Comments submitted by the Public

2.34.1 During the period of Stage 2 Community Engagement, 1,401 written comments were received. Amongst the comments, there were 10 sets of similar letters contributing to about 801 submissions, of which there were 4 major sets of comments as summarised below:

- Not supported developing HSK NDA by conventional new town approach, recommended using public-private-partnership and introduced land exchange, to increase the efficiency of developing the NDA (266 comments);
- Objected the discrimination and clearance of non-indigenous villages, and complained the rehousing and compensation arrangement enacted, on ground that it could not benefit the affected residents. They also questioned the necessity of developing HSK NDA and the proposed new employment generation (265 comments);
- Supported the proposal of retention of Tan Kwai Tsuen and Wo Ping San Tsuen (127 comments);
- Requested to rezone the land below West Rail of Tin Sam San Tsuen, from “Village Type Development” to “District Open Space” and rezone the adjacent land from “District Open Space” to Village Type Development” (74 comments);
- Objected the “Education” zone at Kiu Wong Street, and proposed to rezone the piece of land for residential/commercial uses;
- Supported the proposal of rezoning Ping Shan Industrial Area for mixed use development;
- Suggested to adopt a proposed public to private housing mix of 50:50. When taking into account the housing mix in TSW, the ratio should be 60:40;
- Objected to the HSK NDA proposal, since the NDA was not constructed for Hong Kong people. They doubted the 100,000 new employment figure generated from the NDA, and questioned that the employment within the NDA may not suit the skillsets of the future residents, which would create heavy burden to them having need to work cross district. The characteristics and environment impacts of the brownfield sites have not been considered; and
- Requested Government to commence a socio-economic impact assessment for better understanding of the characteristics of the affected stakeholders and their needs, and carry out population survey in the area, such that the rights of the local residents and farmers could be protected. Existing farmlands and shops should also be retained.

2.34.2 Apart from comments from individuals, the following associations and organizations also provided written comments:

- Yick Yuen Village Office, Tuen Mun
- Tuen Mun Rural Committee
- Heung Yee Kuk New Territories
- Association of the New Territories Open Storage Operators Limited
- Hung Uk Tsuen Merchants Association
- Hung Shui Kiu Merchants Association
- Yuen Long Merchants Association
- Tang Ka-leung, Yuen Long District Council Member Office
- Tao Sik-Yuen, Tuen Mun Rural Committee Member
- Caritas – Hong Kong Hung Shui Kiu / Long Bin Community Development Project
- Tin Sam San Tsuen Concern Group
- Shek Po Road Mei Tsuen Concern Group
- Tan Kwai Tsuen and Wo Ping San Tsuen Squatter Villagers Concern Group
- Hung Shui Kiu and Tan Kwai Tsuen Concern Group
- Tan Kwai Tsuen and Wo Ping San Tsuen Concern Group
- 反對香港「被規劃」行動組
- 推動天水圍經濟大聯盟
- Hung Shui Kiu Development Concern Group
- Hung Shui Kiu Development Enhancing Services Group
- Hung Shui Kiu New Development Area Joint Villages Concern Group
- Kiu Hung Road Concern Group
- Tuen Mun Yick Yuen Joint Village Concern Group
- 洪水橋聚賢社婦女會
- 土地正義聯盟
- 新界關注大聯盟
- Neighbourhood and Worker's Services

- Community Development Alliance
- Hon Albert Chan Wai-yip, Legislative Council Member
- Zachary Wong Wai-yin, Yuen Long District Council Elected Member
- Kwok Keung, Yuen Kong District Council Member
- The Hong Kong Federation of Trade Unions
- Development Society 建社
- Democratic Alliance for the Betterment and Progress of Hong Kong
- The New Territories Association of Societies
- Liberal Party
- New People's Party
- Civic Party
- CNEC Good Tidings Church
- Ching Chung Taoist Association of Hong Kong Ltd
- Yau Kung School Alumni Association
- Vocational Training Council
- Designing Hong Kong Limited
- The Conservancy Association
- Kadoorie Farm & Botanic Garden Corporation
- World Wide Fund – Hong Kong
- Hong Kong Bird Watching Society
- Green Sense
- The Hong Kong Institution of Engineers
- The Hong Kong Institute of Architects
- The Hong Kong Institute of Planners
- The Chartered Institute of Logistics & Transport
- The Hong Kong Institute of Surveyors
- Business and Professional Federation of Hong Kong
- Association of Engineering Professionals in Society
- The Real Estate Developers Association of Hong Kong

- Vision Planning Consultants Ltd
- Ocean First Logistics Limited
- SD Advocates Ltd
- MTR Corporation Limited
- 流浮山露天倉業界
- So's Metal Company Limited
- 蘇記重櫃場
- 建述環保回收有限公司
- Chun Tat Machinery Co. Limited
- Rainbow Ace Limited
- 文佳投資有限公司
- Mezzo Ltd.
- Glass Global Limited
- Professional Property Services Group
- Linking Wisdom Ltd.
- Koon Wah Yuen Food & Preserved Fruits Factory Limited

3 SUMMARY OF KEY PUBLIC COMMENTS AND OUR RESPONSES

3.1 Overview

3.1.1 The public reacted actively in the Stage 2 Community Engagement exercise. Public comments on the PODP and the HSK NDA project were received in the public forum and briefing sessions with statutory and consultation authorities, professional bodies, relevant stakeholders and local concerned groups. We also received 1,401 written comments via post, fax and email.

3.1.2 The public comments received were diverse. Both supporting and objecting views on the HSK NDA project were collected during the Stage 2 Community Engagement. Yuen Long District Council expressed clear conditional support to the project during Stage 2 Community Engagement. The key condition is provision of additional transport infrastructures and community services. There were public, local community organisations, Tuen Mun District Council members, Legislative Council members, political parties, and professional bodies including The Hong Kong Institute of Planners, The Hong Kong Institute of Surveyors, Hong Kong Professionals and Senior Executives Association, The Hong Kong Institution of Engineers, Association of Engineering Professionals in Society Ltd., Hong Kong Logistics Association, etc. expressing their general supports or no objection views to the proposed NDA proposal. They considered that the implementation of the NDA would help meet the housing and development need of Hong Kong. On the other hand, opposing views from different sectors of the public were also gathered in the Stage 2 Community Engagement. They mainly came from the local residents and business operators affected directly by the NDA development and the concern groups from both within and outside the NDA.

3.1.3 While the key concerns expressed in various briefing sessions and meetings are mainly related to the clearance of residential dwellings and brownfield operations, as well as the congested public transport situation in the NWNT region, other comments received also cover various issues related to the need and positioning of the NDA, economic developments, employment, social mix, G/IC and public infrastructure provision, ecology and environment, urban design, culture and heritage, implementation and programme etc. The Study team has taken into account public comments received, and carried out various technical assessments in formulating the RODP for the HSK NDA. The land use proposals for the HSK NDA have been revised to address the public comments received. The changes of the proposals are presented in **Appendix E**. The following paragraphs summarize the comments received during the Stage 2 Community Engagement and the Study team's responses to the comments.

3.2 Need and Positioning of the NDA

3.2.1 Some of the supporting comments pointed out that the NDA would help meet the housing and development needs of Hong Kong, and urged the Administration to implement the plans at the earliest. They believed that the development would bring more job opportunities for those residents in TSW who had been suffering from insufficient employment opportunities in the district. Through re-planning of landuse in the area, the general environment could be enhanced.

3.2.2 Those public and organizations supporting the development considered that HSK NDA lies in the strategic location of the North West New Territories with

existing and planned highways and railway lines linking the Hong Kong International Airport, Qianhai in Shenzhen and other regions of Hong Kong SAR. Taking into account the strategic location of HSK NDA, the positioning of HSK NDA as the regional hub of North West New Territories was welcomed. Yet, there were comments opined that the position of HSK NDA should be reviewed for enhancing its function as a regional centre of the North West New Territories. There was comment suggested that the commercial development area of the NDA should be further enlarged to develop HSK to be a Sub-Central Business District.

3.2.3 However, some comments alleged that the infrastructures and job opportunities within the NDA were not planned for people of Hong Kong but rather for those from the Mainland. They accused that the NDA would be developed for the integration of the Mainland and Hong Kong. Some considered that the Government should review the population and immigration policy to control the increase of population of Hong Kong including stopping 150 emigrants per day to Hong Kong so as to reduce the need of land and development of the NDA.

Our Responses

3.2.4 According to the RODP, HSK NDA is planned for a total population of about 215,000 (new population is 173,000) with about 60, 100 new flats and will generate about 150,000 employment opportunities. Commanding a strategic location in the NWNT with existing and planned railways and highways linking the Hong Kong International Airport, different districts of Hong Kong and Shenzhen, the HSK NDA will be developed into a new generation new town to support the social and economic growth of our territory. Adhering to the planning principle for creating a sustainable, people-oriented and balanced community, the HSK NDA is planned and built for the Hong Kong people as a desirable place for living, work, learn and play. The HSK NDA will be a major source of land supply to meet the housing needs of Hong Kong in the medium to long term. It will contribute a significant share of the provision of public housing units. More important, the HSK NDA will be a regional economic and civic hub of the NWNT fostering Hong Kong's economy, providing employment opportunities and supporting services, not only for the future population in the NDA but also the residents in TSW, Tuen Mun and Yuen Long New Towns as well as the planned Yuen Long South development. The development of the HSK NDA will help balance the territorial spatial distribution of population and employment, and at the same time optimize and enable effective sharing of infrastructure and G/IC facilities.

3.2.5 Allegations of the NDA being meant to serve Mainlanders are largely due to misconception. The HSK NDA is positioned as a new generation new town for Hong Kong people.

3.3 Economic Development

3.3.1 Some members of the public commented that the commercial element around the West Rail stations was inadequate. A member of LegCo expressed that there had been a shortage of retail floor space in Hong Kong, and resulted in surging shop rents and restricted the development of local retailed industry. It was suggested that the Government should capitalize the opportunity brought by the development project to provide in the vicinity of the proposed HSK station for reaching a critical mass for commercial activities to flourish by providing a large hotel-cum-shopping complex. Some comments suggested flea markets around the railway stations with retail elements integrated with the open space could be provided, to promote the local culture and social integration in the area.

3.3.2 There were also comments recommended that Government should explore connection from the proposed HSK Station to and from Qianhai Airport. With the NDA located in close proximity to Shenzen, the NDA could be developed as a hub for inbound Mainland tourists and encouraged cross-border tourism, which would help relieve the pressure on the tourist supporting facilities in other places Hong Kong. Comments also opined that development sites adjoining the proposed HSK Station would provide commercial floor spaces to accommodate hotels, commercial and shopping facilities to enhance tourism.

3.3.3 On the other hand, some commenters opposed the development of mega shopping facilities as such development would not be conducive to nurturing local small- and medium-sized businesses. Others suggested that homogenous new town development with large scale shopping malls and chained shops should be avoided. Shops with local characteristics should be planned in local district to enhance street vibrancy.

3.3.4 There were views to promote tourism in Lau Fau Shan, and there was recommendation to rezone the sites near Lau Fau Shan roundabout to “Comprehensive Development Area”, provide new tourist attraction at Lau Fau Shan and hence create job opportunities in the area.

Our Responses

3.3.5 To further capitalize the strategic location of the proposed HSK Station, areas around the station have been restructured and rezoned as “Commercial” on the RODP. The “Commercial” sites around stations have been expanded and intensified on the RODP. The commercial node function will be complemented by civic elements and public services, including a magistracy, government offices and community hall in close proximity. Similarly, areas around West Rail TSW station have also been restructured and rezoned under the RODP to increase the commercial mass and to provide a district commercial node serving the neighbouring TSW New Town, as well as to provide job opportunities to residents nearby.

3.3.6 Apart from reserving sites for comprehensive commercial and retail developments, shopping streets are introduced at various locations to promote street vibrancy to provide an alternative shopping experience and choice for residents. Three shopping streets lined with retail frontages are proposed along the western bank of TSW channel, within the residential area linking major town centre and the Enterprise and Technology Park, and along the pedestrian street linking the civic node with the proposed HSK Station. To enhance visual amenity, terrace podium design with setback of the first floor of developments along these corridors would be required along these pedestrian corridors.

3.3.7 In response to the public request to boost the local economy in Lau Fau Shan and enhance tourism in the area, a new "Commercial" zone with public carpark is introduced on the RODP in this area and the newly proposed EFTS) would also extend to this northern part of the NDA, allowing visitors to travel directly from the proposed HSK and West Rail TSW stations.

3.4 Reserving Land for Logistics and IT&T Development

3.4.1 The Hong Kong Logistics Association showed full support on the provision of land reserved for logistics use in HSK and commented that the implementation of the area should be in first phase to accommodate the existing urgent need for the logistics operation. There were also comments suggesting further increase of land reserved for logistics uses.

3.4.2 Supporting comments were received on the location of the logistics quarter beside KSWH which could avoid additional traffic flow generated in other areas of the NDA. However, there were comments pointing out that HSK was not the best location for logistics facilities, which they should be located in Lantau, near Hong Kong Zhuhai Macao Bridge and airport.

3.4.3 Comments from the logistics industry suggested that to allow sustainable development of the Hong Kong logistics industry, the rental cost should be kept at a reasonable level to support the Small and Medium Enterprises to compete in the global logistics market and to release industrial land in the urban areas. There were comments urging the Government to put forward relevant policies to facilitate the development of the logistics industry in the HSK NDA so as to ensure the target number of job opportunities would be generated in a timely manner, given the logistics facilities was the major source of employment generation according to the PODP.

3.4.4 With regard to the proposed "Special Industry" quarter for accommodating information technology & telecommunication industries (IT&T), including data centre uses, testing and certification (T&C) facilities and business uses on the PODP, some public commented that it would duplicate with Hong Kong Science Park and Cyberport, and doubted the job generation of such landuse. On the other hand, some comments suggested to increase the area reserved for these uses and developed the area as an Enterprise Park through introducing a wider range of industries such as light manufacturing and clean tech to create diversified employment opportunities. There were also comments opining that the business area should move further to the north, closer to the private residential areas, providing jobs for people in that area.

Our Responses

3.4.5 The logistics industry is a traditional pillar industry of Hong Kong. It has, over the years, made significant contributions towards promoting the economic development and employment in Hong Kong. The plan for the proposed HSK NDA is to provide land to support the logistics and technology industries to sustain the economic competitiveness of Hong Kong. The proposed Logistics, Enterprise & Technology Quarter on the RODP is meant to achieve this particular planning intention. The land uses within this quarter has been restructured on the RODP and about 37 ha of land has been reserved for Logistics Park, while the Government will continue to explore the feasibility to earmark some of the land in other parts of the New Territories for logistics developments as well. Within this quarter, about 9 ha of land has also been reserved for Enterprise and Technology Park and about 24 ha of land for PBU, storage and workshop uses to consolidate the existing brownfield operations. The proposed Logistics and Technology Quarter is located near KSWH which would provide direct connection through the transport corridor to the airport and the Mainland. There is a primary distributor underneath KSWH and two interchange roads for heavy vehicles to access the KSWH directly without the need to penetrate the residential areas to the east. The impacts of the operations from these industries to the NDA residents would be kept to a minimium. The reservation of land for logistics developments has gained the support from the relevant bureaux/departments, and concerted effort would be made to implement the developments. The Study on the Strategic Development Plan for Hong Kong Port 2030 announced in December 2014 recommend expediting development of proposed logistics facilities in the New Territories. This complements the development of Hong Kong as a Regional Trade and Distribution Centre.

3.4.6 To allow flexibility for accommodating other related producer services uses, technology uses, modern industries, and non-polluting industries which may complement Innovation and Technology/Testing and Certification development and to enable a wider scope of possible industries , the original “OU(SI - IT&T, T&C, Business Uses)” zone on the PODP is modified to “OU(Enterprise and Technology Park)” under the RODP with a zoned area of around 9 ha. To enhance accessibility of the Enterprise and Technology Park, this zone has also been shifted southward to locate closer to the Regional Economic and Civic Hub around the proposed HSK Station. The reservation of land for Enterprise and Technology Park has gained the support from the relevant bureaux and departments.

3.5 Employment

3.5.1 There were comments advocating more job opportunities in different skillsets be provided within the NDA such that residents could save from working cross district and avoid potential problems of incurring huge amount of travelling time and expenses. Some comments considered that there should be adequate job opportunities in the NDA to relieve the shortage of jobs in TSW.

3.5.2 There were comments questioning how the 100,000 job opportunities on the PODP were estimated. Some comments doubted if the logistics facilities would generate half of the employment in the NDA. Some comments concerned that there was no detail of an economic development policy to justify the estimated jobs. Some comments suggested that there should be policies for materializing the proposed special industries.

3.5.3 Some commenters expressed concern on the loss of jobs in the NDA, especially those involving in the business operations in HSK who worried that employment opportunities generated from the development in the NDA might not match with the skill set of residents.

Our Responses

3.5.4 To capture the development opportunities given by its strategic location on major freight and passenger routes and between Hong Kong and Shenzhen, HSK NDA is planned to accommodate different economic activities. Areas around the HSK Station are structured to become a regional economic and civic hub for offices, hotels, retail facilities and other commercial uses as well as a magistracy and government offices. A district commercial node serving also the neighbouring TSW New Town with an integrated development area with shopping malls and office tower will be developed around the WR TSW Station. Two areas with direct access to the Kong Sham Western Highway are designated as Logistics, Enterprise & Technology Quarter and "Industrial" Zone to provide development spaces for accommodating a wide range of industrial/special industrial uses such as innovation and technology research centre uses, testing and certification use, data centre use, other related business and non-polluting industrial uses; high value-adding logistics activities; PBU, storage and workshop uses; and formal industrial activities. About 37 ha of land has been specifically reserved for logistics and related facilities, whereas 9 ha of land is designated for the Enterprise and Technology Park.

3.5.5 These economic land uses will create jobs of different nature and profiles, allowing more choices for the residents to match with the different skill sets. The number of employment opportunities has been increased from 100,000 under the PODP to 150,000 on the RODP.

3.5.6 With the abundant supply of job opportunities, the HSK NDA will become an employment node in NWNT. It would help address the over-concentration of employment in the main urban areas, boost the vibrancy of local communities, meet the shortfall of jobs in TSW, as well as ease congestion at the commuting corridors from the New Territories to the urban areas.

3.6 Social Mix

3.6.1 There were comments suggesting that the total amount of housing in the NDA should be further increased to meet the keen housing demand in Hong Kong. The policy on "Hong Kong Property for Hong Kong People" should be applied to those private housing in HSK as far as practicable. There should be comprehensive planning for future housing development in Yuen Long, including HSK and Yuen Long South.

3.6.2 There is a general support of the public-private housing mix to help redress the dominance of public housing in TSW New Town. However, some commenters suggested that flexibility should be allowed when determining the housing mix of the NDA. There were comments opined that the proposed housing mix did not follow the one recommended in the Long Term Housing Strategy (i.e. public to private of 60:40). Some comments suggested that the proposed public housing ratio of the NDA of 51% was relatively low, which could not meet the urgent needs for public rental housing and deal with the increasing application of public housing. Yet, some comments suggested that the public housing ratio of 51% was too high and it should be reduced to avoid social problems like TSW. On the other hand, some commenters opined that the private housing mix of 49% was too high and would arouse public accusation to Government in favour of the interests of private developers.

3.6.3 There were different opinions on the proposed locations of public housing development in the NDA. Some comments suggested that public housing development should be located in proximity to the rail stations, but others suggested that the proposed public housing development near the rail stations should be relocated northwards, and free up the land for high density private residential and commercial developments around the stations to maximize the economic gain and create more job opportunities. Some comments stressed that the proposed public housing development in the northern part of the NDA was not accessible by public transport.

Our Responses

3.6.4 The HSK NDA will be a major source of land supply to meet the housing needs of Hong Kong in the medium to long term. It will provide a total of about 60, 100 new residential flats. While there were comments calling for further increase in housing supply, we have to point out that the HSK NDA has been planned with a balanced housing and employment mix with a view to achieving self-containment such that local residents could save from travelling across districts for jobs. Apart from reserving land for housing development, within the NDA, land has to be reserved for economic land uses as well. The HSK NDA will also serve as an employment node in NWNT to address the over-concentration of jobs in the main urban areas. Besides, adequate land has to be reserved within the NDA for various G/IC facilities to cope with the population growth.

3.6.5 To develop a harmonious community, different types of residential developments meeting different needs, aspirations and affordability have been planned in the NDA. One of the planning objectives of the NDA is to achieve a balanced community and avoid creating a homogenous residential character dominated by public housing like TSW. This concept has been carried forward from the PODP to RODP. A ratio of 51:49 public to private housing units is proposed under the RODP of the NDA, the overall public private ratio is about 69:31 when the housing of TSW is taken into account. The arrangement is targeted to achieving a proper balance in the regional context. To address the public comment of avoiding the clustering of public housing developments in one location, the disposition of the public housing sites has been reviewed when formulating the RODP.

3.7 Government, Institute or Community Facilities

3.7.1 There were comments calling for adequate G/IC facilities and open spaces within the NDA. These facilities should also be commissioned in conjunction with the population build up in the NDA. The mismatch in place and time as in previous new town developments should be avoided as this would cause adverse impacts to residents. Some suggested that more elderly services and infrastructure should be developed in the NDA to tackle the aging population problem. Specific proposals were also received on request to retain privately owned church, aged home and school. Suggestion to establish a primary school at Ha Tsuen was also received. There was recommendation to relocate government offices to the NDA to boost the office development in the area. Some commenters suggested that pet park should be provided in the NDA.

3.7.2 The public comments in general welcomed the proposals of developing clinic and hospital in the NDA. Comments on the location for medical services were diverse. Villagers of Shek Po Tsuen and Hung Uk Tsuen considered the proposed hospital site on the PODP too near to their villages and worried the spreading of germs and the noise from the ambulance would affect villagers. They proposed to relocate the hospital to an area further away from the residential neighbouhood. On the other hand, there was comment opined that the hospital should be provided at accessible location. There should be proper road connection to the hospital site and comprehensive traffic arrangement should be provided.

3.7.3 There were comments opposing the site proposed for “Education” in the Kiu Wong Street and Kiu Shing Street, as the site was located in a prime area close to West Rail TSW Station. It should rather be used for residential, commercial or hotel developments to boost the local economy of TSW. Some suggested that the site proposed for “Education and Related Use” was not suitable for vocational education and training institute and recommended several other locations in the NDA for such development. Some suggested the site for “Education” should be expanded to meet the present standard of educational institution and the future population in the area.

Our Responses

3.7.4 In planning for the G/IC facilities of the HSK NDA, we have reviewed the site constraints and environment. The plan has been carried out with reference to the Hong Kong Planning Standards and Guidelines (HKPSG), while the requirements from the surrounding developments including the TSW New Town and the proposed Yuen Long South development have also been taken into account. We shall formulate detailed development timetable and phasing plan at the next stage, in light of the public views and suggestions collected in CE3. In drawing up the development schedule, attention will be paid to ensure timely provision of various communities facilities in tandem with the population intake of the NDA.

3.7.5 While there are already hospitals in Tuen Mun, Yuen Long and a hospital is under construction in TSW, in order to address the requirements of the future developments in the vicinity areas, the gross floor area of the proposed hospitalin HSK has been adjusted on the RODP. The proposed location of the hospital in the centre of the HSK NDA within walking distance from the West Rail TWS Station is considered suitable which could facilitate easy access by all residents within and outside the NDA.

3.7.6 Taking into account the public comments received on the Kiu Wong Street and Kiu Shing Street areas, the landuses in the area have been restructured on the RODP by introduction of commercial and mixed use sites, to reinforce the area as a district commercial node of the NDA. This could also provide more employment opportunities for the residents in TSW.

3.8 Transport Infrastructure

3.8.1 During the Stage 2 Community Engagement, many commenters opined that the existing West Rail and Light Rail services were saturated, especially in the peak hours in light of that a large amount of residents had to work cross districts. Many comments pointed out that most parts of the NDA were not served by public transport. There were grave concerns on the increased population in the NDA without provision of new public transport infrastructure which would further worsen the situation. Those comments emphasized that the present public transport facilities could not cope with the future population of the NDA.

3.8.2 There were suggestions that the NDA should provide sufficient feeder services connecting to West Rail and Light Rail Stations. There were also comments suggesting building railway connecting from Tuen Mun and Tsuen Wan, whilst others also suggested to construct another West Rail station at TSW. The frequency of the West Rail and Light Rail service should need to be increased.

3.8.3 In general, people supported the idea of EFTS within the HSK NDA to cater for the increase in population and job opportunities. The proposed EFTS should connect to West Rail and Light Rail stations. Some people suggested extending the Light Rail to the NDA while some people said that the Light Rail occupied large amount of land and there were accidents occurred at road junctions due to interfaces between Light Rail and road traffic.

3.8.4 Some people expressed concerns to the proposal to remove Tin Ying Road. They said that removal of Tin Ying Road would increase traffic demand on Ping Ha Road. They were also concerned that the bus route running along Tin Ying Road for connecting residents in northern part of TSW with West Rail TSW Station would likely be affected if Tin Ying Road was removed. On the other hand, some commenters supported the deletion of Tin Ying Road on grounds that the proposal could integrate future development of the NDA with TSW and eliminate the noise problems generated by the road. They commented that the whole transport network of the NDA should be carefully planned to deal with the impacts brought by the removal of Tin Ying Road, with due consideration on the traffic situation in TSW. There were also comments expressing concerns over the noise impact brought by the major roads in the NDA, for example KSWH and Castle Peak Road, and requested Government to construct noise barriers along these major roads to minimize the noise impact to neighbouring residents.

3.8.5 Some District Council members opined that Government should review the previous proposal on Route 10 and connect the road with Ha Tsuen transport in Pak Nai, and Pillar Point and Airport, etc. and purchase back Tai Lam Tunnel to relieve the traffic burden and associated environmental problems generated from the HSK NDA development. Moreover, they also suggested Castle Peak Road, Yuen Long Highway and KSWH should be widened. Comment also opined that the Northern Link should be constructed with railway linking Lok Ma Chau and Lo Wu, to maximize the economic benefit of the NDA.

3.8.6 Some comments suggested that a sustainable transport strategy should be adopted in the NDA, with comprehensive public transport, cycle tracks and footpaths connecting different land parcels in the NDA and the road network should not result in separation of communities. Public also concerned about the provision of cycle tracks, cycle parking and footbridges connections. Some comments suggested widening of Kiu Hung Road and Lau Fau Shan Road.

Our Responses

3.8.7 Upon the completion of Tai Wai to Hung Hom section of the Shatin to Central Link, existing Ma On Shan line, from Tai Wai passing Kowloon East will form a "East West Corridor". Under the engineering works of Shatin to Central Link, the signalling system would be enhanced, Mass Transit Railway Cooperation (MTRC) would require to purchase 148 train compartments and modify existing trains in preparation of the completion of "East West Corridor". It is expected that the newly purchased trains would be gradually in test from the end 2016, the train compartment of the WRL would increase from 7 to 8, all trains would have 8 compartments upon the completion of "East West Corridor", and the passenger capacity could increase at least 14%. MTRC is now enhancing the signalling systems of Ma On Shan Line and WRL to cope the operation of the future Shatin to Central Link "East West Corridor". There will be a comprehensive transport network comprising a separate EFTS connecting to West Rail and Light Rail stations, roads, pedestrian walkways and cycle tracks in the NDA.

3.8.8 A comprehensive road network is proposed in the NDA through modification of the existing roads and provisions of new roads. The proposed road network will thoroughly link up all the areas within the NDA as well as providing convenient linkages with nearby area such as TSW and the existing strategic highways. Four public transport interchanges are also proposed in the NDA to facilitate the provision of new public transport to serve the proposed residential, commercial and industrial areas. The existing cycle track network in HSK would be strengthened with introduction of new cycle tracks to form a complete cycle track system within the NDA.

3.8.9 A designated Green Transit Corridor (GTC) has been reserved in the RODP running through the developments in the NDA and connecting to the existing TSW West Rail Station, the proposed HSK Station and existing Light Rail stations. This designated corridor will be running at grade but with grade separated structures at intersecting points with vehicular roads. The GTC will include a rail-based or road-based EFTS, pedestrian walkways and cycle tracks to provide feeder services to connect the residential clusters with the major employment nodes, railway stations and key community facilities. The GTC will provide rapid intra-district transport service for the HSK NDA. By providing this designated corridor, a fast, convenient and obstacle-free feeder service could be

provided for people travelling within the NDA as well as to the nearby West Rail Stations. The type/mode of the at-grade feeder system will be determined in the future. Cycle tracks and pedestrian walkways are also proposed along this corridor for cyclists and pedestrians to enjoy the obstacle-free movement within the NDA. The removal of Tin Ying Road will provide a leisure riverside development along river channel and will facilitate a better connectivity between TSW and the NDA. New east-west running district distributor will be provided in the NDA to facilitate movement to/from the TSW New Town after the removal of the Tin Ying Road.

3.8.10 We note the concerns on the strategic highway infrastructures as new developments in NWNT are implemented. The Government will timely provide new strategic highway infrastructure connecting the NDA to Tuen Mun and urban area to cope with the increased road traffic demand arising from the implementation of the proposed development projects in the NWNT.

3.9 Green Living Environment and Green Infrastructures

3.9.1 The use of EFTS and others carbon reduction strategies were generally supported by the public. Some suggested that sufficient incentives to entice the participation from both the private sector and the community at large should be provided for achieving the objective of creating green living and working environment.

3.9.2 There were comments related to regenerating existing river channels which opined that the regenerated river channels not only had the potential to create diversified habitats for wildlife, but also improved the quality of life enjoyment that is vital to build up a harmonious community. There were supportive comments on the proposed regeneration of existing river channel, which was suggested to be further developed as a water activity centre.

3.9.3 Nevertheless, some commenters considered that the PODP did not propose many environmental and sustainable elements and could not demonstrate people-oriented vision. Some comments suggested upgrading the San Wai Sewage Treatment Works to secondary treatment plant to improve the effluent quality. Some suggested that an artificial lake should be proposed in the NDA to collect rainwater. Some suggested that waste collection facilities should be introduced in the NDA.

Our Responses

3.9.4 We understand the aspiration from the public on green living environment and we aim to promote a green city concept in the NDA by enhancing the connectivity, achieving low carbon emission and improving the information communication technology. Apart from the provision of EFTS and a comprehensive network of pedestrian walkways and cycle tracks as well as other conventional greening, we will introduce other form of green initiatives including the possibility of using treated sewage effluent for toilet flushing/irrigation, sustainable urban drainage system including retention lake and regeneration of river channels, community green station to promote waste sorting and recycling, and use of different forms of renewable energy for development and infrastructure, etc. To achieve the green city concept, land has been reserved in the RODP for the provision of various proposed green initiatives.

3.9.5 We fully agree that the existing river channels should not only be regenerated and beautified, they should also be used to provide enjoyment to the public. We have proposed to create a riverine promenade along the regenerated river channel. Pedestrian walkways, cycle tracks, EFTS and street-level shops and restaurants are proposed along the promenade for convenient access and enjoyment of the pleasant environment by the public. The pedestrian walkways and cycle tracks will continue along other river channels such that people can travel through the NDA along these scenic routes.

3.10 Ecology and Environmental Conservation

3.10.1 While some green groups agreed with the NDA development because most parts of the land within HSK were already disturbed, they urged that areas generally of ecological importance, such as the San Sang San Tsuen egretry, should be conserved properly. There was comment on the preservation on the low-rise development and the agricultural land beside the egretry at San Sang San Tsuen, ensuring the habitat of the egrets being protected. The flight path to the east of Tin Sum Channel and Hung Shui Kiu Channel should also be retained. Green groups considered that the “Green Belt” should cover a larger area and did not agree to have public housing adjacent to the egrety to avoid disturbance to the birds. They also requested the development not to cause impacts on the flight path. There was also suggestion to rezone the egretry and its surrounding areas as “Conservation Area” instead of “Green Belt”. The Green Group also suggested that comprehensive studies should be conducted to provide information about the use of egretry and the egrets’ feeding areas; assess the development impact to breeding and roosting ardeids and carrying out flight-line surveys to investigate if the development would intercept the flight lines. They suggested that there should be more innovative planning in the aspects of ecology, energy conservation and nature-human interface. Some comments considered that the “Green Belt” zones within the NDA are dispersed and small.

3.10.2 Green groups also raised concern on the displacement and relocation of open storages, worried that the displaced operations would be relocated to other areas outside the NDA and would have negative impacts to the environment. They urged Government to formulate a long-term policy on the management of the open storages, such as providing an area to centralize the processing of the open storages and have a holistic view to formulate a comprehensive plan regarding the developments and their impacts in and around the Deep Bay so as to protect the integrity of the ecosystem.

Our Responses

3.10.3 The San Sang San Tsuen egretry was established in 2012 and it is annually surveyed by the Hong Kong Bird Watching Society. It supports nesting Little Egret and Chinese Pond Heron. The Egretry and vicinity areas will be protected from direct impacts through its inclusion in “Green Belt” and “Amenity” zones on the RODP. Besides, the “Open Space” zone corridor to the east of the “Green Belt” will help to maintain open areas for ardeid flight paths. During the construction phase, disturbance impacts can be mitigated by undertaking any major construction works outside of the breeding season of the ardeids (i.e. March to August), and by providing screening to minimise disturbance (e.g.

hoarding set-up along the boundary of the works areas to shield the egretry from disturbance).

3.10.4 On the RODP, areas of wetland compensation associated with the KSWH will be retained in-situ under the "Green Belt" zone. The provision of an eco-corridor between the green belt areas will help to consolidate and connect the habitats of these areas. Habitats will be created within the corridor which will help to maintain and improve the ecological value of the area.

3.10.5 We note the Green Groups' concern on the possible displacement of brownfield operations to other areas outside the NDA. At present, the proliferation of brownfield operations in HSK area has created considerable environmental, traffic, visual, flooding and other problems. One of the objectives of developing the NDA is to convert these brownfield sites to more optimal uses and improve the overall environment of the area. To avoid their further proliferation, suitable land has been reserved for PBU, storage and workshop uses for consolidation of these existing operations in an efficient manner.

3.11 Integration with Retained Villages

3.11.1 Representatives from Ha Tsuen and Ping Shan Rural Committees expressed that they normally supported the Government's policies in developing the countryside. On the other hand, they wished the Government would also take care about the needs of village house development. They requested converting the landuse of some "Green Belt" and "Open Space" land to "Village Type Development" in order to allow future village expansion and provide adequate land for building Small House. Specific comment objecting the "Local Open Space" to the northern of Shek Po Tsuen was received, and the commenters proposed to rezone it as "Village Development Area". They also requested not to freeze village house applications during the development of the HSK NDA and requested to extend, rather than reduce, the existing village boundaries. There were also proposals suggesting to relax the building height restriction of the Small Houses, in order to resolve the shortage of land for building Small Houses in the future. Some comments recommended developing an amenity strip along Tseng Kong Wai, Kau Lee Uk Tsuen and San Sang Tsuen as a buffer from the proposed Logistics and Technology Quarter. On the other hand, there were comments suggested reviewing the prevailing Small House Policy to reduce the pressure on demand for land.

3.11.2 Some village representatives concerned about the new roads proposed for the NDA which would surround the retained villages. They also worried about the building 40 storey residential buildings which would create wall effect and will affect the environment and drainage of existing villages. They requested that the "Fung Shui" lanes be retained. Some village representatives suggested that the Government to improve the sewerage disposal, drainage and emergency access problems in conjunction with the development so as to improve the living environment. They also commented that existing village parking should be retained.

3.11.3 Many villages expressed concern on the drainage and sewage issues in the NDA, since the existing villages are lying in the low areas, villagers worried that with the construction of development beside the villages, their area would be exposed to flooding risk and urged Government to comprehensively study the drainage and sewage issues in the NDA.

3.11.4 Comments were also received suggesting to carry out an "Enhancement and Urban Design Public Works Program" to revitalize and upgrade the urban and rural landscape for the entire Study area.

3.11.5 Villagers of Tan Kwai Tsuen and Wo Ping San Tsuen welcomed the proposal to retain all villages located to the south of Castle Peak Road as indicated on the PODP. However, they concerned that their villages would be affected by the drainage channel improvement works and building public housing in Tan Kwai Tsuen may change the existing village environment and affect the social ties of villagers. Some members suggested that since there was no proposed development in the area to the south of Castle Peak Road, they urged that the area should be excluded from the NDA. However, opposite comments were received urging Administration to review area to the south of Castle Peak Road and upzone the existing residential areas to optimize valuable land resources to meet housing demand, encourage development/ redevelopment in that area and enhance the land use compatibility in the area.

3.11.6 *Our Responses*

3.11.7 The HSK NDA proposals have endeavoured to minimize the impacts on existing villages, and to ensure that the proposed landuses are compatible with the existing local communities. The concerns from villages on the close proximity of future development to the villages are well-noted. Sufficient buffer has been introduced on the RODP as "Amenity" and Non-building Area between the existing villages and new high-rise developments. A 5m "Non- building Area" is also proposed for the private residential developments facing Lo Uk Tsuen, Ha Tsuen and San Uk Tsuen to increase the separation of tall buildings from the villages. We have also conducted air ventilation assessment of the proposed buildings in the NDA to avoid creating "wall-effect". Existing "Fung Shui" corridors are retained on RODP.

3.11.8 We have conducted drainage impact assessment and will improve drainage system within the NDA to avoid causing flooding due to the development. Flood protection measures in the form of retention lake, polder schemes and underground storage tank for retaining the storm water during storm surge will also be proposed to low-lying villages to alleviate the flooding situation in low lying areas. The comments and concerns from the affected villagers are also well noted. We will continue to liaise with the affected villagers to achieve an acceptable proposal. We will continue to liaise with the affected villagers to achieve an acceptable proposal in the implementation stage.

3.11.9 The "Village Type Development " ("V") zones under the current outline zoning plans have been duly respected in formulating the NDA proposals. All "V" zones within the boundary of the HSK NDA, which all exceed the village environs, have been retained on the RODP. It is noted that land is still available within the "V" zones for Small House development. In consultation with LandsD, minor adjustments to some "V" zone boundaries are proposed to include some existing houses with building right (covered by building licences or on New Grant Lots with Small House Grants) falling marginally outside the "V" zone boundaries. Sha Chau Lei (I) is a resite area for an indigenous village originally located in TSW. Under the RODP, the "V" zone is expanded to include those 6 houses at the southeast of the site having the same status.

3.11.10 As for the southern residential neighbourhood to the southeast of Castle Peak Road where Tan Kwai Tsuen and Wo Ping San Tsuen are falling within would all be retained. Further development in this area will follow the land use and development intensity provisions in the current Outline Zoning Plans. As such, DCA 6 has been removed from NDA boundary to eliminate anxiety of the residents living in the neighbourhood to the southeast of Castle Peak Road. Given the well-established communities and limited available land for further major developments, substantial intensification of development in this area is not contemplated. The proposed public housing near Tan Kwai Tsuen is outside the NDA boundary.

3.12 Urban Design and Development Scale

3.12.1 While public and professional bodies suggested the Government to further increase the development density of the NDA, especially in areas to the vicinity of proposed HSK station, there was also comments questioned the small development scale of the NDA, commented that new population generated from HSK NDA was only half of those of Tuen Mun New Town. Some commenters suggested that the NDA boundary should be enlarged to include the Lau Fau Shan, Ngau Hom, the areas along the seafront and even TSW.

3.12.2 However, there were also comments suggesting to reduce the development scale in NDA, in particular to those sites in close proximity to the existing villages. Some comments concerned that the the proposed plot ratio in the NDA is generally high, particularly in the logistics area. Some commented that the logistics area would bring massive structures to the development area, which would likely block the propose view corridor towards the Yuen Tau Shan.

3.12.3 There were comments suggested that the development scale of the NDA should be reduced, with population of around 120,000 and employment generation around 20,000. The comments also suggested the non-indigenous villages should be retained.

3.12.4 Some comments suggested that the NDA should be designed and developed as a local community comprising modern convenience and traditional liveliness, for example, with easy road and pedestrian access to local street-front shops, open markets, heritage and other traditional local activities. Some commenters suggested that the development within the NDA should be integrated by footbridges and pedestrian streets, especially in the areas beside the West Rail.

Our Responses

3.12.5 The NDA boundary is drawn up largely based on geographical consideration and the availability of potential development area, as well as consideration of not affecting natural environment and well-established communities. As explained above, the NDA boundary on the RODP has been revised to exclude DCA 6 on the PODP (i.e. the existing residential neighbourhood to the southeast of Castle Peak Road) in respond to local residents' request and in fact there is no new development proposed in this area.

3.12.6 The design of the development scale of the HSK NDA has taken into account the development constraints and opportunities of the area, the physical setting, the appropriate housing and employment mix, good planning and urban design as

well as the public infrastructure provisions and constraints, in particular the transport infrastructure.

3.12.7 HSK is located next to TSW New Town in the east and the Tuen Mun New Town in the southwest. The Yuen Tau Shan in the west forms a mountain backdrop while Tai Lam hill ranges provide a green landscape in the southeast. Deep Bay and a relatively rural neighbourhood of the Lau Fau Shan area are in the north. A river channel that connects to TSW and Deep Bay runs through the NDA from the south to the north. The overall planning and design framework of the HSK NDA draws upon this distinct setting. The major town centre is planned around the proposed HSK Station. A secondary node will be located near West Rail TSW Station. Areas skirting the commercial nodes are proposed for residential development with various community facilities. The Logistics, Enterprise and Technology Quarter with special industries is located in the north-western part of the NDA. A regional town park together with major recreational facilities is located in the centre of the NDA.

3.12.8 The NDA adopted a stepped height profile with the tallest and densest developments concentrated at the commercial nodes descending towards the Lau Fau Shan and Deep Bay area. This would have positive effects on the visual amenity, natural lighting and air ventilation. Moreover, the proposed building heights have been determined with reference to the Air Ventilation Assessment (AVA), Hong Kong Planning Standards and Guidelines and Urban Design Guidelines for Hong Kong. The Study has conducted AVA and established relevant good design elements, including primary and secondary breezeways, penetrative building design and building setbacks to ensure air ventilation. A comprehensive breezeway system is introduced in the NDA, numbers of breezeway in form of major roads, rail corridors, pedestrian streets, river channels and open spaces are incorporated in the layout for wind penetration. The Fung Shui corridors are taken into consideration when formulating the RODP, and integrate with the urban design of NDA serving as visual and wind corridors.

3.12.9 We understand the community aspirations for quality living environment. It is one of the Study's visions to develop a sustainable, environmental, people-oriented and balanced new development area. A considerable amount of area is reserved for open space and comfortable pedestrian environment in the NDA. A regional town park together with major recreational facilities is located in the centre of the NDA. High density developments are proposed within walking distance to the railway stations to minimize the need for commuting and reduce carbon emission from the traffic.

3.12.10 Taking into account different public comments on the development intensity, the plot ratio and building height restrictions of the NDA have been critically reviewed during the formulation of RODP. Having regard to the low density development in existing Lau Fau Shan area, plot ratio of DCA 2 for pure residential development has been reviewed and a stepped height profile descending towards Lau Fau Shan has been adopted in the area. A low density "Commercial" site near the Lau Fau Shan roundabout is introduced, and the plot ratio for "R3" sites have been reduced on the RODP. With the general reduction in development intensity of the Lau Fau Shan area, the future developments could be better harmonize with the existing developments and maintain the local characteristics in the area.

3.12.11 The urban design of HSK NDA follows the sustainable development principles, comprehensive cycle track and pedestrian networks are planned in the NDA, with connection within major developments, linking to the neighbourhood area, such as TSW and Tuen Mun. The networks also run through open spaces and promenades covering the entire NDA. To promote walkability and street vibrancy, three shopping streets lined with retail frontage are recommended on the RODP. To enhance visual amenity, terrace design requiring setback of first floor of podium of the developments along these corridors is provided by restricting a maximum building height of 5m on the edges (10m in width) to those developments along these corridors. Pedestrian streets are also introduced in the RODP.

3.13 Culture and Heritage

3.13.1 Supporting comments were received on the preservation and linking up of different heritage resources within the NDA by heritage trail. However, since the heritage resources are scattered over the NDA and some were not accessible within walking distance, commenters suggested more details be given on how the different heritage resources could be connected by the proposed heritage trail and enhance tourism in the NDA. Some public opined that apart from the natural environment and heritage, old villages within the NDA could be redeveloped to become hostels, and constructed museum of local village for tourists to experience the traditional village lifestyle. There were also comments suggesting HSK as a potential area for ecotourism, which could link up with the Hong Kong Wetland Park at TSW. Comment also suggested that the heritage trail could possibly be linked up and extended to Lau Fau Shan. Apart from those listed historic buildings and heritages, comments were also received suggesting the local villages and factories within Tan Kwai Tsuen and Wo Ping San Tsuen were rich in history and should also be retained.

Our Responses

3.13.2 We agreed that care needs to be exercised to respect the culture and history of HSK and the precious heritage resources. One of the key principles of planning the NDA is to seek balance between development and heritage conservation. The network of cultural heritage trails proposed under the PODP has been reviewed, taking into account the public comments that the built heritages are generally scattered over the NDA not accessible within walking distance and difficult to locate. The proposed cultural heritage trails under the RODP focus in the Ha Tsuen to allow public to appreciate the precious heritage resources by walking. The trail is proposed to start at the West Rail TSW Station, which will also link with the existing Ping Shan heritage trail to promote cultural tourism of the Yuen Long district. The proposed trail will pass through two declared monuments, Tang Ancestral Hall and Yeung Hau Temple, and three graded historic buildings, Shi Wan Study Hall, Kwan Tai Temple and Gate Tower of Ha Tsuen, Ha Tsuen Shi. The trail helps promote the historical features in the area. It provides a safe and efficient amenity for visitors to explore and appreciate many of the culturally significant areas. There are also other historic buildings and cultural significant areas scattered in the HSK NDA. Visitors could make use of the comprehensive cycle track and pedestrian network to travel around the NDA and visit these attractions. Regarding the suggestion for village-style bazaar and setting up Pai Fong to promote local culture, it will be reviewed during detailed design stage.

3.13.3 The Study has also completed the baseline survey of built heritage. The Cultural Heritage Impact Assessment will be included in the EIA for the NDA to ensure that heritage conservation and development can be properly coordinated. While many of the historic buildings are located within village areas and are proposed to be preserved in-situ, no monuments or graded heritage will be affected by the NDA proposals.

3.13.4 With respect to the rich natural resources in the NDA, an eco-trail is proposed under the RODP for public enjoyment. The trail will start at the proposed regional town park, permeates through the existing villages and Green Belts zone, linking with the hiking trails at Yuen Tau Shan, which leads to Ling To Monetary. An existing egretry and proposed egret flight path would be alongside the trail to provide opportunity to visitors for bird watching.

3.14 Displacement of Domestic Dwellings / Compensation and Rehousing

3.14.1 Most of the comments received from villages of Yick Yuen Tsuen, Tin Sam Sang Tsuen, Shek Po Road Mei Tsuen, San Sang San Tsuen, and Sha Chau Lei (II), expressed their strong view of “no removal and no demolition”. They opined that the project discriminated against non-indigenous villagers as only non-indigenous villages would be affected. They said that the development was unfair and would destroy the community and living environment established in the past few decades. Some expressed discontent that the Government had not provided clear response on the rehousing and compensation arrangements. They requested for proper compensation and re-settlement arrangement if their villages were required to be cleared. They also urged for early announcement of the compensation and rehousing arrangements and discussion with affected villagers.

3.14.2 Apart from the comments from villagers of the above mentioned villages, there were opinions from other members of public, District Council and Legislative Council putting emphasis that the Government should properly deal with the compensation and rehousing arrangement for those existing residents affected by the NDA project. They considered that the prevailing policy on compensation and resettlement had been used for many years, and the relocation policies could not benefit the affected residents and urged Government to review the prevailing policies. Some considered that the Government should apply the same compensation arrangement for resuming land in Tsoi Yuen Tsuen for the Expressway Rail Link and that recently announced for the NENT NDAs projects that village resite, relocation assistance and allowances should be provided.

Our Responses

3.14.3 The planning of the HSK NDA has endeavoured to minimize impact on existing residents as far as possible. Amongst the 29 existing villages within the area on the PODP, 24 were remained intact. In fact, all the villages located to the south of Castle Peak Road (i.e. DCA 6 on PODP) would be retained. As explained above, to eliminate residents’ anxiety, DCA 6 has been excluded from the NDA boundary on the RODP.

3.14.4 Noting the concern of the residents, in formulating the RODP, further examination has also been undertaken to assess if the five affected villages, namely Yick Yuen Tsuen, Tin Sam San Tsuen, San Sang San Tsuen, Sha Chau Lei (II) and Shek Po Road Mei Tsuen could be retained. The examination indicates that impact on these five villages is unavoidable. Three out of these five villages (Yick Yuen Tsuen, Tin Sam San Tsuen and San Sang San Tsuen) fall within the 500m catchment of the proposed HSK Station where the area is planned for the proposed "Regional Economic and Civic Hub", and two villages (Shek Po Road Mei Tsuen and Sha Chau Lei (II)) are situated in the central core of the HSK NDA designated for the regional town park and sports ground which will serve the whole NWNT region. The structures in most of these villages are widely dispersed and a cluster for preservation could not be identified. It would be difficult to exclude or preserve them in any consistent manner without adversely affecting the coherence of the plan for the Project.

3.14.5 We will devise suitable arrangement for all those affected by the NDA development. In this connection, we plan to provide local rehousing to the eligible affected households and suitable sites would be reserved for this purpose. The Government is fully aware of the public's concern on clearance and will consider a special compensation and rehousing arrangementsfor the affected clearees, making reference to the compensation and rehousing package for the Kwu Tung North and Fanling North (KTN/FLN) NDAs. Taking into account public's further views in the CE3, the Government will look into details of the compensation and rehousing arrangement. In any case, the Government will ensure that the affected households will have proper compensation or rehousing arrangement prior to land clearance.

3.15 Displacement of Business Operations / Compensation and Relocation

3.15.1 During the CE2, the relevant PBU/OS and industrial operators raised grave concern on the displacement of their existing businesses. They included the container storage operators in the Ha Tsuen area as well as those operating within the Hung Uk Tsuen and the Kiu Tau Wai industrial zone. Some LegCo members had also represented for preparing deputations of the affected container and car repair trade.

3.15.2 The relevant stakeholders alleged that the displacement of the PBU/OS uses in HSK would affect the whole chain of container movement which hampered Hong Kong port's competitiveness and existing workers would lose their jobs. They also opined that multi-storey development would not be workable for the PBU/OS and some industrial uses, as they required large open spaces for on-ground operation. They considered that multi-storey buildings would not be suitable and feasible for container storage. The increase in time and cost in multi-storey operation was also a matter of concern. Some suggested that the proposed 62 ha of Special Industry land on the PODP should all be allocated to open storage uses and separate sites be provided for high-tech industrial uses. Some considered that even 62 ha of land reserved for logistic facilities on the PODP would not be sufficient to accommodate the displaced brownfield operations which was currently taking up some 190 ha of land. Some container operators voiced out their difficulties in relocating their business to Mainland due to reasons such as longer operation time, higher cost, insufficient land provision for such use in Shenzhen and the different policies enacted.

3.15.3 The industrial operators in Hung Uk Tsuen Industrial Areas and other areas shared the same view that that multi-storey development would not be workable for their operations. They voiced out that large operation space would be required for their business, for example, the open storage of heavy machineries and construction materials. They pointed out that their businesses could not move to Industrial Estates because of the inability to fulfill the entry criteria. They considered that the proposed "Special Industry" ("SI") zone on the PODP might only benefit large corporations or enterprises. Small and medium sized companies would be difficult to operate because of high rent and stringent entry requirements of the "SI" zone.

3.15.4 There were comments revealing that there were recycling business in HSK area and the NDA development would have severe impact to the overall recycling industry in Hong Kong. Some comments considered that the Government's support towards the recycling industry was very limited. They proposed to promote the recycling industry in Hong Kong, with reference to example in other countries, recycling industry could bring economic benefit for the whole territory and make Hong Kong a greener city.

3.15.5 As for the operators in the Kiu Tau Wai industrial zone engaging in car repairing industry, they had specifically pointed out that the long lead time required for re-establishing their business and the concern in obtaining operation permit. Besides, any relocation site should be easily accessible to highway.

3.15.6 In sum, the PBU/OS and industrial operators requested for reservation of proper relocation sites with road connection within the NDA for them to continue their businesses if they had to be decanted. The operators requested Government to facilitate them in obtaining licenses for their business operations and provide them the development programme for them to plan ahead their businesses. If they were required to relocate to Government land, the short duration of the tenancy agreements and the open tender arrangement would affect the sustainable development of their industries. The Government should ensure that appropriate arrangements for replacement sites and proper assistance be provided to the operators. They also urged for early communication with the Government on the compensation and relocation arrangements.

3.15.7 On the other hand, there were also comments welcoming the proposals on converting the industrial areas in Ping Shan to mixed use development for better use of land resources. It could provide housing to meet the housing demand and the commercial elements of the mixed use could serve residents in the area.

Our Responses

3.15.8 At present, a vast amount of land in the HSK NDA is occupied by open storage, container yards and industrial workshops. Some of these brownfield operations are still economically active and they contribute to local employment generation, but their proliferation has also created considerable environmental, traffic, visual, flooding and other problems. With a view to making these brownfield sites available for more optimal uses and improvement of the overall environment, alternative sites have been identified for consolidation of these operations.

3.15.9 As stated in the 2014-15 Budget, the Government is exploring feasible improvement measures, including accommodating some of these operations in suitable multi-storey buildings. Also, as stated in the 2015 Policy Address, the Government is studying feasible measures, including accommodating some of the users in multi-storey buildings and taking the brownfield sites inside the HSK NDA as a pilot case, with a view to taking forward the development of NDAs.

3.15.10 About 24 ha of land has been reserved in the northern fringe of the NDA for PBU, storage and workshop uses for consolidation of existing operations in an efficient manner. The Government will explore the feasibility of providing alternatives accommodation for some of the brownfield operations through development of multi-storey industrial compounds or other land-efficient means. The Government will also explore suitable arrangements to address the impacts on those existing industrial buildings. In preparing the RODP, we have also enlarged the boundary of the NDA to incorporate an area of land of about 13ha to the west of KSWH and designated as "Industrial" to provide for additional industrial land. This "I" zone will be connected to the KSWH.

3.16 Continuance of Farming Practices

3.16.1 Some members of public raised concern on the farmland to be resumed under the HSK NDA project, especially the current farmland between Tin Sum San Tsuen and San Sang San Tsuen. They opposed the existing farmland as the means of living of the farmers being cleared for housing development and they raised concern on existing operators who would be affected. They suggested to retain the existing farmland in the NDA to provide job opportunities and enhanced local food supply. Community farming should also be promoted.

3.16.2 Green groups and concern groups made comments on the proposed location of the "Agriculture" ("AGR") zone on the PODP. They commented that the site was not suitable for farming since it was filled with construction materials and would be surrounded by buildings. There were comments saying that limited amount of land was designated for agricultural use under the PODP, and could not address the demand of existing farmers to continue their farming activities. There were suggestions that farmer's market could be developed in HSK. We also received a comment from the operator of an existing chicken farm near Fung Kong Tsuen in the NDA requesting to continue his business.

Our Responses

3.16.3 Approximately 7.6 ha of active agricultural land within the NDA mostly found within San Sang San Tsuen in proximity to the proposed HSK Station, will inevitably be affected by the HSK NDA project due to their central location. To proactively assist the farmers affected by the project, we would adopt the special agricultural rehabilitation scheme as announced for the KTN/FLN NDAs, by providing proactive and priority assistance in matching of farmers and agricultural land owners.

3.16.4 Taking into account public comments on the location of the proposed "AGR" land on the PODP not suitable for farming, the site is no longer suggested for relocation of affected farms on the RODP.

3.16.5 Regarding the chicken farm near Fong Kung Tsuen in the NDA, the NDA proposals have been revised to avoid affecting it. As this chicken farm is situated at the fringe of the NDA, its retention would not adversely affect the layout of the NDA. The possible impact induced to nearby environment is under review.

3.17 Implementation Arrangement and Programme

3.17.1 Diverse comments were received on the implementation mechanism of the NDA. Some commenters supported the Government to adopt the Conventional New Town (CNT) approach as the primary mode for implementation for developing the NDA. Some of them objected to CNT approach because they believed that it would deprive the rights of land owner and developers, and recommended to implement the proposal according to market force or private-public partnership approach, allowing land exchange for development. Some considered that the resumed land could only be developed for public housing or infrastructure, while some opined that public-private partnership approach could speed up the development progress of the NDA.

3.17.2 Some comments alleged that ex-gratia compensation for land resumption should adopt the rate for Zone A. Issuance of land exchange entitlements to the affected landowners should also be considered. Some commented that vegetations and trees grown by local residents should also be compensated.

3.17.3 Some commenters raised concern on the implementation timing of the HSK NDA, and urged the Administration to compress the project timeframe and consider implementing the proposed development in phases. Some reminded that in view of the large scale of the NDA development, Government should look into every details comprehensively and need to take care of the needs of all stakeholders, and should not only focusing on the timeframe of the development.

3.17.4 *Our Responses*

3.17.5 The CNT approach, which has been used before in implementing new towns, has the merit of ensuring a comprehensive and well-coordinated implementation programme over which the Government has control. To ensure timely and orderly implementation of the HSK NDA, the Government will consider adopting the “Enhanced Conventional New Town” approach as the implementation mode, drawing reference to that adopted for the KTN/FLN NDAs, under which the Government will resume land required for the NDA while allowing the processing of land owner’s applications for land exchange over individual sites planned for private developments, subject to meeting specified criteria and conditions. Taking into account the views suggested collected in the CE3, further details of the above implementation arrangement for the HSK NDA project will be worked out in the next stage.

3.17.6 The HSK NDA will be developed in stages. Our current target is to have the first population intake by 2024 and full development of the NDA by 2037. To meet the target for first population intake by 2024, site formation and engineering infrastructure works would commence in 2020. We shall formulate detailed development timetable and staging plan at the next stage, in light of the public views and suggestions collected in CE3. In drawing up the development schedule, attention will be paid to ensure timely provision of various communities facilities and infrastructure in tandem with the population intake of the NDA.

3.18 Community Engagement

3.18.1 Some commenters raised that the community engagement were insufficient and not well-informed to the public, and complained on the arrangement of the forum and briefing sessions. Some suggested that stakeholder liaison group and expert review group should be set up to establish communications between the project proponents and stakeholders. There were suggestions to Government to carry out thorough assessment on the socio-economic characteristics and expectations of different stakeholders, to identify the number of residents, business operators, and employees affected by the development and understand the actual needs of the affected stakeholders to facilitate formulation of viable measures to meet their needs. It was also suggested that the Government should conduct an assessment to ascertain the impact of the NDA to the trade and to come up with proposals and policies in terms of financial and other assistance to mitigate the impacts. There were comments opined that there was no information from the Administration on the social costs arising from the implementation of the proposed HSK NDA project, and requested Administration to conduct a comprehensive consultation with the affected residents, farmers and business operators in HSK and to address their needs and demand.

3.18.2 *Our Responses*

3.18.3 We treasure very much public views and comments on the planning and development of the HSK NDA. The Study adopts an open and collaborative three-stage Community Engagement Programme to ensure timely incorporation of public views into the planning and design of the HSK NDA. We published the community engagement exercises through different channels in the Study process. We have tried our best to publicise the development proposals and consult the local community through the existing district consultation mechanism (including the District Councils and Rural Committees). Apart from the public forum, we have proactively organized meetings/discussion sessions with the local communities and attended meetings/discussion sessions invited by stakeholders to collect their views and opinions. In the Stage 2 Community Engagement, we have arranged more than 40 meetings/discussion sessions.

3.18.4 With regard to the release of information, in addition to the Study website, consultation digests are also delivered by the Hongkong Post Circular Service to the residents in the area. To ensure that the information could widely spread and reach the stakeholders, the consultation digests are also available for free collection at the Tuen Mun and Yuen Long District Offices, enquiries counters of Planning Department at North Point and Shatin, and the Civil Engineering and Development Department at Sha Tin. Exhibition panels to promote and introduce the NDA proposals are also setup for public inspection.

3.18.5 To allow better understanding of the aspiration of the potentially affected residents in the HSK NDA, in February 2014, the Study Consultants engaged the Centre for Social Policy Studies of The Hong Kong Polytechnic University (香港理工大學社會政策研究中心) to carry out an independent questionnaire survey (社會影響評估－居民意見調查). A total of 112 local residents have been interviewed. The survey helps us know more about the profile and concerns of the households who may be affected by the NDA project.

3.18.6 To further strengthen the communication between the Government and the local residents and relevant stakeholders, we have set up a Community Liaison Team engaging professional social workers to assist us in disseminating information of the HSK NDA project and to gather local views through direct contact with the potentially affected residents.

3.18.7 The Study team has also engaged experts in advising various issues such as town planning, conservation, social integration etc. related to the HSK NDA project. Expert Panel members have been participated in the Stage 1 and Stage 2 Community Engagements and they will be involved in the forthcoming Stage 3 Community Engagement as well.

3.18.8 We would continue to engage the public and the local residents in taking forward the planning of the HSK NDA. In the Stage 3 Community Engagement, we would carry out thorough discussions with the public on the RODP for the HSK NDA. We would further consult the local villages, and listen to the comments and views of the Ping Shan, Ha Tsuen and Tuen Mun Rural Committees, Tuen Mun and Yuen Long District Councils, and other stakeholders.

4 CONCLUDING REMARKS

4.1 Next Steps

4.1.1 The Stage 2 Community Engagement of the Study ended in late 2013. The findings gathered under Stage 2 Community Engagement served an important input to the subsequent stage of the Study and in developing the draft RODP.

4.1.2 Through the Stage 2 Community Engagement, we have understood the public views on the PODP and the implementation of the NDA proposals. After considering the public comments and conducting relevant assessments, we are formulating the RODP. We will present the RODP to the public in the Stage 3 Community Engagement, which will commence in mid-2015.

附錄甲/ Appendix A

書面意見一覽表 / List of Written Comments

附錄甲 - 書面意見一覽表

意見號碼 Nos.	姓名 Name	備註 Remarks
1	冠	-
2	Dfsad Dfsa	-
3	Becky Shiu (尚城住戶)	-
4	Chung Wing Shun 鐘永信 (鐘居村居民)	-
5	-	Anonymous 不記名
6	Mak Kam Man 麥錦文	-
7	Benny Tam	-
8	Lam Wai 林偉	-
9	洪水橋盈福街一業戶	-
10	Chau Ka Tak, Eric 周嘉德	-
11	麥建民，陳曉玲	-
12	張瑄	-
13	Tang Yan Ip 鄧仁業	-
14	Pinky Chan	-
15	Joe Chan	-
16	Chan Ka Lai 陳嘉麗	-
17	Lee Chun Cheong 李振昌	-
18	李卓景	-
19	-	Commenter wants to remain anonymous 意見人不願公開個人資料
20	鄧漢平	-
21	Yuen Tai Sang 阮太生	-
22	Po Kam Sing 布金勝	-
23	Pauline Cheng 鄭珮瑜	-
24	Cheng Lai Wo	-
25	Chun Tat Machinary Limited 駿達機械有限公司	-
26	Rainbow Ace Limited 彩傑有限公司	-
27	Chan Shun Hing 陳瑞卿	-
28	-	Anonymous 不記名
29	王德明 (亦園村村公所)	-
30	Ho Yuk Kwong 何毓光	-
31	黃耀舜，高劍清 (文佳投資有限公司)	-
32	Candy Lee	-
33	Tsang Chui Ying 曾翠影	-
34	梁志強	-
35	Cheung Wing Yiu 張永堯	-
36	Yiu Wai Keung 姚偉強	-
37	鄧惠貞	-
38	楊金蘭	-
39	Wong Ho Yeung 王浩揚	-
40	Carol Chung	-
41	Lau Ka	-
42	Chiu Siu Ching 招少清	-
43	Tai Ngan Chiu 戴銀超	-
44	Joe Chan	-
45	Cheng Ming 鄭明	-
46	梁華寶	-
47	梁瑩琛	-
48	王秀嫻	-
49	馬海善	-
50	馬露霞	-
51	馬紫暉	-
52	周璡	-
53	Tam Yim Chun	-
54	梁仕銓	-
55	Leung Wing Ka	-
56	Leung Wing Yu	-
57	蔡嘉華	-

附錄甲 - 書面意見一覽表

意見號碼 Nos.	姓名 Name	備註 Remarks
58	黃翠鳳	-
59	李添成	-
60	蔡玉玲	-
61	劉凱文	-
62	Ma Siu Yung 馬笑容	-
63	李日明	-
64	劉壽年	-
65	劉嘉麗	-
66	李國雄	-
67	張戊玉	-
68	潘裕堅	-
69	黃盈女	-
70	莫流德	-
71	李麗芳	-
72	Lau Ho Chee 劉浩池	-
73	Kok Wan Yu 郭韻璵	-
74	Lo Chung John 羅松 (洪水橋尚城居民)	-
75	鄧陳寶珍	-
76	鄧俊文	-
77	Tang Sung Yeung 鄧送養	-
78	陳日平	-
79	鄧玉坤 (廈村鄉祥降圍村代表)	-
80	陳植良 (廈村鄉田心村)	-
81	陳鍶雯 (廈村鄉田心村)	-
82	張玉明 (廈村鄉田心村)	-
83	陳植遇 (廈村鄉田心村)	-
84	Chan Tsz Hin 陳子軒 (廈村鄉田心村)	-
85	陳國新 (廈村鄉田心村)	-
86	Chan Yiu Tai 陳耀泰 (廈村鄉田心村)	-
87	陳焯平 (廈村鄉田心村)	-
88	陳蔣光 (廈村鄉田心村)	-
89	盧根權 (廈村鄉田心村)	-
90	Chan Shu Fung 陳樹豐 (廈村鄉田心村)	-
91	Chan Ping Kwong 陳平光 (廈村鄉田心村)	-
92	陳積旺 (廈村鄉田心村)	-
93	Chan Chiu Ki 陳照奇 (廈村鄉田心村)	-
94	Chan Tsz Wa 陳子華 (廈村鄉田心村)	-
95	陳鶴年 (廈村鄉田心村)	-
96	余綺文 (廈村鄉田心村)	-
97	陳學勤 (廈村鄉田心村)	-
98	鄧紫娟 (廈村鄉田心村)	-
99	陳逸倫 (廈村鄉田心村)	-
100	陳逸華 (廈村鄉田心村)	-
101	陳就富 (廈村鄉田心村)	-
102	林兆娣 (廈村鄉田心村)	-
103	陳嘉雯 (廈村鄉田心村)	-
104	陳嘉莉 (廈村鄉田心村)	-
105	陳逸基 (廈村鄉田心村)	-
106	陳連慶 (廈村鄉田心村)	-
107	陳鈞毅 (廈村鄉田心村)	-
108	陳柱恆 (廈村鄉田心村)	-
109	彭丹梅 (廈村鄉田心村)	-
110	陳國強 (廈村鄉田心村)	-
111	陳德恆 (廈村鄉田心村)	-
112	陳煒明 (廈村鄉田心村)	-
113	陳天朗 (廈村鄉田心村)	-
114	陳天正 (廈村鄉田心村)	-
115	陳志偉 (廈村鄉田心村)	-

附錄甲 - 書面意見一覽表

意見號碼 Nos.	姓名 Name	備註 Remarks
116	陳志成 (廈村鄉田心村)	-
117	陳照元 (廈村鄉田心村)	-
118	陳同光 (廈村鄉田心村)	-
119	陳健康 (廈村鄉田心村)	-
120	陳梓峰 (廈村鄉田心村)	-
121	陳錦勝 (廈村鄉田心村)	-
122	鄧有蓮 (廈村鄉田心村)	-
123	鄭錦雲 (廈村鄉田心村)	-
124	盧冠宏 (廈村鄉田心村)	-
125	盧冠言 (廈村鄉田心村)	-
126	盧偉楊 (廈村鄉田心村)	-
127	陳學霆 (廈村鄉田心村)	-
128	陳學熙 (廈村鄉田心村)	-
129	陳永康 (廈村鄉田心村)	-
130	陳雪瑩 (廈村鄉田心村)	-
131	吳秀琼 (廈村鄉田心村)	-
132	陳韋軒 (廈村鄉田心村)	-
133	陳志耀 (廈村鄉田心村)	-
134	盧俊偉 (廈村鄉田心村)	-
135	盧加志 (廈村鄉田心村)	-
136	陳浥興 (廈村鄉田心村)	-
137	Chan Wan Shing 陳運勝 (廈村鄉田心村)	-
138	陳枚河 (廈村鄉田心村)	-
139	陳興祐 (廈村鄉田心村)	-
140	Chan To Kwong (廈村鄉田心村)	-
141	陳樹鴻 (廈村鄉田心村)	-
142	陳家華 (廈村鄉田心村)	-
143	陳煒泉 (廈村鄉田心村)	-
144	陳玉筠 (廈村鄉田心村)	-
145	陳煒棠 (廈村鄉田心村)	-
146	陳植光 (廈村鄉田心村)	-
147	譚紅梅 (廈村鄉田心村)	-
148	陳鎮樂 (廈村鄉田心村)	-
149	謝瑞妹 (廈村鄉田心村)	-
150	陳錦釗 (廈村鄉田心村)	-
151	李娟娣 (廈村鄉田心村)	-
152	陳家俊 (廈村鄉田心村)	-
153	鄧杞妹 (廈村鄉田心村)	-
154	Tang Sung Yeung 鄧送養	-
155	鄧俊文	-
156	鄧陳寶珍	-
157	鄧廉光 (洪水橋商會)	-
158	陳景友	-
159	金巧茵	-
160	黃彩雲	-
161	羅秀珍	-
162	莊美娥	-
163	陳亦好	-
164	張燕霞	-
165	林英來	-
166	朱鳳英	-
167	彭善怡	-
168	彭嘉龍	-
169	李杏留	-
170	朱小梅	-
171	Hui Hei Pui, Eva 許熙培	-
172	許佰城	-
173	許熙頤	-

附錄甲 - 書面意見一覽表

意見號碼 Nos.	姓名 Name	備註 Remarks
174	Lam Yee Tsai 林儀仔	-
175	Cheung Yun Lung 張潤龍	-
176	Cheung Yuen Lan 張苑蘭	-
177	鐘鳳娣	-
178	鐘卓倫	-
179	曾美琪	-
180	羅旺娣	-
181	鐘慧璇	-
182	鐘運輝	-
183	何大淋	-
184	何潔儀	-
185	何嘉豪	-
186	鐘洪良	-
187	龔永恒	-
188	龔永康	-
189	張國群	-
190	龔慶運	-
191	吳超芬	-
192	梁業清	-
193	何全勝	-
194	鄭娟梅	-
195	關阿好	-
196	龔永泰	-
197	龔華	-
198	劉玉枝	-
199	鐘卓華	-
200	鐘澄	-
201	鐘穎彤	-
202	鐘穎嵐	-
203	葉常玲	-
204	潘金女	-
205	孔婉珊	-
206	Yuen Fuk Hoi 袁福海	-
207	文達瑜	-
208	李珠	-
209	曾錫	-
210	譚定華	-
211	劉樹景	-
212	劉家輝	-
213	袁琼珍	-
214	Cheung Chi Haui 張至洪	-
215	何小姐	-
216	Wong Wai Yin 黃偉賢 (Yuen Long District Council)	-
217	Mrs. F. Chan.	-
218	Lam Tin Yao 林天祐	-
219	Li Hang Lau 李杏留	-
220	Nancy Chan 陳重興，張淑英 (洪水橋廈村流浮山居民代表)	-
221	Liu Sau Yat 廖守一	-
222	New People's Party 新民黨	-
223	Chan Nui 陳女	-
224	Cheung Man Fung 張文鋒	-
225	鄧作霖 (元朗區議會城鄉發展委員會，廈村鄉鄉事委員會，新界露天倉經營者協會)	-
226	麥炳新	-
227	麥秉琮	-
228	Chung Ping Kwan 鍾秉鈞	-
229	Lina L. Diye	-
230	Abdul Ghani	-

附錄甲 - 書面意見一覽表

意見號碼 Nos.	姓名 Name	備註 Remarks
231	蔣貞	-
232	鍾秉善	-
233	鄧耀坤	-
234	李慶祥	-
235	Yim Kwok Keung 嚴國強	-
236	譚曉琳	-
237	Cheng Yau Wah 鄭有華	-
238	何民豐	-
239	嚴圈 (San Uk Tsuen)	-
240	Ng Pun Sheung 吳泮常	-
241	Tsoi Shi Man 蔡仕文	-
242	Fung Ka Fai 馮家輝	-
243	Fung Po Yi	-
244	Wen Lai Chun 溫麗珍	-
245	莊美娥	-
246	Mak Hung Wai 麥孔渭	-
247	Tse Wai Mo 謝威武	-
248	Leung Ka Wing 梁家榮	-
249	Kwan Wing Keung (Lingking Wisdom Ltd.)	-
250	黃新華	-
251	鄒志遠	-
252	李玉清	-
253	Chan Kai 陳佳	-
254	黃麗顏	-
255	Cheng Chuan Mei 鄭娟梅 (洪水橋丹桂村關注組)	-
256	Lee Cheuk King 李卓景	-
257	Kung Hing Wan 龔慶運 (丹桂村,洪水橋及和平新村關注組)	-
258	Je Ka Wai, Isuzu 謝嘉偉	-
259	Tang Tin Man 鄧天文	-
260	謝錦安，陳太 (廈村欣湖花園互委會)	-
261	Tsang Kam 曾金	-
262	鄧水潤 (鄧繼美祖堂)	-
263	Fung Po Yuk	-
264	Pang Yin Hung 彭燕紅	-
265	Fung Siu Chung 馮兆忠	-
266	Mak Leung Ho 麥梁好	-
267	南榮機械有限公司	-
268	Mak Sun King	-
269	Yu Ping Chi 余炳志	-
270	梁少恆	-
271	Li Guo Zhen 李國珍	-
272	Li Tai Hing 李泰興	-
273	葉瑞英	-
274	夏琼霞	-
275	黃如鏡	-
276	鄭煥芳	-
277	王菊搖	-
278	彭育英	-
279	Chu Chun Ying	-
280	區活籌	-
281	袁玉蘭	-
282	張成清	-
283	Doris Lee	-
284	Lee See Ho 李思豪	-
285	Lee Hok Cheong 李學昌	-
286	Morris Jims	-
287	王德明 (亦園村村公所)	-
288	Tang Sau Lin 鄧秀蓮	-

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意見號碼 Nos.	姓名 Name	備註 Remarks
289	Ho Po Wing 何寶榮	-
290	何先生 (丹桂村，和平新村寮居關注組)	-
291	Mr. Cheung 蘇氏五金有限公司 (So's Metal Company Limited)	-
292	Ryan Taylor	-
293	Tang Wai Cheung 鄧惠祥 (廈村原居民)	-
294	Francis Lee	-
295	Cheung Siu Mui 張少梅 (亦園村村民)	-
296	何君堯 (新界關注大聯盟)	-
297	Kwok Keung 郭強 (區議員)	-
298	Victoria Ip	-
299	Paul Zimmerman (創建香港 Designing Hong Kong)	-
300	Tang Tung Fat 鄧同發 (屏山橋頭圍村代表)	-
301	Bruce Wai 韋應佳 (博雅會)	-
302	-	Signature 簽名
303	Lee Shun On	-
304	Kim Chan (Vision Planning Consultant Ltd)	-
305	Chan Ka Fai 陳家輝	-
306	Ho Tsz Ling 何梓鈴	-
307	Choi Ming Fung 蔡鳴鳳	-
308	Wu Chun Ying 胡俊英 (實習社工)	-
309	Chau Sau Ngor	-
310	Chow Ping Yam 周冰鑫	-
311	何佩君	-
312	Kong Hung San (流浮山露天倉業界)	-
313	Pun Tak Wai 潘德威	-
314	Chiu Sin Ming 趙善明	-
315	Berialm	-
316	潘永昌	-
317	陳亦好	-
318	Chan Kai 陳佳	-
319	黃麗顏	-
320	Xu Boe Zhu	-
321	Abe Yamamoto	-
322	Donald Mak	-
323	洪五佑	-
324	Ho Tak Wai 何德偉	-
325	Alfred Chung	-
326	Wong Kim Ha 黃劍霞	-
327	Chan Shuk Ha 陳淑霞	-
328	Sir David Akers-Jones 鍾逸傑爵士 (Business and Professionals Federation of Hong Kong香港工商專業聯會)	-
329	Mandy Tung	-
330	元朗屏山居民	Anonymous 不記名
331	Liu Lit Kay 廖烈驥	-
332	Tang Ka Leung 鄧家良 (鄧家良議員辦事處)	-
333	Kwok Kin Keung 郭健強	-
334	Tang Yan Ip 鄧仁業	-
335	-	Commenter wants to remain anonymous 意見人不願公開個人資料
336	Y H Ng	-
337	-	Commenter wants to remain anonymous 意見人不願公開個人資料
338	-	Commenter wants to remain anonymous 意見人不願公開個人資料
339	康	-
340	-	Commenter wants to remain anonymous 意見人不願公開個人資料
341	Mak Siu Lun 麥肇麟	-
342	Ellie Chiu	-

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意見號碼 Nos.	姓名 Name	備註 Remarks
343	Edmond Ng	-
344	-	Commenter wants to remain anonymous 意見人不願公開個人資料
345	Danny Chiu	-
346	S.Y. Ng	-
347	Leung Kwan Hong	-
348	Catherine Leung	-
349	-	Commenter wants to remain anonymous 意見人不願公開個人資料
350	-	Commenter wants to remain anonymous 意見人不願公開個人資料
351	Chow Man Chim 周孟潛	-
352	-	Commenter wants to remain anonymous 意見人不願公開個人資料
353	梁秋	-
354	S.N Ng	-
355	-	Commenter wants to remain anonymous 意見人不願公開個人資料
356	Leung Choi	-
357	Ms. Y. Chan	-
358	Ms Yeung	-
359	Edmond S.N. NG	-
360	Lee	-
361	李再欣	-
362	-	Commenter wants to remain anonymous 意見人不願公開個人資料
363	莊太	-
364	-	Commenter wants to remain anonymous 意見人不願公開個人資料
365	龔美蘭	-
366	T. C. Yeung	-
367	Chow Man Chim 周孟潛	-
368	Micheal Cheung	-
369	Cindy Lee	-
370	Mee Wa Kung	-
371	Mr. Cheung	-
372	Jo Chan	-
373	歐陽娟	-
374	Mak Sze Wing 麥斯詠	-
375	莊小姐	-
376	-	Commenter wants to remain anonymous 意見人不願公開個人資料
377	Grayson Chan	-
378	-	Commenter wants to remain anonymous 意見人不願公開個人資料
379	-	Commenter wants to remain anonymous 意見人不願公開個人資料
380	-	Commenter wants to remain anonymous 意見人不願公開個人資料
381	-	Commenter wants to remain anonymous 意見人不願公開個人資料
382	Ricky Lau	-
383	Jeffrey Lee	-
384	Ma Wing Wah, John 馬永華	-
385	馬小姐	-
386	-	Commenter wants to remain anonymous 意見人不願公開個人資料
387	Chan Bik Yau 陳碧優	-
388	Mak Wing Yee 麥詠議	-
389	Mak Ho Yim 麥顥嚴	-
390	Marcus Ma	-
391	Lau Yi Long 劉義朗	-

附錄甲 - 書面意見一覽表

意見號碼 Nos.	姓名 Name	備註 Remarks
392	Tang Cheuk Lun 鄧焯倫	-
393	Cheng Tak On	-
394	江偉錢 (中華傳道會佳音堂)	-
395	良	-
396	Wu Sau Mei	-
397	-	Commenter wants to remain anonymous 意見人不願公開個人資料
398	Mrs Li	-
399	Gao Xiao Ju	-
400	Candy Li	-
401	黃瑞興	-
402	-	Commenter wants to remain anonymous 意見人不願公開個人資料
403	黃昌	-
404	-	Commenter wants to remain anonymous 意見人不願公開個人資料
405	Maggie Chan	-
406	Arthur Sit	-
407	E. Ng	-
408	Wong Lai Ching 黃麗晶	-
409	-	Commenter wants to remain anonymous 意見人不願公開個人資料
410	Yat San Szeto	-
411	-	Commenter wants to remain anonymous 意見人不願公開個人資料
412	Terry Chan	-
413	Vivian Lo	-
414	Sbele wan chan	-
415	Li Siu Kan	-
416	-	Commenter wants to remain anonymous 意見人不願公開個人資料
417	Chung Kwok Ying 鐘國英	-
418	Cheung Lai Yee 張麗兒	-
419	不公開意見	Commenter wants to remain anonymous 意見人不願公開個人資料
420	The Conservancy Association 長春社	-
421	-	Commenter wants to remain anonymous 意見人不願公開個人資料
422	Wong Sui Kuen 黃瑞娟	-
423	Ashley Shek	-
424	Doris Li	-
425	Cheung Yuen Yee 張苑兒	-
426	-	Commenter wants to remain anonymous 意見人不願公開個人資料
427	Shirley Hu	-
428	張晉誠	-
429	-	Commenter wants to remain anonymous 意見人不願公開個人資料
430	Away Shau Mue	-
431	Tony Lam 林先生	-
432	謝楊	-
433	Shan	-
434	Kwan	-
435	-	Commenter wants to remain anonymous 意見人不願公開個人資料
436	-	Commenter wants to remain anonymous 意見人不願公開個人資料
437	Sun Ping Liang Ron 孫秉樑	-
438	簡翠敏	-
439	May Lau	-
440	周子揚	-

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意見號碼 Nos.	姓名 Name	備註 Remarks
441	美華	-
442	Carsley Li	-
443	Su Si Wan	-
444	Tammy Wong	-
445	戴小姐	-
446	王澄澄	-
447	Hui Yan Lung, Eric 許恩龍	-
448	-	Commenter wants to remain anonymous 意見人不願公開個人資料
449	David Cheng	-
450	丁先生	-
451	王雪	-
452	蔣凱	-
453	莊小姐	-
454	Jill Chiu	-
455	Wong Kam Chiu 黃錦超	-
456	Jeff Lau (Developer/ Construction)	-
457	Li Hoi Cheung, Franki 李凱翔	-
458	Donna Chak	-
459	A. Lui	-
460	Tommy Fan	-
461	John Hui	-
462	Leung Wai Shan Bonnie	-
463	Sallie lee	-
464	Harmony Siu	-
465	Dickson Cheng	-
466	Mr. Sham	-
467	Arnold Fung	-
468	丁勵榮	-
469	黃大軍	-
470	Jing Feng (Urban Designer)	-
471	鄧嘉倫	-
472	-	Commenter wants to remain anonymous 意見人不願公開個人資料
473	鄧清泉	-
474	周元	-
475	黃嬌	-
476	朱國榴	-
477	Alex Shek	-
478	盧嵋	-
479	古啟文	-
480	施新新	-
481	朱錦滔	-
482	陳健文	-
483	Ming Hui	-
484	范國庭	-
485	芳涉芬	-
486	鄒春平	-
487	-	Commenter wants to remain anonymous 意見人不願公開個人資料
488	李俊豪	-
489	古志強	-
490	梁亞六	-
491	余學文	-
492	關兆明	-
493	黃淑鄉	-
494	關兆文	-
495	Yan Wong	-
496	黃嘉茵	-

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意見號碼 Nos.	姓名 Name	備註 Remarks
497	丁太	-
498	-	Commenter wants to remain anonymous 意見人不願公開個人資料
499	鄧秀珍	-
500	鄧輝進	-
501	Kenneth Chu	-
502	林瑞琼	-
503	-	Commenter wants to remain anonymous 意見人不願公開個人資料
504	Shek Ho Ming	-
505	Mr. Tai	-
506	Harry Chan	-
507	Mrs. Tai	-
508	黃秀蘭	-
509	Kristy	-
510	-	Commenter wants to remain anonymous 意見人不願公開個人資料
511	Ting Chi Tak	-
512	L. Kwong	-
513	-	Commenter wants to remain anonymous 意見人不願公開個人資料
514	Chung Yiu Fai 鐘曜徽	-
515	H.C Wong	-
516	Vincent Cheung	-
517	黃家寶	-
518	達	-
519	Olivia Tong	-
520	-	Commenter wants to remain anonymous 意見人不願公開個人資料
521	石雄	-
522	李德才	-
523	李玉瑛	-
524	-	Commenter wants to remain anonymous 意見人不願公開個人資料
525	Sugar Wong	-
526	周子俊	-
527	Samuel Chan	-
528	黃鋥澂	-
529	Fiona Wong	-
530	范石	-
531	Chow Cheung 周祥	-
532	范玉珍	-
533	-	Commenter wants to remain anonymous 意見人不願公開個人資料
534	Wan Kwong Sit	-
535	王惠珍	-
536	-	Commenter wants to remain anonymous 意見人不願公開個人資料
537	-	Commenter wants to remain anonymous 意見人不願公開個人資料
538	莧秀貞	-
539	陳勤傑	-
540	Cheung Kok Cheong 張國昌	-
541	Polly Ng	-
542	Dickson	-
543	Kan Chui Man	-
544	鄒東順	-
545	吳兆紋(商會會長) (洪屋村商會)	-
546	Tang Kwok Sun 鄧國新 (元朗商會)	-
547	-	Commenter wants to remain anonymous 意見人不願公開個人資料

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意見號碼 Nos.	姓名 Name	備註 Remarks
548	不公開意見	-
549	Ray Chan	-
550	Wendy Chu	-
551	Andy Chow	-
552	盧岭	-
553	Althea Yeung 楊小姐	-
554	孫秀娟	-
555	黃淑英	-
556	招生桃	-
557	葉先生	
558	-	Commenter wants to remain anonymous 意見人不願公開個人資料
559	翁佩珊	-
560	陳詠思	-
561	朱小美	-
562	郭晉街	-
563	Yeung Kam Fat 楊錦發	-
564	李穎詩	-
565	Matthew	-
566	關華添	-
567	Bill Gor	-
568	嚴少蘭	-
569	鄭兆貽	-
570	鄭嘉豪	-
571	李美瑜	-
572	趙美儀	-
573	陳崇新	-
574	Leung Wai Fong	-
575	郭煌娣	-
576	何雅麗	-
577	鄭愷琪	-
578	郭超能	-
579	Lai Chi Chiu	-
580	鄧輝豪	-
581	嚴明娟	-
582	Shek Yuen Ying 石宛螢	-
583	Una Lee	-
584	何天佑	-
585	王子朗	-
586	Mr Ting	-
587	林望	-
588	陳詠思	-
589	羅婉芬	-
590	-	Commenter wants to remain anonymous 意見人不願公開個人資料
591	Li Wing Kin	-
592	Ip Pak Kwan 葉柏關	-
593	Cheung Kwan Kit 張君傑	-
594	-	Commenter wants to remain anonymous 意見人不願公開個人資料
595	Ms. Tam	-
596	CC Tam	-
597	Arale	-
598	Wong Pui In 黃珮妍	-
599	Yeung Lai Fa 楊麗花	-
600	P. Chu	-
601	Li Bing Fong	-
602	Kuen Kwok	-
603	Mak Chau Tin 麥秋田	-

附錄甲 - 書面意見一覽表

意見號碼 Nos.	姓名 Name	備註 Remarks
604	F. H.	-
605	Sin Wing 冼榮	-
606	許躍龍	-
607	Bonnie Wong	-
608	Lee Lim Chee	-
609	-	Commenter wants to remain anonymous 意見人不願公開個人資料
610	Jacky Hui	-
611	Ivy Wong	-
612	Mak Suk Hang 麥淑嫻	-
613	-	Commenter wants to remain anonymous 意見人不願公開個人資料
614	陳思樺	-
615	C. L. Choi	-
616	-	Commenter wants to remain anonymous 意見人不願公開個人資料
617	-	Commenter wants to remain anonymous 意見人不願公開個人資料
618	李志強	-
619	Ms. Yeung	-
620	李太	-
621	-	Commenter wants to remain anonymous 意見人不願公開個人資料
622	-	Commenter wants to remain anonymous 意見人不願公開個人資料
623	Lee ming	-
624	Miss Kan	-
625	Rock Wong	-
626	Mike Wong	-
627	張先生	-
628	Mrs. N. Lui	-
629	Cindy	-
630	Shirley Hu	-
631	Tang Pui Yin	-
632	Chung Wai Kit 鐘偉傑	-
633	梁寶賢	-
634	Cheung Yeung	-
635	-	Commenter wants to remain anonymous 意見人不願公開個人資料
636	-	Commenter wants to remain anonymous 意見人不願公開個人資料
637	-	Commenter wants to remain anonymous 意見人不願公開個人資料
638	Ng Tak Yan 吳德仁	-
639	Lee Chun Cheung 李俊祥	-
640	-	Commenter wants to remain anonymous 意見人不願公開個人資料
641	-	Commenter wants to remain anonymous 意見人不願公開個人資料
642	W.C. Chan	-
643	Shek Wan Cheng	-
644	Tang Pui Yin	-
645	Lai Hoi Yan 賴凱欣	-
646	Yeung Kam Wah 楊錦華	-
647	Choi Kin Ting 蔡健庭	-
648	Ng Fei Tang 吳飛騰	-
649	Poon Tsz Chun 潘梓焌	-
650	石雲翔	-
651	Shele Lo. C.	-
652	Shih Man Cheung 施文章	-
653	Chan Wai Wan 陳偉昀	-

附錄甲 - 書面意見一覽表

意見號碼 Nos.	姓名 Name	備註 Remarks
654	Ng Ka Ho 吳家豪	-
655	Doris Li	-
656	Yeung Kam Choi 楊錦才	-
657	Chow Kit 周傑	-
658	Agnes Wong	-
659	Mak Ho Yim 麥顥嚴	-
660	陳秀芬	-
661	-	Commenter wants to remain anonymous 意見人不願公開個人資料
662	Q. Lui	-
663	Janice Cheung	-
664	琪	-
665	B Sin	-
666	細B	-
667	Micheal Cheung	-
668	Kevin Law	-
669	LI Ping	-
670	W.Y	-
671	C L Leung	-
672	-	Commenter wants to remain anonymous 意見人不願公開個人資料
673	Keith Choi	-
674	-	Commenter wants to remain anonymous 意見人不願公開個人資料
675	Lam	-
676	Li Cherry	-
677	Alex	-
678	Ting	-
679	莊先生	-
680	-	Commenter wants to remain anonymous 意見人不願公開個人資料
681	Mr. Chin	-
682	興霞	-
683	-	Commenter wants to remain anonymous 意見人不願公開個人資料
684	-	Commenter wants to remain anonymous 意見人不願公開個人資料
685	-	Commenter wants to remain anonymous 意見人不願公開個人資料
686	-	Commenter wants to remain anonymous 意見人不願公開個人資料
687	-	Commenter wants to remain anonymous 意見人不願公開個人資料
688	Mr. Matthew Ma	-
689	-	Commenter wants to remain anonymous 意見人不願公開個人資料
690	Dan Kwan Ning	-
691	陳碧璐	-
692	Shele H. M	-
693	Carly Lin	-
694	Mr. Chow	-
695	Lau Tak Sang 劉德生	-
696	Lai Wing Yan 賴詠欣	-
697	F. Y. Lam	-
698	May Lau	-
699	Leung Kwan Hing	-
700	-	Commenter wants to remain anonymous 意見人不願公開個人資料
701	A. Cheung	-
702	Chau Chi Kwong 周志光	-
703	陳有來	-

附錄甲 - 書面意見一覽表

意見號碼 Nos.	姓名 Name	備註 Remarks
704	業	-
705	Chan Yau Leung 陳有良	-
706	曈	-
707	Lam Hei Fung	-
708	Tsang Chi Man 曾志文	-
709	King Tang	-
710	Ng Chi Ming 吳志明	-
711	Li Ka Po 李家保	-
712	Cathy Ng	-
713	-	Commenter wants to remain anonymous 意見人不願公開個人資料
714	H. Chan	-
715	-	Commenter wants to remain anonymous 意見人不願公開個人資料
716	Arthur Sit	-
717	Roy	-
718	Wu Sau Mei	-
719	謝楊	-
720	Amy Lam	-
721	Ming	-
722	L. Sum	-
723	溫小姐	-
724	Mrs Lee	-
725	H. W. Ng	-
726	戴太	-
727	Ms Wang	-
728	Tang Yun Tong 鄧潤堂	-
729	林連鳳	-
730	Vivian Lo	-
731	Brian Li	-
732	-	Commenter wants to remain anonymous 意見人不願公開個人資料
733	王雲	-
734	Wong Louis 黃濼軒	-
735	-	Commenter wants to remain anonymous 意見人不願公開個人資料
736	嚴明英	-
737	Lau Sze Tat	-
738	Pak Sai Hung 柏世紅	-
739	Echo Chung	-
740	Ms Jessica Li	-
741	Sit Wan Kwong	-
742	-	Commenter wants to remain anonymous 意見人不願公開個人資料
743	Yeung Lai Yung 楊麗容	-
744	Lai Chi Wai 賴志偉	-
745	Cheung Kwok Piu 張國標	-
746	Chan Moon Wah 陳月華	-
747	Au Yeung Hung Hung 歐陽雄雄	-
748	Lau Tak Ping 劉德平	-
749	Yeung Tsz Lung 楊子龍	-
750	Yeung Sing Fai 楊聲輝	-
751	Ronald Shek	-
752	Raymond Lam	-
753	Mak Kiu Yan(Mr) 麥喬恩	-
754	Nicholas and Margaret Brooke (Professional Property Services Group)	-
755	Wong Kam Yuk 黃金玉	-
756	Maggie Ling	-
757	Adam Ma	-

附錄甲 - 書面意見一覽表

意見號碼 Nos.	姓名 Name	備註 Remarks
758	Wong Wai Shing	-
759	Angela Yeung	-
760	Kathleen Lam	-
761	Winnie Lee	-
762	Sandra Yeung	-
763	Irwin Kwok	-
764	Y. F. Woo	-
765	李小霖	-
766	陳美儀	-
767	黃志培	-
768	Colin Young	-
769	Garrick Tang	-
770	Annie Leung	-
771	Edward Lee	-
772	K L (反對香港「被規劃」行動組)	-
773	Wright Fu (反對香港「被規劃」行動組)	-
774	Joanne Choi	-
775	Wallace Chow	-
776	Kaho Wong	-
777	Ka Ho Chang 張先生	-
778	Wan	-
779	李德育	-
780	Annie Yip	-
781	Hertz Chan	-
782	-	Anonymous 不記名
783	Cheung Shek Kan	-
784	Stephanie Liu	-
785	Wu Kowk Min 胡國棉	-
786	S. C. Chan	-
787	-	Anonymous 不記名
788	Shirley Shum	-
789	Clara Liu	-
790	黃先生	-
791	K. W. Ng	-
792	Algie Leung	-
793	Channing Seh 余思麗	-
794	Wesley Wong	-
795	Karen Chan	-
796	Lee Suk Fun 李淑芬	-
797	不公開意見及個人資料	-
798	-	Commenter wants to remain anonymous 意見人不願公開個人資料
799	Chan Bik Yau 陳碧優	-
800	Tam Yee Man 譚綺雯	-
801	肖永枝	-
802	M. Chang	-
803	Doris Yeung	-
804	Carmen Lee	-
805	Kwan Wing Keung 關永強 (Lingking Wisdom Ltd.)	-
806	Ng Kwai Lan 吳桂蘭	-
807	Tang Ming Hei 鄧洺希	-
808	Patrick Mak 麥顥嚴	-
809	Chan Bik Yau 陳碧優	-
810	Ms. Chow	-
811	Mak Siu Lun 麥肇麟	-
812	Mak Siu Lun 麥肇麟	-
813	Maria Chiu	-
814	Kadoorie Farm & Botanic Garden Corporation 嘉道理農場暨植物園公司	-

附錄甲 - 書面意見一覽表

意見號碼 Nos.	姓名 Name	備註 Remarks
815	Civic Party (公民黨)	-
816	Steve C. Yiu (MTR Corporation LTD.)	-
817	Miss Chan 陳小姐 (HSK Concern Group)	-
818	Tobi Lau(Mr.) (世界自然基金會-香港分會)	-
819	Louis Loong (香港地產建設商會)	-
820	陳劍安 (弘域城市規劃顧問有限公司)	-
821	民建聯(研究部)	-
822	Ocean First Logistics LTD (海暉物流有限公司)	-
823	劉皇發 (新界鄉議局)	-
824	劉皇發 (新界鄉議局)	-
825	陳偉業 (人民力量)	-
826	NTAS (新社聯)	-
827	陶錫源 (屯門鄉事委員會)	-
828	Mr. Fung	-
829	Lee Chun Wan 李振環	-
830	林天，關彩鳳 林慧玲，林慧媚，林金旺，林木旺，林水旺，林愛娣，林慧红，林慧雲，林慧明，林慧孳	-
831	Lee Kim Ying 李劍英	-
832	Chau Yuk Kin 鄒玉娟	-
833	董小姐	-
834	Mr. Fellow	-
835	Lee Suk Ting	-
836	李葉蓉	-
837	SIU HO FAI	-
838	Business and Professionals Federation of Hong Kong 香港工商專業聯會	-
839	Guile Lam	-
840	Tom Callahan, Andrew Amerasekera, Calvin Qiu, Kiki Chan (ICF GHK)	-
841	-	Commenter wants to remain anonymous 意見人不願公開個人資料
842	Li Ki Shun	-
843	SD Advocates Ltd (持續智庫)	-
844	關綜聯	-
845	Mak Siu Wo 麥紹和	-
846	Cheung Pui Ka 張佩嘉	-
847	Ivy Kun	-
848	Cherry Ng	-
849	Chan Ngan Fung 陳銀鳳	-
850	Mary Tam	-
851	龔小姐	-
852	鄧坤盛 (新界露天倉經營者協會有限公司)	-
853	Chan Man Yee 陳敏兒	-
854	Liberal Party自由黨	-
855	橋洪路關注組	-
856	Green Sense 環保觸角	-
857	Justin Wang (Glassglobal Limited)	-
858	Tim Tang	-
859	推動天水圍經濟發展大聯盟	-
860	社區發展陣線	-
861	Chan Chi Wai	-
862	Tang Kong Fai 鄧鋼輝	-
863	何超常 (亦園村居民)	-
864	FOWN KA HO Eric	-
865	Butt Wai Tung 畢偉銅 (亦園村居民)	-
866	Mak Wah Gen 麥華根 (亦園村居民)	-
867	Kelvin Mak	-
868	Leung Kam Tong 梁錦棠 (亦園村居民)	-

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意見號碼 Nos.	姓名 Name	備註 Remarks
869	Mak Ling 麥玲 (亦園村居民)	-
870	Mak Choi Fung 麥彩鳳 (亦園村居民)	-
871	Chan Yan Wing 陳昕穎	-
872	莊先生 (土地正義聯盟)	-
873	Ng Wing Sun 伍榮新	-
874	Cheung Wui Kit	-
875	Rosita Fong	-
876	黃潤達 (街坊工友服務處)	-
877	洪水橋發展優化服務小組	-
878	-	Commenter wants to remain anonymous 意見人不願公開個人資料
879	-	Commenter wants to remain anonymous 意見人不願公開個人資料
880	陳劍安 (弘域城市規劃顧問有限公司)	-
881	建社	-
882	Mr. Francis Tsui	-
883	葉偉建 (田心新村)	-
884	潘偉航 (田心新村)	-
885	馮家豪 (田心新村)	-
886	楊秀珍 (田心新村)	-
887	王惠珍 (田心新村)	-
888	黃小萍 (田心新村)	-
889	余銘邦 (田心新村)	-
890	陳少芬 (田心新村)	-
891	謝興蘭 (田心新村)	-
892	陳保才 (田心新村)	-
893	羅會聯 (田心新村)	-
894	鄭麗珍 (田心新村)	-
895	麥榮愃 (田心新村)	-
896	梁文 (田心新村)	-
897	吳麗超 (田心新村)	-
898	石思蓮 (田心新村)	-
899	劉貿志 (田心新村)	-
900	彭俊程 (田心新村)	-
901	鄭景堂 (田心新村)	-
902	黃靖燁 (田心新村)	-
903	黃雯鈺 (田心新村)	-
904	黃正凱 (田心新村)	-
905	董本健 (田心新村)	-
906	龍日輝 (田心新村)	-
907	冼慧玲 (田心新村)	-
908	梁月明 (田心新村)	-
909	陳文堅 (田心新村)	-
910	張芳 (田心新村)	-
911	陳惠叮 (田心新村)	-
912	王頌威 (田心村)	-
913	賴明珠 (田心新村)	-
914	袁先生 (田心新村)	-
915	鄭建國 (田心新村)	-
916	陳潔美 (田心新村)	-
917	吳琛哲 (田心新村)	-
918	林碧雲 (田心新村)	-
919	林翠玲 (田心新村)	-
920	陳橋妹 (田心新村)	-
921	羅耀森 (田心新村)	-
922	林朝倍 (田心新村)	-
923	方良順 (田心新村)	-
924	方垚 (田心新村)	-

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意見號碼 Nos.	姓名 Name	備註 Remarks
925	葉春思 (田心新村)	-
926	陳良鑫 (田心新村)	-
927	張紅嘉 (田心新村)	-
928	余在 (田心新村)	-
929	李少梅 (田心新村)	-
930	劉金梅 (田心新村)	-
931	Leung Fat 梁發 (青松觀有限公司)	-
932	香港工會聯合會	-
933	The Hong Kong Bird Watching Society 香港觀鳥會	-
934	聯署村民名單 (洪水橋新發展區計劃聯村關注組)	-
935	Ir Raymond Chan Kin Sek (HKIE香港工程師學會)	-
936	鍾美美，郭珍 (洪水橋聚賢社婦女組)	-
937	鄭麗影，梁偉權 (田心新村關注組)	-
938	李妹 (田心新村)	-
939	吳珂 (田心新村)	-
940	陳瑞香 (田心新村)	-
941	黃顯 (亦園村)	-
942	張萬鳳 (亦園村)	-
943	黃偉漢 (亦園村)	-
944	鄧惠芬 (田心新村)	-
945	張國煒 (田心新村)	-
946	鐘介香 (田心新村)	-
947	雷佩蓮 (田心新村)	-
948	黃作柱 (田心新村)	-
949	Mr. Yan (田心新村)	-
950	陳洪 (亦園村)	-
951	李桂珍 (亦園村)	-
952	譚秋梅 (亦園村)	-
953	黎沛 (亦園村)	-
954	溫建成 (亦園村)	-
955	古俊維 (亦園村)	-
956	馮兆忠 (亦園村)	-
957	陳潤梋 (亦園村)	-
958	岑惠珍 (亦園村)	-
959	Monie (亦園村)	-
960	冼培芬 (亦園村)	-
961	伍展儀 (亦園村)	-
962	黃少梅 (亦園村)	-
963	陳昭陽 (亦園村)	-
964	歐陽貴 (亦園村)	-
965	王德明 (亦園村)	-
966	林先生 (亦園村)	-
967	李維華 (亦園村)	-
968	阮棣昌 (亦園村)	-
969	歐陽耀斌 (田心新村)	-
970	黎沛梅 (田心新村)	-
971	陳怡群 (田心新村)	-
972	張惠玲 (田心新村)	-
973	王愛 (田心新村)	-
974	鄧天文 (田心新村)	-
975	何子 (田心新村)	-
976	余順耀 (田心新村)	-
977	林美儀 (田心新村)	-
978	葵子康 (田心新村)	-
979	余順輝 (田心新村)	-
980	余淑坤 (田心新村)	-
981	趙仕賢 (石埔路尾村)	-
982	葉慧思 (石埔路尾村)	-

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意見號碼 Nos.	姓名 Name	備註 Remarks
983	何志榮 (石埔路尾村)	-
984	張志強 (石埔路尾村)	-
985	陳淑楨 (亦園村)	-
986	曾慶枚 (石埔路尾村)	-
987	何水生 (亦園村)	-
988	盧陣達 (亦園村)	-
989	郭桂華 (亦園村)	-
990	陳美貞 (亦園村)	-
991	許銀笑 (亦園村)	-
992	許合笑 (亦園村)	-
993	林美芬 (石埔路尾村)	-
994	安家俊 (石埔路尾村)	-
995	鍾少玲 (石埔路尾村)	-
996	陳誠 (石埔路尾村)	-
997	余秀紅 (石埔路尾村)	-
998	駱耀輝 (石埔路尾村)	-
999	黃碧慈 (石埔路尾村)	-
1000	駱嘉豪 (石埔路尾村)	-
1001	梁翠玉 (石埔路尾村)	-
1002	李錦輝 (石埔路尾村)	-
1003	鐘昌盛 (石埔路尾村)	-
1004	官小敏 (石埔路尾村)	-
1005	李欣璘 (石埔路尾村)	-
1006	黃麗喬 (石埔路尾村)	-
1007	尹德民 (石埔路尾村)	-
1008	葉發溪 (石埔路尾村)	-
1009	葉超泙 (石埔路尾村)	-
1010	葉燕 (石埔路尾村)	-
1011	葉世賞 (石埔路尾村)	-
1012	雷悠娟 (丹桂村)	-
1013	李惠嫦 (丹桂村)	-
1014	何公然 (亦園村)	-
1015	黃娟領 (丹桂村)	-
1016	林 (丹桂村)	-
1017	-	簽名
1018	林漢華 (亦園村)	-
1019	柯律 (亦園村)	-
1020	Wendy Ng 伍惠聰 (亦園村)	-
1021	蕭永安 (亦園村)	-
1022	冼截 (亦園村)	-
1023	蘇麗瓊 (亦園村)	-
1024	伍東山 (亦園村)	-
1025	伍翠雲 (亦園村)	-
1026	郭正研 (亦園村)	-
1027	郭偉標 (亦園村)	-
1028	張志洪 (亦園村)	-
1029	陳漢桓 (亦園村)	-
1030	盧芷茵 (亦園村)	-
1031	潘安明 (亦園村)	-
1032	陳強 (亦園村)	-
1033	陳鳳雅 (亦園村)	-
1034	胡諾妍 (亦園村)	-
1035	孫志文 (亦園村)	-
1036	楊鏡光 (亦園村)	-
1037	Mr/Ms Ng (亦園村)	-
1038	王中賢 (亦園村)	-
1039	鄭永興 (田心新村)	-
1040	趙仕杰 (石埔路尾村)	-

附錄甲 - 書面意見一覽表

意見號碼 Nos.	姓名 Name	備註 Remarks
1041	趙柄棋 (石埔路尾村)	-
1042	趙沛然 (石埔路尾村)	-
1043	張國嫦 (石埔路尾村)	-
1044	黃文冠 (石埔路尾村)	-
1045	黃國坤 (石埔路尾村)	-
1046	陳樂 (石埔路尾村)	-
1047	陳君汶 (石埔路尾村)	-
1048	馬水銀 (田心新村)	-
1049	鄭細蘭 (田心新村)	-
1050	黎旭華 (田心新村)	-
1051	蘇景坤 (田心新村)	-
1052	陳祺鋒 (田心新村)	-
1053	Kinki (田心新村)	-
1054	曾桂香 (田心新村)	-
1055	朱維桂 (田心新村)	-
1056	吳秀明 (田心新村)	-
1057	陳美靈 (田心新村)	-
1058	洪圓慶 (田心新村)	-
1059	洪秀金 (田心新村)	-
1060	Hung Ching Wa 孔清華 (田心新村)	-
1061	Bun Siat Mic 溫小姐 (田心新村)	-
1062	陳勤 (田心新村)	-
1063	林志強 (田心新村)	-
1064	梁玉號 (田心新村)	-
1065	陳春英 (田心新村)	-
1066	顏茹碧，伍詩漾 (丹桂村)	-
1067	李坤玲 (丹桂村)	-
1068	吳宇虎 (田心新村)	-
1069	陳燕玉 (田心新村)	-
1070	Li Pak Lung 李百倫 (丹桂村)	-
1071	何雯釵 (亦園村)	-
1072	王先生 (田心新村)	-
1073	林文 (田心新村)	-
1074	林美娟 (田心新村)	-
1075	林光輝 (田心新村)	-
1076	林定坤 (田心新村)	-
1077	林定乾 (田心新村)	-
1078	林寶蓮 (田心新村)	-
1079	林繼生 (田心新村)	-
1080	陳夢筠 (田心新村)	-
1081	林楚雲，盛興元 (田心新村)	-
1082	趙生 (田心新村)	-
1083	梁蘭創 (田心新村)	-
1084	張月景 (田心新村)	-
1085	蘇景 (田心新村)	-
1086	黎妹 (田心新村)	-
1087	陳歡 (田心新村)	-
1088	李敏賢 (丹桂村)	-
1089	Kong Siu Kuen	-
1090	梁倩珍 (田心新村)	-
1091	吳蕙 (田心新村)	-
1092	麥鳳薇 (田心新村)	-
1093	林志偉 (亦園村)	-
1094	蕭新有 (亦園村)	-
1095	嚴國基 (亦園村)	-
1096	嚴文謙 (亦園村)	-
1097	趙如曄 (亦園村)	-
1098	趙琼 (亦園村)	-

附錄甲 - 書面意見一覽表

意見號碼 Nos.	姓名 Name	備註 Remarks
1099	Yip Ka Fai (亦園村)	-
1100	葉志輝 (亦園村)	-
1101	陳麗珠 (亦園村)	-
1102	溫建業 (亦園村)	-
1103	溫瑞玲 (亦園村)	-
1104	陳德正 (亦園村)	-
1105	麥慧妍 (鐘屋村)	-
1106	溫健文 (亦園村)	-
1107	孫佩敏 (亦園村)	-
1108	溫富麟 (亦園村)	-
1109	溫廷鋒 (亦園村)	-
1110	趙珠女 (亦園村)	-
1111	溫林亨 (亦園村)	-
1112	Cheng Lai Chiu	-
1113	吳群娣	-
1114	朱偉娥	-
1115	鄭雍晴	-
1116	鄭雍然 (田心新村)	-
1117	田心新村居民	Signature 簽名
1118	田心新村居民	Signature 簽名
1119	田心新村居民	Signature 簽名
1120	王鄭汶琼 (田心新村)	-
1121	黃鈺淇 (田心新村)	-
1122	黃國海 (田心新村)	-
1123	吳宏萍 (丹桂村)	-
1124	鄭先生/小姐 (田心新村)	-
1125	李佩雯 (石埔路尾村)	-
1126	李炳仔 (丹桂村)	
1127	林振峯 (丹桂村)	-
1128	朱鳳英 (丹桂村)	-
1129	李翊瑋 (丹桂村)	-
1130	李泰興 (丹桂村)	-
1131	李淑鈴 (丹桂村)	-
1132	陸惠琼 (亦園村)	-
1133	溫建成 (亦園村)	-
1134	Pang Sze Chai (亦園村)	-
1135	Tsz Wai Ip (亦園村)	-
1136	柯琼艷 (亦園村)	-
1137	鄭如安 (亦園村)	-
1138	謝炳茂 (亦園村)	-
1139	連秀蘭 (亦園村)	-
1140	謝敏聰 (亦園村)	-
1141	謝穎恆 (亦園村)	-
1142	許振風 (亦園村)	-
1143	黃家河 (亦園村)	-
1144	彭瑞卿 (亦園村)	-
1145	張先生/小姐 (亦園村)	-
1146	亦園村居民 (亦園村)	Signature 簽名
1147	王德志 (亦園村)	-
1148	岑彩霞 (亦園村)	-
1149	林秀儀 (亦園村)	-
1150	黃翹平 (亦園村)	-
1151	吳群弟 (亦園村)	-
1152	黃細梅 (亦園村)	-
1153	梁偉權 (田心新村)	-
1154	蕭永安 (亦園村)	-
1155	梁	-
1156	Mr. Tam	-

附錄甲 - 書面意見一覽表

意見號碼 Nos.	姓名 Name	備註 Remarks
1157	Judy Lam	-
1158	馬松嬪	-
1159	Joyce	-
1160	Sin Pui Fan	-
1161	Lam Wah Sing	-
1162	劉小姐	-
1163	Li Chung Sum, Anna 李仲心	-
1164	Tang Ki Sum, Tang Cheuk Hang, Tang Hoi Ying, Ng Fung Kwan, Yip Wing Yui 鄧祺森、鄧焯恒、鄧凱螢、吳鳳群、葉穎瑤	-
1165	Chan Koon Leung 陳冠良	-
1166	Fong Tak Hing 方得興	-
1167	Gary Fu (MEZZO LTD.)	-
1168	Crystal Kwok	-
1169	陳泳兒	-
1170	鄧瑛萍	-
1171	Lam Wah Sing	-
1172	Kan Chun Hong 簡俊康	-
1173	鄧群儀	-
1174	Yik Yong Kin 易永健	-
1175	Dickey Chan	-
1176	Cecilia Sin	-
1177	Ng Tung Sang	-
1178	Mak Siu Ming 麥紹明	-
1179	Lee Hin Fun 李顯芬	-
1180	F. Lee	-
1181	陳金成	-
1182	文梓灃	-
1183	T. S. Wong	-
1184	余文強	-
1185	林榮昌	-
1186	-	Commenter wants to remain anonymous 意見人不願公開個人資料
1187	May Cheung	-
1188	文權立	-
1189	鄧子文	-
1190	Tang Ting Hin	-
1191	Yu Kia Hing 姚家慶	-
1192	Henry Gooza Tang	-
1193	Kwok Tsz Shan	-
1194	-	Commenter wants to remain anonymous 意見人不願公開個人資料
1195	廖遠東	-
1196	Philip Tang	-
1197	Hwty Shan Hung	-
1198	鄧潔珍	-
1199	-	Commenter wants to remain anonymous 意見人不願公開個人資料
1200	張志強	-
1201	鄧子軒	-
1202	林富源	-
1203	Ng Ka Ki	-
1204	Tang Tin Kay	-
1205	鄧大偉	-
1206	林喜鳳	-
1207	Sin Ka Wai 冼嘉偉	-
1208	Yip Wing Sze 葉詠詩	-
1209	Yeung Wai Yeung 楊偉洋	-
1210	Yeung Lai Han 楊麗閒	-
1211	Henry Tang	-

附錄甲 - 書面意見一覽表

意見號碼 Nos.	姓名 Name	備註 Remarks
1212	Lam Tung Ying	-
1213	呂加強	-
1214	-	Commenter wants to remain anonymous 意見人不願公開個人資料
1215	Choi Sing Fai 蔡勝輝	-
1216	麥錦笑	-
1217	林貴思	-
1218	馬沐思	-
1219	Irene	-
1220	嚴少霞	-
1221	-	Commenter wants to remain anonymous 意見人不願公開個人資料
1222	Yang Jen 楊珍	-
1223	Lee Pui 李貝	-
1224	Sin Ka Tsun 冼嘉浚	-
1225	鄧霆軒	-
1226	-	Signature 簽名
1227	Aldi Ng	-
1228	Y F Chung	-
1229	Roy	-
1230	Lai Lai Yin 賴禮賢	-
1231	Sam Wong	-
1232	鄭愷瑩	-
1233	D Lee	-
1234	鄧霆軒	-
1235	Irene Lam	-
1236	Poon Chi Hung 潘志雄	-
1237	P. Tam	-
1238	Lee Pui 李沛	-
1239	Chan Shuk Mei 陳淑媚	-
1240	Fung Ka Ho 馮嘉豪	-
1241	Kwok Tsz Shan	-
1242	Chan Ka Tsun 陳嘉浚	-
1243	Leung Tik Ka 梁迪嘉	-
1244	-	Commenter wants to remain anonymous 意見人不願公開個人資料
1245	Chan Kwok Chau 陳國昭	-
1246	Wong Man Yee	-
1247	-	Commenter wants to remain anonymous 意見人不願公開個人資料
1248	鄭偉強	-
1249	Ng So So	-
1250	Kwan Wing Hei	-
1251	鄧鴻港	-
1252	-	Commenter wants to remain anonymous 意見人不願公開個人資料
1253	杜瑩瑩	-
1254	Sin Kam Shing	-
1255	-	Signature 簽名
1256	陳鴻泰	-
1257	楊亦楠	-
1258	Fung Yee Ling 馮綺玲	-
1259	Fung Kin Shu 馮根樹	-
1260	陳兆翔	-
1261	-	Commenter wants to remain anonymous 意見人不願公開個人資料
1262	廖家興	-
1263	Lau Ting Chung	-
1264	何新如	-
1265	林芷珊	-

附錄甲 - 書面意見一覽表

意見號碼 Nos.	姓名 Name	備註 Remarks
1266	Lee Yip Wing	-
1267	Ip Hin Yuk	-
1268	Ho Ting Fung	-
1269	-	Signature 簽名
1270	Wong Wai Ping 黃惠平	-
1271	Leung Yim 梁艷	-
1272	-	Commenter wants to remain anonymous 意見人不願公開個人資料
1273	Wong Kwan Ho 黃群好	-
1274	Fung Bo Yi 馮寶兒	-
1275	Fung Man Hon 馮文漢	-
1276	Cheung Yuet Ngor, Winnie 張月娥	-
1277	King Tang	-
1278	Sze Siu Kwong 施少光	-
1279	蔣凱	-
1280	Fung Kim Wa 馮金華	-
1281	Yip King Lung 葉景龍	-
1282	Chan Tsz Wing 陳紫穎	-
1283	Leung Hum Wai 梁漢威	-
1284	Chan Ching Yee 陳政頤	-
1285	Tang Shuk Wun 鄧淑媛	-
1286	Lee Pui 李沛	-
1287	Chan Hing Kuen 陳慶權	-
1288	Y. Y.	-
1289	Chung Wai Chun 鐘偉進	-
1290	鄧文華	-
1291	-	Commenter wants to remain anonymous 意見人不願公開個人資料
1292	-	Commenter wants to remain anonymous 意見人不願公開個人資料
1293	陳玉蓮	-
1294	Lau On Tsuen	-
1295	周家棟	-
1296	M. T. Wong	-
1297	-	Commenter wants to remain anonymous 意見人不願公開個人資料
1298	Chung Wai Man 鐘偉文	-
1299	Wong Siu On 王兆安	-
1300	Candy Li	-
1301	-	Commenter wants to remain anonymous 意見人不願公開個人資料
1302	C. O. Chan	-
1303	-	Commenter wants to remain anonymous 意見人不願公開個人資料
1304	Amy Chiu 趙泓琳	-
1305	建述環保回收有限公司	-
1306	Ho Hoi Fat 何開發 (亦園村)	-
1307	鍾昌盛，潘榮 (石埔路尾村關注組)	-
1308	M. Chan	-
1309	Lam Ching Tai 林正泰	-
1310	屯門亦園村聯村關注組	-
1311	Tsoi San Wa 蔡升華	-
1312	Cheng Chung King 鄭傑	-
1313	Eric Yuen	-
1314	Amber Leung	-
1315	陳太	-
1316	陳太	-
1317	陳金玉	-
1318	黃賢菁	-
1319	盧志葉	-

附錄甲 - 書面意見一覽表

意見號碼 Nos.	姓名 Name	備註 Remarks
1320	曾靖婷	-
1321	T.S.N. Wong	-
1322	To Sheck Yuen 陶錫源	區議員
1323	Lam Fung Chi 林鳳池	-
1324	Connie Hung	-
1325	鄭耀賢	-
1326	Fung	-
1327	Albert Cheung	-
1328	David Cheung	-
1329	Brian Li	-
1330	Ho Wai Kit 何偉傑	-
1331	May Lai	-
1332	Man Wing Chi 文詠志	-
1333	鄧彩霞	-
1334	Judy Lam	-
1335	Michelle Lam	-
1336	Elanie Li	-
1337	Fong Lai Ngor 方麗娥	-
1338	F. Lee	-
1339	鄧瑛儀	-
1340	Wong Man Hoi 黃萬豈	-
1341	鄧天奇	-
1342	-	Commenter wants to remain anonymous 意見人不願公開個人資料
1343	Daisy Hu	-
1344	Chan Kwok Keung 陳國強	-
1345	鄧大偉	-
1346	-	Commenter wants to remain anonymous 意見人不願公開個人資料
1347	-	Commenter wants to remain anonymous 意見人不願公開個人資料
1348	Man Wing Yan 文詠葭	-
1349	W. T. Tsui	-
1350	Yeung To Ching	-
1351	李先生	-
1352	李杜詩	-
1353	Ho Sau Chun 何秀珍	-
1354	Li Kan Yin 李鑑賢	-
1355	Lee Ling Man 李靈敏	-
1356	陳廣興，陳美山	-
1357	Tang Yuk Wo 鄧煜和	-
1358	Au Kam Hung,Gary 區鑑雄 (Vocational Training Council)	-
1359	何開發 (洪水橋新發展區計劃聯村關注組)	-
1360	陳小姐	-
1361	鄧定亮 (友恭學校校友會)	-
1362	陳明潔	-
1363	Prof. Becky Loo (The Chartered Institute of Logistics and Transport in Hong Kong)	-
1364	Cheng Mei Ying 鄭美英 (蘇記重櫃場)	-
1365	鄭愷琪	-
1366	關詠恩	-
1367	黃道雄	-
1368	呂寶星	-
1369	-	Commenter wants to remain anonymous 意見人不願公開個人資料
1370	-	Commenter wants to remain anonymous 意見人不願公開個人資料
1371	Fan Sau Hung	-
1372	K. Y. C.	-
1373	Justin Chan	-

附錄甲 - 書面意見一覽表

意見號碼 Nos.	姓名 Name	備註 Remarks
1374	-	Commenter wants to remain anonymous 意見人不願公開個人資料
1375	C. T. Ting	-
1376	朱少娟	-
1377	孫秀貞	-
1378	邱永星	-
1379	陳源	-
1380	-	Commenter wants to remain anonymous 意見人不願公開個人資料
1381	F. Ng	-
1382	Fanny Fan	-
1383	陳志祥	-
1384	朱少嫻	-
1385	葉先生	-
1386	-	Commenter wants to remain anonymous 意見人不願公開個人資料
1387	Cafhy Chu	-
1388	何開發 (洪水橋新發展區計劃聯村關注組)	-
1389	Koon Wah Yuen Fruit Preserved Factory (冠華園)	-
1390	何先生 (丹桂村，和平新村寮屋居民關注組)	-
1391	超好發展有限公司	-
1392	偉勝實業有限公司	-
1393	超平發展有限公司	-
1394	葉兆廣 (Koon Wah Yuen Fruit Preserved Factory 冠華園)	-
1395	-	Commenter wants to remain anonymous 意見人不願公開個人資料
1396	葉兆廣 (Koon Wah Yuen Fruit Preserved Factory 冠華園)	-
1397	黃宜全 (光華農場)	-
1398	-	Commenter wants to remain anonymous 意見人不願公開個人資料
1399	Manfred Ho (Hong Kong Logistics Technology & System Limited, BPSGLOBAL 香港物流科技及系統有限公司)	-
1400	Manfred Ho (Hong Kong Logistics Technology & System Limited, BPSGLOBAL 香港物流科技及系統有限公司)	-
1401	Knight Investment Limited	-

附錄乙 / Appendix B

第二階段社區參與諮詢會相關會議記錄和書面意見 / Copy of Meeting Notes and Submissions received after Briefings

二零一三年七月二十六日舉行的

城市規劃委員會第 1038 次會議記錄

出席者

發展局常任秘書長(規劃及地政) 周達明先生	主席
黃遠輝先生	副主席
陳福祥先生	
陳祖楹女士	
張孝威先生	
何立基先生	
何培斌教授	
黃令衡先生	
許智文教授	
黎慧雯女士	
林光祺先生	
劉智鵬博士	
劉興達先生	
劉文君女士	
李美辰女士	

梁慶豐先生

梁宏正先生

陸觀豪先生

馬詠璋女士

邱榮光博士

環境保護署副署長(1)
謝展寶先生

地政總署署長
甯漢豪女士(下午)

地政總署副署長(一般事務)
林潤棠先生(上午)

運輸及房屋局首席助理秘書長(運輸)
王明慧女士

民政事務總署助理署長(2)
許國新先生

規劃署署長
凌嘉勤先生

規劃署副署長／地區 秘書
黃婉霜女士

因事缺席

馬錦華先生

黃仕進教授

陳漢雲教授

鄒桂昌教授

陳仲尼先生

霍偉棟博士

符展成先生

李偉民先生

李律仁先生

邱浩波先生

列席者

規劃署助理署長／委員會
謝建菁女士

總城市規劃師／城市規劃委員會
何盛田先生(上午)
譚燕萍女士(下午)

高級城市規劃師／城市規劃委員會
區晞凡先生(上午)
丁雪儀女士(下午)

議程項目 9
[公開會議]

洪水橋新發展區規劃及工程研究－初步發展大綱圖及第二階段社區參與活動
(城市規劃委員會文件第 9399 號)
[會議以廣東話進行]

136. 下列委員就此議項申報利益：

黃仕進教授 劉文君女士 劉興達先生	]	現時與有關研究的顧問艾奕康有限公司有業務往來
林光祺先生 符展成先生 黎慧雯女士	]	現時與有關研究的顧問艾奕康有限公司和雅邦規劃設計有限公司有業務往來

137. 由於此議項是爲向委員作簡介，屬社區參與活動的一部分，其他委員同意上述委員只涉及間接利益，可以留在席上並參與討論。委員備悉黃仕進教授和符展成先生已就未能出席會議致歉。

簡介部分

138. 下列政府代表和研究顧問此時獲邀到席上：

張綺薇女士	－	規劃署助理署長／全港
李威先生	－	土木工程拓展署總工程師／工程 1(新界西及北)
何偉略先生	－	艾奕康有限公司
Mr. Alan MacDonald	－	雅邦規劃設計有限公司

139. 主席歡迎上述人士出席會議，並請研究團隊向委員講解有關研究。

140. 規劃署助理署長／全港張綺薇女士先作簡介，並陳述下列要點：

(a) 長遠來說，洪水橋新發展區是房屋供應的主要來源地；以及

(b) 洪水橋新發展區規劃及工程研究(下稱「有關研究」)會分三個階段進行全面的社區參與活動，以確保及時把公眾意見納入洪水橋新發展區的規劃和設計內，第一階段社區參與活動已於二零一二年二月初結束，而第二階段社區參與活動已開始就初步發展大綱圖徵詢公眾意見。

141. 艾奕康有限公司何偉略先生借助投影片陳述下列要點：

背景

(a) 上世紀九十年代，新界西北的策略性增長潛力首次在全港發展策略檢討內提出；

(b) 一九九八年，新界西北規劃及發展研究選定洪水橋爲新發展區；

(c) 二零零七年完成的《香港 2030：規劃遠景與策略》研究建議當局落實新發展區的發展；

(d) 《二零零七至零八年施政報告》宣布洪水橋新發展區爲十大基礎建設項目之一；

有關研究

(e) 有關研究於二零一一年八月展開。洪水橋新發展區佔地約 826 公頃。新發展區兼具城鄉特色。北面的土地主要爲港口後勤／露天貯物用途所在地，並有一些鄉村發展，而南面的土地則主要爲低密度住宅／鄉村發展所在地，並有零散的工業用途；

(f) 有關研究的社區參與活動分爲三個階段，第一階段社區參與活動分兩輪進行。首輪活動於二零一零年

十一月進行，以便在有關研究開始之前，引發公眾及早討論各個主要課題。次輪活動於二零一一年十二月至二零一二年二月期間進行，以便進一步討論有關洪水橋新發展區所擔當策略性角色、建立以人爲本的社區、提倡綠化生活與工作環境、落實發展機制等主要課題。第一階段社區參與活動於二零一二年二月初結束。當局在制訂初步發展大綱圖時，已把公眾對洪水橋新發展區的意見及訴求納入考慮；

第一階段社區參與活動的主要公眾意見

(g) 第一階段社區參與活動所收集的公眾意見載於文件附錄 I 所列的第一階段社區參與活動報告內。主要的公眾意見概述如下：

洪水橋新發展區的策略性角色

(i) 新發展區應擔當策略性角色，充分利用連接香港國際機場、新界西北和深圳的交通運輸網絡；

(ii) 新發展區應配合屯門、元朗和天水圍新市鎮的發展；

(iii) 除進行房屋發展以應付長遠房屋需求外，新發展區應提供就業機會；

以人爲本的社區

(iv) 應照顧區內居民的生計；

(v) 應提供足夠的政府、機構及社區設施、購物街道和就業機會，以建立一個自給自足的社區；

(vi) 應避免規劃一個形式單調、公營房屋比例過高的住宅區；

(vii) 現有鄉村和周圍自然環境應與新發展妥爲融合；

(viii) 應保存歷史建築物和具考古價值的地點，並設立旅遊路線；

可持續發展

(ix) 公營和私營房屋的地積比率不應過高，並應與周圍環境協調；

(x) 新發展區應提供鐵路服務，藉西鐵洪水橋站加強洪水橋與市區的聯繫；

(xi) 應提供連接洪水橋各村的污水收集系統，連同排水系統，以紓緩水浸問題；

(xii) 應保存現有的鄉郊環境和具重要生態價值的地點，並應闢設緩衝地帶以盡量減少對生態易受破壞生境的干擾；

(xiii) 應小心考慮新發展區內的港口後勤／露天貯物用途，並應以靈活方式處理，以確保維持港口後勤／露天貯物經營者／工人的生計；

落實發展機制、補償和安置

(xiv) 新發展區的發展應分階段落實，並應適時提供基本附屬設施；以及

(xv) 應檢討政府現行的收地補償率。有意見認爲收地應只用於發展公營房屋和基礎設施，亦有意見反對私人機構參與新發展區的發展；

洪水橋新發展區的遠景和角色

(h) 新發展區的整體遠景是爲香港建立一個符合可持續發展理念、以人爲本及均衡的居住和工作社區。洪水橋新發展區不單是一個地區性的住宅和就業中

心，更是一個可推動香港未來經濟發展和增長的區域中心；

(i) 藉着有利的地理位置，洪水橋新發展區有助促進各項與屯門、天水圍和深圳等鄰近地區在互動基礎上發展的經濟活動。洪水橋新發展區將會是土地供應的主要來源地，可應付香港中、長期的住屋需要。此外，洪水橋新發展區應與天水圍、元朗和屯門等現有相鄰的市鎮羣融爲一體，從而有效地共用基礎設施和政府、機構或社區設施，以及分享就業機會和改善現有的房屋組合；

初步發展大綱圖

(j) 初步發展大綱圖建議建立約有 218 000 人口(包括現有人口和基本增長人口 43 000 人)、約 60 000 個新住宅單位(51%公營及 49%私人)和 100 000 個就業機會的新市鎮。洪水橋新發展區的地積比率由 3.5 倍至 8 倍不等，發展項目的最高建築物高度爲 40 層。二零一九年會開始施工，預期二零二四年首批居民入伙，二零三四年新發展區全部入伙；

(k) 洪水橋新發展區會利用現有的西鐵作爲集體公共運輸的主幹。洪水橋新發展區南面亦屬於輕便鐵路列車的服務範圍。現建議爲來往現有西鐵荃灣西站與擬議西鐵洪水橋站的洪水橋新發展區居民和工人提供接駁服務。環保運輸系統亦會獲考慮；

(l) 目前已可經元朗公路、青山公路和港深西部公路等現有策略性公路前往洪水橋新發展區。現建議在港深西部公路地底興建一條主要幹路，以方便往返新發展區西北部的物流及科技區。這個做法可避免重型車輛使用住宅區的道路。新發展區的北部會加建一條主要幹路，供東西方向來往的車輛使用。此外，亦建議把天華路與屏廈路之間的一段現有天影路取消，以促進與天水圍區的融合，並騰出沿河道的一些土地作其他發展；

整體規劃和設計架構

(m) 洪水橋新發展區的主要特色概述如下：

(i) 計劃把包含大型購物設施、其他商店及服務行業、辦公室及酒店用途和高密度住宅發展的主要市中心，設於擬議西鐵洪水橋站的鄰近範圍；

(ii) 次中心將毗鄰現有西鐵天水圍站，同時爲天水圍居民提供服務；

(iii) 擬把物流及科技區設於新發展區的西北部，會有道路直接與港深西部公路連接；

(iv) 擬設景觀廊，並把樓宇建築位置後移及訂定不同的建築物高度，以加強與四周自然景物在視覺上的聯繫及確保空氣流通；

(v) 擬優化沿天水圍河道的土地及取消一段天影路，以改善附近地區的空氣質素及減少對居民的交通噪音滋擾；

(vi) 擬於新發展區的中部闢設市鎮公園，該公園會與其他面積較小的休憩用地及河畔長廊妥爲連接；以及

(vii) 擬建造完備的單車徑及行人通道網，以連接所有發展項目、社區設施、休憩用地、運輸樞紐以及天水圍。

142. 雅邦規劃設計有限公司 Mr. Alan MacDonald 借助投影片陳述下列要點：

發展特色區

(a) 新發展區可大致分爲六個發展特色區，各有不同的特色和指定的功能：

第一發展特色區－河畔和鄉村區(地積比率：5.5 至 6.5 倍；建築物高度：20 至 35 層)

(i) 該區擬提供優質的住宅區和河畔環境。取消一段天影路可促進與天水圍的融合及改善沿河道一帶天水圍居民的居住環境。取消道路後新增的土地可用以改善河畔環境及令規劃與布局設計更具彈性；

(ii) 現有的河道會優化爲景觀和康樂資源。沿現有天水圍河道的河畔長廊會提供零售和飲食設施。此外，河畔會設有行人及單車徑；

(iii) 第一發展特色區的南部會興建有河畔長廊的市鎮公園，作爲洪水橋的重點設施；

第二發展特色區－灣景區(地積比率：3.5 至 6 倍；建築物高度：14 至 35 層)

(iv) 該區的擬議土地用途包括私人、租住公屋及居者有其屋計劃住宅發展，以及政府、機構或社區用途。東部及南部距離流浮山區較遠的地方會發展高密度的公共租住屋邨和居者有其屋計劃屋苑。其他住宅發展的發展密度會朝流浮山區方向遞減；

(v) 現有的生態資源會受重視，沿河道會闢建河畔長廊作康樂用途；

第三發展特色區－物流和科技區(地積比率：5 倍；建築物高度：10 至 15 層)

(vi) 該區會是主要的就業中心，爲洪水橋新發展區和天水圍的居民提供就業機會。該區會指定作「特殊工業」用途，除容納物流設施外，還會發展資訊科技及電訊業(包括資料儲存中心用途)、測試及認證設施和商貿用途；

(vii) 現有露天貯物用途所在的土地會重新分配，而更密集形式的發展會有助於善用土地；

(viii) 根據港深西部公路項目的條款設立的現有濕地補償區會予以保留，並劃爲「綠化地帶」；

第四發展特色區－商業及住宅綜合區(地積比率：5至8倍；建築物高度：2至40層)

(ix) 考慮到擬議西鐵洪水橋站的位置，該區會成爲洪水橋新發展區的主要市中心；

(x) 在擬議西鐵洪水橋站的上蓋和毗鄰會興建一個匯集酒店、零售和辦公室用途的商業中心，爲新界西北居民和過境旅客提供服務。此外，洪水橋站附近會進行住宅發展；

(xi) 該區南部會闢建一個主要爲配合新發展區及鄰近新市鎮需要的運動場；

(xii) 位處新生新村一個活躍的鷺鳥林會予以保留，並劃爲「綠化地帶」；

(xiii) 該區中部現有的河道會提升爲河畔長廊，供區內居民使用；

第五發展特色區－東部住宅區及商業中心(地積比率：5.5至8倍；建築物高度：20至40層)

(xiv) 該區緊貼現有西鐵天水圍站南面，會發展爲新發展區的次中心；

(xv) 該區內的發展項目，主要包括商業發展、私人及公共住宅發展、政府、機構或社區設施和零售用途；

(xvi) 已預留西鐵天水圍站西南面的一塊用地，可能作興建醫院連專科診療所／分科診療所，以協助紓緩在較大地區範圍內服務不足的情況；

(xvii) 該區被主要道路包圍及穿越，對未來的發展造成環境限制。對環境造成的負面影響須在較後階段通過審慎的規劃設計來解決；

第六發展特色區－南面住宅區

(xviii) 現有的鄉村羣和私人發展是該區的特色。由於這些社區建立已久，可供進一步大型發展的土地不多，該區預期不會大幅增加發展密度；

(xix) 該發展特色區的進一步發展會以現有分區計劃大綱圖的土地用途及發展密度規定爲依據。此外，會就該區環境和基礎設施提出適當的改善建議；以及

(xx) 現有河道會優化爲景觀和康樂資源；

單車徑網絡和文物徑

(b) 天水圍現有的單車徑網絡會伸延至洪水橋新發展區；

(c) 會提供覆蓋洪水橋新發展區的完備單車徑網絡，爲騎單車人士創造無車環境。日後，單車徑網絡會與沿青山公路至元朗及新界東北的單車徑貫連；

(d) 新發展區現有的文物資源會在全面規劃新發展區時予以保存及保育。現建議於新發展區內闢建文物徑網絡；

環境和自然保育

(e) 爲建立符合可持續發展理念的居住環境，現鼓勵就建築發展採用各種節能設計及技術。此外，現正研究在新發展區使用再生能源的機會；

(f) 新發展區內的生態資源數量有限。位處第三發展特色區並根據港深西部公路項目的條款設立的現有濕

地補償區，會予以保留及保護。位處第四發展特色區新生新村一個活躍的鷺鳥林會予以保護；

第二階段社區參與活動

(g) 第二階段社區參與活動於二零一三年七月十五日展開，爲期三個月，以徵詢公眾對擬議初步發展大綱圖的意見。期間，會諮詢相關議會／委員會，包括屯門及元朗區議會和有關鄉事委員會、鄉議局，以及主要的區內關注團體／持份者。二零一三年九月七日，會就初步發展大綱圖舉行公眾論壇；以及

(h) 在第二階段社區參與活動進行期間接獲的公眾意見會予以考慮，以便在有關研究的下一階段優化規劃建議。

討論部分

143. 有委員提出下列問題及意見：

(a) 對保存洪水橋新發展區內所有現有鄉村的建議表示支持。發展區採用有機發展概念，重視現有的天然資源；

(b) 應考慮把不同地塊合併，建立以人爲本的社區；

(c) 由於屯門及天水圍區已有市鎮公園，看來沒有必要在洪水橋新發展區中部興建另一個市鎮公園。此外，該市鎮公園遠離人口集中的地點。應考慮在靠近住宅發展的地方興建面積較小的公園；

(d) 應採用獨特的設計概念，令擬建的市鎮公園成爲洪水橋新發展區的重點設施；

(e) 洪水橋新發展區與深圳前海發展項目有何策略性關係？應予注意的是，兩個工程項目的土地用途建議相若，都是提供物流中心和進行商業用途；

[邱榮光博士此時離席。]

(f) 在新發展區發展項目內納入完備及無間斷行人通道網、單車徑網絡和文物徑的概念值得稱許。倘能另備圖則闡釋這些綠化基礎設施，會有助公眾於第二階段社區參與活動中了解這些概念；

(g) 應設計與道路網分隔開的行人通道網，以提供優質步行環境；

(h) 應從基礎設施支援及商貿發展的角度提供充分理由，以證明擬議地點適合用作發展特殊工業，特別是資料儲存中心；

[張孝威先生此時離席。]

(i) 洪水橋新發展區對區內現有的物流工業有何影響？特別是未必獲歸類爲特殊工業及不受地方社區歡迎的貨櫃存放場，所受影響如何？

(j) 在屯門開發指定地區作物流工業用途會否對洪水橋新發展區的發展有任何影響；

(k) 洪水橋新發展區的推行模式是怎樣的？目前很多土地由祖堂擁有，會影響這個工程項目的順利推行；以及

(l) 時間配合方面，如何把洪水橋新發展區鐵路車站的發展納入香港的整體鐵路網絡？

144. 張綺薇女士及 Mr. Alan MacDonald 在回應時陳述下列要點：

(a) 在新發展區內把不同地塊合併的細節安排，會在稍後參照第二階段社區參與活動進行期間接獲的公眾意見而制訂；

(b) 一般意見認爲市鎮公園應坐落於中部。現已按照《香港規劃標準與準則》的規定，在每個發展特色區規劃足夠的休憩用地；

(c) 由於洪水橋新發展區位處優越的地理位置，有鐵路系統及道路網連接深圳和其他地區，當局會把握機遇，充分利用這個有利位置來促進未來經濟增長，並爲各項經濟活動包括商業、辦公室和物流業提供大型的就業中心；

(d) 沿河畔長廊另設的行人通道網會提供無車、園景美化和貫連新發展區各部分的優質步行環境；

(e) 特殊工業區擬設於新發展區的西北部，是基於位置和環境方面的考慮因素。從該建議地區可直達貫連深圳和其他鄰近地區的主要公路和跨境通道。特殊工業區內的物流設施會帶來大量的重型車輛架次，應遠離住宅區。擬議資料儲存中心是初步建議。當局會就是否合適、位置及基礎設施支援幾方面再徵詢政府有關局／部門的意見。此外，亦會在第二階段社區參與活動進行期間請公眾提出意見；

(f) 規限及整合擬議特殊工業區內的現有露天貯物用途，可更有效使用土地及改善環境。由於擬用作發展物流工業的地區未必適合容納現有經營者，逐步淘汰現有貨櫃場的安排必須小心進行；

(g) 由於新發展區妥爲連接其他地區，在規劃新發展區內物流工業的未來發展時，會加以考慮鄰近地區(例如屯門)預留用地作物流工業用途的建議；

(h) 現正進行的第二階段社區參與活動主要是就初步發展大綱圖所載的土地用途建議徵詢公眾的意見。目前，新發展區內有超過 100 公頃的祖堂土地。這情況會影響私營機構的土地合併工作，因此在下一階段就這個工程項目制訂適當的施工安排時，須加以考慮；以及

[黎慧雯女士此時離席。]

(i) 擬建的西鐵洪水橋站已納入香港的策略性鐵路網絡多年。然而，計劃的實施須視乎何時達到落實發展這個鐵路網絡的人口界限。

[劉興達先生此時離席。]

145. 由於委員再無其他問題或意見，主席總結討論，並希望委員的評語及意見會在有關研究的下一階段對研究團隊有用。主席多謝政府代表和研究顧問出席會議。他們此時離席。

Minutes of 1038th Meeting of the
Town Planning Board held on 26.7.2013

Present

Permanent Secretary for Development (Planning and Lands) Mr. Thomas Chow	Chairman
Mr. Stanley Y.F. Wong	Vice-chairman
Mr. F.C. Chan	
Ms. Bonnie J.Y. Chan	
Mr. H.W. Cheung	
Mr. Sunny L.K. Ho	
Professor P.P. Ho	
Mr. Lincoln L.H. Huang	
Professor Eddie C.M. Hui	
Ms. Janice W.M. Lai	
Mr. Dominic K.K. Lam	
Dr. C.P. Lau	
Mr. Patrick H.T. Lau	
Ms. Julia M.K. Lau	
Ms. Christina M. Lee	
Mr. H.F. Leung	
Mr. Clarence W.C. Leung	

Mr. Roger K.H. Luk

Ms. Anita W.T. Ma

Dr. W.K. Yau

Deputy Director (1), Environmental Protection Department
Mr. C.W. Tse

Director of Lands
Ms. Bernadette H.H. Linn (p.m.)

Deputy Director of Lands (General)
Mr. Jeff Y.T. Lam (a.m.)

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

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

Director of Planning
Mr. K.K. Ling

Deputy Director of Planning/District
Miss Ophelia Y.S. Wong — Secretary

Absent with Apologies

Mr. Timothy K.W. Ma

Professor S.C. Wong

Professor Edwin H.W. Chan

Professor K.C. Chau

Mr. Rock C.N. Chen

Dr. Wilton W.T. Fok

Mr. Ivan C.S. Fu

Mr. Maurice W.M. Lee

Mr. Laurence L.J. Li

Mr. Stephen H.B. Yau

In Attendance

Assistant Director of Planning/Board
Ms. Christine K.C. Tse

Chief Town Planner/Town Planning Board
Mr. Jerry Austin (a.m.)
Ms. Donna Y.P. Tam (p.m.)

Senior Town Planner/Town Planning Board
Mr. Raymond H.F. Au (a.m.)
Ms. Doris S.Y. Ting (p.m.)

Agenda Item 9

[Open Meeting]

Hung Shui Kiu New Development Area Planning and Engineering Study - Preliminary Outline Development Plan and Stage Two Community Engagement
(TPB Paper No. 9399)

[The meeting was conducted in Cantonese.]

136. The following Members had declared interests on this item:

Professor S.C. Wong Ms. Julia M.K. Lau Mr. Patrick H.T. Lau	]]]	had current business dealings with AECOM Asia Co. Ltd. (AECOM), which was the consultant of the Study
Mr. Dominic K.K. Lam Mr. Ivan C.S. Fu Ms. Janice W.M. Lai	]]]	had current business dealings with AECOM and Urbis Ltd. (Urbis)., which were the consultants of the Study

137. As the item was a briefing to Members as part of the Community Engagement (CE) exercise, Members agreed that the above Members' interests were indirect and they should be allowed to stay in the meeting and participate in the discussion. Members noted that Professor S.C. Wong and Mr. Ivan C.S. Fu had tendered apologies for being unable to attend the meeting.

Presentation Session

138. The following Government representatives and the study consultants were invited to the meeting at this point:

Ms. Amy Cheung	-	Assistant Director of Planning/Territorial, Planning Department (AD/T, PlanD)
Mr. Li Wai	-	Chief Engineer/Project(1) (NTN&W), Civil Engineering and Development Department (CEDD)
Mr. Igor Ho	-	AECOM
Mr. Alan MacDonald	-	Urbis

139. The Chairman extended a welcome and invited the study team to brief Members on the Study.

140. Ms. Amy Cheung, AD/T, PlanD, gave a short introduction and made the following main points:

(a) Hung Shui Kiu New Development Area (HSK NDA) was the major source of housing supply in the long term; and

(b) the HSK NDA Planning and Engineering Study (the Study) would carry out a comprehensive 3-stage CE to ensure timely incorporation of public views into the planning and design of the HSK NDA. The Stage 1 CE ended in early February 2012 and the Stage 2 CE had commenced to

seek public comments on the Preliminary Outline Development Plan (PODP).

141. With the aid of a Powerpoint presentation, Mr. Igor Ho, AECOM, made the following main points:

Background

(a) in 1990s, the potential for strategic growth in the North West New Territories (NWNT) was first raised in the Territorial Development Strategy Review;

(b) in 1998, Hung Shui Kiu (HSK) was identified as a New Development Area (NDA) in the Planning and Development Study on North West New Territories (NWNT Study);

(c) the "Hong Kong 2030: Planning Vision and Strategy", completed in 2007, recommended proceeding with the NDA developments;

(d) the HSK NDA was included as one of the ten major infrastructure projects announced in the 2007-08 Policy Address;

The Study

(e) the Study commenced in August 2011. The HSK NDA covered an area of about 826 ha. The NDA had a mixed urban-rural character. Land in the north was predominantly occupied by port-back up (PBU)/open storage (OS) uses with some village developments, whereas land located to the south was mainly occupied by low-density residential/village developments with scattered industrial uses;

(f) the CE of the Study was divided into three stages, with Stage 1 CE (CE1) carried out in two rounds. The first round was held in November 2010, prior to the commencement of the Study, to initiate early public

discussion on the key issues. The second round took place between December 2011 and February 2012 to facilitate further discussion on the major topics relating to the strategic roles of the HSK NDA, building people-oriented communities, promoting a green living and working environment, and implementation mechanism. The CE1 ended in early February 2012. The public views and aspirations on the HSK NDA had been taken into account in formulating the PODP;

Major public comments of the CE1

(g) the public views collected in CE1 were set out in the CE1 Report at Appendix 1 of the Paper. The major public comments were summarized below:

Strategic Roles of the HSK NDA

(i) the NDA should play a strategic role by capitalising on the transport connections with the Hong Kong International Airport, the NWNT and Shenzhen;

(ii) the NDA should tie in with the developments in Tuen Mun, Yuen Long and Tin Shui Wai (TSW) New Towns;

(iii) other than housing developments to meet the long-term housing demand, job opportunities should be provided in the NDA;

People-oriented Communities

(iv) means of living for the local residents should be ensured;

(v) adequate Government, Institution and Community (GIC) facilities, shopping streets and employment opportunities should be provided to create a self-sufficient community;

(vi) a homogenous residential area with a high proportion of public housing should be avoided;

(vii) the existing villages and the surrounding natural environment should integrate well with the new developments;

(viii) the historic buildings and sites of archaeological interest should be preserved and tourist routes should be established;

Sustainable Development

(ix) plot ratios (PRs) for public and private housing should not be too high and should be compatible with the environment;

(x) the NDA should have railway services to enhance connection of HSK with the urban areas by a West Rail (WR) HSK Station;

(xi) sewerage to villages in HSK and drainage systems to alleviate flooding should be provided;

(xii) the existing rural environment and sites with significant ecological values should be preserved, and buffer zones should be provided to minimise disturbance to ecological sensitive habitats;

(xiii) the PBU/OS uses within the NDA should be carefully considered and a flexible approach should be adopted to sustain the livelihood of PBU/OS operators/workers;

Implementation Mechanism, Compensation and Rehousing

(xiv) the NDA development should be implemented in phases and the supporting infrastructure should be provided in a timely manner; and

(xv) the prevailing compensation rates under land resumption by the Government should be reviewed. Some considered that land resumption should only be carried out for public housing and infrastructure, others objected to private sector participation in the development of the NDA;

Vision and Role of the HSK NDA

(h) the overall vision of the NDA was to build a sustainable, people-oriented and balanced living and working community for Hong Kong. The HSK NDA would not be just a localised residential and employment hub, but a regional centre that would serve to foster future economic development and growth of Hong Kong;

(i) the geographically favourable location of HSK NDA would help promote economic activities which built upon interaction with the adjacent areas such as Tuen Mun, TSW and Shenzhen. The HSK NDA would provide a major source of land supply to meet the housing needs of Hong Kong in the medium- to long-term. Moreover, the HSK NDA should integrate well with the existing neighbouring urban clusters including TSW, Yuen Long and Tuen Mun to enable effective sharing of infrastructure, GIC facilities and job opportunities, and to improve the existing housing mix;

PODP

(j) the proposals under the PODP would accommodate a new town of a population of about 218,000 (including existing population and base growth of 43,000), about 60,000 new flats (51% public and 49% private) and 100,000 job opportunities. The PRs for the HSK NDA ranged from 3.5 to 8 and the maximum building height (BH) for the developments was 40 storeys. The implementation works would commence in 2019, with the target of first population intake by 2024 and full occupation of the NDA by 2034;

(k) the HSK NDA would make use of the existing WR as backbone of mass public transport. The HSK NDA was also served by the Light Rail Transit at the south. Feeder services were proposed to serve the population and workers of the HSK NDA to and from the existing WR TSW Station and proposed WR HSK Station. Environmentally-friendly transport system would also be considered;

(l) the HSK NDA was already well served by existing strategic highways including Yuen Long Highway, Castle Peak Road and Kong Sham Western Highway (KSWH). It was proposed to build a primary distributor running underneath KSWH for convenient access to the Logistics and Technology Quarter in the north-western part of the NDA. This would also avoid heavy vehicles to use the roads within the residential neighbourhood. There would also be an additional main distributor in the northern part of the NDA to facilitate east-west traffic movements. Moreover, a section of the existing Tin Ying Road between Tin Wah Road and Ping Ha Road was proposed to be removed to enable better integration with the TSW area and to free up some land along the river channel for other developments;

Overall Planning and Design Framework

(m) the main features of the HSK NDA were highlighted as follows:

(i) the major town centre with a mega shopping facility and other shops and services, office and hotel uses as well as high density residential developments was planned around the proposed WR HSK Station;

(ii) a secondary hub would be located near the existing WR TSW Station which would also serve the residents of TSW;

(iii) a Logistics and Technology Quarter was proposed in the

north-western part of the NDA with direct access onto KSWH;

(iv) visual corridors, building setbacks and varied BHs were proposed to enhance visual linkage with surrounding natural features and ensure air ventilation;

(v) regeneration of the areas along the TSW Channel and removal of a section of Tin Ying Road were proposed to improve the air quality of the surrounding areas and reduce traffic noise nuisance to the residents;

(vi) a Town Park was proposed at a central location in the NDA, which would be well connected with the other smaller open spaces and the riverside promenades; and

(vii) a comprehensive cycle track and pedestrian network was proposed to connect all developments, community facilities, open spaces, transport nodes as well as TSW.

142. With the aid of a Powerpoint presentation, Mr. Alan MacDonald, Urbis, made the following main points:

Development Character Areas

(a) the NDA could broadly be divided into six development character areas (DCAs), each with different characteristics and defined function:

DCA1 – Riverine and Village Neighbourhood (PR : 5.5 to 6.5, BH : 20-35 storeys)

(i) this area was proposed to be a quality residential and riverine environment. The removal of a section of Tin Ying Road allowed better integration with TSW and improved the living environment of those residents of TSW residing along the river

channel. The additional land area released from the road removal had provided opportunity to enhance the riverside environment and allow greater flexibility in planning and layout;

(ii) existing riverine channel would be regenerated as a landscape and recreational resource. Retail and dining facilities would be provided along the riverside promenade along the existing TSW river channel. Moreover, pedestrian and cycle tracks would be provided on the riverside;

(iii) a town park with riverside promenade would be provided in the southern part of DCA1 serving as a major focal point of HSK;

DCA2 – Bayview Neighbourhood (PR : 3.5 to 6, BH : 14-35 storeys)

(iv) land uses proposed within this area included residential developments (private, public rental housing (PRH) and Home Ownership Scheme (HOS)) and GIC uses. High-density developments of PRH and HOS would be developed at the eastern and southern parts farther from the Lau Fau Shan (LFS) area. Development intensity of other residential developments would decrease towards the LFS area;

(v) the existing ecological resources would be respected and a riverside promenade would be developed along the river for recreational use;

DCA3 – Logistics and Technology Quarter (PR : 5, BH : 10 - 15 storeys)

(vi) the area would be the major job centres providing employment opportunities for the residents of the HSK NDA and TSW. It would be designated for "Special Industry" to accommodate logistics facilities as well as Information Technology and Telecommunications industries including data centre uses, testing

and certification facilities and business uses;

(vii) land currently occupied by the existing OS uses would be rationalised and a more intensive form of development was conducive to better land utilization;

(viii) existing areas of wetland compensation installed under the KSWH project were to be retained and designated as "Green Belt";

DCA4 – Commercial Residential Hub (PR : 5 - 8, BH : 2 - 40 storeys)

(ix) taking into account the location of the proposed WR HSK Station, this area would be the major town centre of the HSK NDA;

(x) a commercial core accommodating a mix of hotels, retail, and office uses would be provided above and in the vicinity of the proposed WR HSK Station to serve the residents of NWNT as well as cross-boundary visitors. Moreover, residential developments would be provided near the station;

(xi) a sports ground mainly serving the NDA and neighbouring New Towns would be provided at the southern part of the area;

(xii) an active egretry at San Sang San Tsuen would be retained and designated "Green Belt";

(xiii) the existing river channel in the middle part of the area would be upgraded into riverside promenade for enjoyment of local residents;

DCA5 – Eastern Residential Neighbourhood cum Commercial Centre
(PR : 5.5 - 8, BH : 20 - 40 storeys)

(xiv) the area was located immediately south of the existing WR TSW Station and would be developed as a secondary focal point of the NDA;

(xv) developments within this area would principally include commercial developments, private and public residential developments, GIC facilities and retail uses;

(xvi) a site to the southwest of the WR TSW Station had been reserved for a possible hospital cum specialist clinic/polyclinic to help address the shortfall of a wider area;

(xvii) the area was surrounded and bisected by major roads posing environmental constraints to the future developments. The adverse environmental impacts would have to be addressed by careful layout planning at a later stage;

DCA6 – Southern Residential Neighbourhood

(xviii) the area was characterised by existing clustered villages and private developments. Given the presence of these well established communities and limited available land for further major developments, substantial intensification of development in this area was not contemplated;

(xix) further development of this DCA would follow the land use and development intensity provisions in the current OZPs. Suitable environmental and infrastructural improvements for the area would be proposed; and

(xx) existing river channels would be regenerated as a landscape and recreational resources;

Cycle Track Networks and Cultural Heritage Trails

(b) the existing cycle track network in TSW would be extended to HSK NDA;

(c) a comprehensive cycle track network permeating the HSK NDA would be provided to create a vehicle-free environment for cyclists. The cycle track network would be linked with the cycle tracks along Castle Peak Road to Yuen Long and the NENT in future;

(d) the existing heritage resources within the NDA would be preserved and conserved in the overall planning of the NDA. A network of cultural heritage trail was proposed within the NDA;

Environment and Conservation

(e) with a view to create a sustainable living environment, various energy efficient designs and technologies for building development were encouraged. Opportunities of using renewable energy in the NDA were being explored;

(f) there was only a limited amount of ecological resources within the NDA. The existing areas of wetland compensation installed under the KSWH project in DCA3 were to be retained and protected. An active egretry at San Sang San Tsuen in DCA4 would be protected;

Stage 2 CE

(g) CE2 which started on 15.7.2013 would be conducted for three months to seek comments from the public on the proposed PODP. Relevant Boards/Committees, including the Tuen Mun and Yuen Long District Councils and the relevant Rural Committees, Heung Yee Kuk, and major local concern groups/stakeholders would be consulted during the engagement period. A public forum on the PODP would be held on 7.9.2013; and

(h) the public views received during the CE2 would be taken into account in refining the planning proposals at the next stage of the Study.

Discussion Session

143. Some Members had the following questions and comments:

(a) the proposal of preserving all the existing villages within the HSK NDA was supported. The development concept was organic which had respected the existing natural resources;

(b) consideration should be given to integrate different land parcels together to form a people-oriented community;

(c) given that there were already town parks in Tuen Mun and TSW areas, the provision of another town park in the central area of the HSK NDA seemed unnecessary. Moreover, the location of the Town Park was too far way from the population cluster. Consideration should be given to provide smaller parks closer to residential developments;

(d) a unique design concept should be adopted to make the proposed Town Park a major focal point for the HSK NDA;

(e) what was the strategic relationship between the HSK NDA and the Qianhai development in Shenzhen noting that the land use proposal of both projects were similar, i.e. to provide logistics centres and commercial uses;

[Dr. W.K. Yau left the meeting at this point.]

(f) the concept of developing a comprehensive and continuous pedestrian network, cycle track network and heritage trial within the NDA development was appreciated. A separate plan illustrating these green

infrastructure would assist the general public to comprehend the concept in the CE2;

(g) a pedestrian network which was segregated from the road network should be designed to provide a quality walking environment;

(h) justifications should be provided to demonstrate that the proposed location was suitable for the development of Special Industries, in particular data centre, from the perspectives of infrastructural support and business development;

[Mr. H.W. Cheung left the meeting at this point.]

(i) what was the impact of the HSK NDA on the existing logistics industries in the area, in particular the container storage which might not be classified as a kind of Special Industries and were unwelcomed by the local community;

(j) whether the development of a designated area for logistics industries in Tuen Mun would have any bearing on the development of HSK NDA;

(k) what was the implementation approach for the HSK NDA. The presence of large amount of land under Tso Tong ownership would affect the smooth implementation of the project; and

(l) how would the development of railway station in HSK NDA fit into the overall railway network of Hong Kong in terms of timing.

144. In response, Ms. Amy Cheung and Mr. Alan MacDonald made the following main points:

(a) the details on integration between different land parcels within the NDA would be worked out at a later stage taking into account the public comments received in CE2;

(b) there was a general consensus that the Town Park should be centrally located. Sufficient open spaces had been planned in each DCA according to the requirement of the Hong Kong Planning Standards and Guidelines;

(c) given the strategic location of the HSK NDA, with railway systems and road networks linking to Shenzhen and other areas, opportunity would be taken to capitalise on this strategic position for future economic growth and provision of a large employment cluster for various economic activities including commercial, office and logistics industries, etc.;

(d) alternative pedestrian network along the riverside promenades would provide a quality walking environment that was vehicle-free, properly landscaped, and easily connected to all parts of the NDA;

(e) the Special Industries Area (SIA) was proposed in the north-western part of the NDA based on locational and environmental consideration. The proposed area was highly accessible to major highways and boundary crossing which would provide a convenient connection to Shenzhen and other adjacent areas. The logistics facility under the SIA which had a high trip generation of heavy vehicles should be located away from the residential clusters. The proposed data centre use was an initial proposal. Further advice on the appropriateness, the location and infrastructure support would be sought from relevant Government bureaux/departments. Public comments would also be invited during CE2;

(f) to contain and consolidate the existing OS uses within the proposed SIA would allow more efficient use of land as well as improving the environment. As the proposed area for logistics industries might not be suitable for accommodating the existing operators, the arrangement to phase out the existing container yards would need to be worked out carefully;

(g) given the NDA was well connected to other districts, the reservation of any site for logistics industries in the adjoining areas (e.g. Tuen Mun) would be taken into account in planning the future development of logistics industries within the NDA;

(h) the CE2 currently undertaken was mainly to solicit public views on the land use proposal contained in the PODP. The presence of more than 100 ha of Tso Tong land in the NDA would affect site amalgamation by the private sector and would therefore need to be taken into consideration in working out, at the next stage, an appropriate implementation arrangement for the project; and

[Ms. Janice W.M. Lai left the meeting at this point.]

(i) the proposed WR HSK station had been included in the strategic railway network of Hong Kong for many years. However, its implementation would depend on the timing of meeting the population threshold for implementing this railway network.

[Mr. Patrick H.T. Lau left the meeting at this point.]

145. As Members had no other questions or comments, the Chairman concluded the discussion and said that he hoped that the comments and views expressed by Members would be useful to the study team for the next stage of the Study. The Chairman thanked the Government representatives and the study consultants for attending the meeting. They left the meeting at this point.

Procedural Matters

Agenda Item 10

[Open meeting]

屯門鄉事委員會與政府部門聯席會議
會議記錄

日　期：2013 年 8 月 23 日（星期五）
時　間：上午 10 時 15 分
地　點：屯門鄉事委員會行政大廈 1 樓會議室

出席者：

何君堯先生	屯門鄉事委員會主席
陶錫源先生, MH	屯門鄉事委員會首副主席
曾展雄先生	屯門鄉事委員會副主席
邱少良先生	楊小坑原居民代表
胡官帶先生	大欖涌原居民代表
鍾惠庭先生	鍾屋村原居民代表
鍾健康先生	鍾屋村原居民代表
鍾錦明先生	鍾屋村居民代表
陶天賜先生	屯子圍原居民代表
陶啟賢先生	屯子圍居民代表
陳國華先生	掃管笏原居民代表
程木仁先生	掃管笏居民代表
蕭春發先生	新慶村原居民代表
黃楚文先生	新慶村居民代表
謝貴歡先生	小坑村居民代表
黃玉倫先生	屯門新墟原居民代表
關志華先生	屯門新墟原居民代表
陶健倫先生	藍地原居民代表
陳遠基先生	麒麟圍原居民代表
劉威平先生	龍鼓灘原居民代表
陶滿權先生	泥圍原居民代表
陶偉平先生	泥圍原居民代表
陶學連先生	泥圍居民代表
古漢強先生	新圍仔居民代表
陳明生先生	虎地村原居民代表
陳月明先生	虎地村居民代表
鄧德森先生	紫田村原居民代表
鄭笑琼女士	紫田村居民代表

曾美蓮女士	河田村居民代表
張惠蓮女士	礦山村居民代表
李祖貽先生	桃園圍原居民代表
李珍達先生	桃園圍居民代表
陶兆林先生	屯門新村原居民代表
陶方達先生	屯門新村居民代表
李維苑先生	井頭村（上）居民代表
黃遠添先生	井頭村（中／下）居民代表
王德明先生	亦園村居民代表
余光明先生	小欖村居民代表
徐德仁先生	寶塘下原居民代表
蘇偉倫先生	寶塘下居民代表
劉鋈榮先生	順風圍原居民代表
劉適時先生	順風圍居民代表
覃仲才先生	青山村居民代表
鄭炳堃先生	稔灣村原居民代表
鄭孝強先生	稔灣村居民代表
劉玉平先生	屯門舊墟村原居民代表

列席者：

劉淦權太平紳士	屯門民政事務專員
勞俊衡先生	屯門民政事務助理專員
趙錦珍女士	屯門民政事務處高級聯絡主任(一)
周嘉年先生	屯門民政事務處高級聯絡主任(二)
梁錦威先生	屯門民政事務處高級工程督察
葉慧明女士	屯門民政事務處聯絡主任主管(地區設施)
黃錦全先生	屯門民政事務處聯絡主任主管(東北)
方婉華女士	屯門民政事務處聯絡主任主管（東南）
朱鳳珍女士	屯門民政事務處聯絡主任主管(龍門及山景)
王淑嫻女士	屯門民政事務處聯絡主任主管（樂翠）
周藹怡女士	屯門民政事務處聯絡主任（東北）一
梁寶玲女士	屯門民政事務處聯絡主任（東北）二
葉玉卿女士	屯門民政事務處聯絡主任(西北)二
黎啟泰先生	屯門地政專員
梁閏興先生	屯門地政處總地政主任
吳錦璇先生	屯門地政處高級地政主任/特別職務及土地管理西

黃桂嬌女士	屯門地政處高級地政主任/小型屋宇及村屋重建
盧珮瑤女士	屯門地政處高級產業測量師/西
陳美聯女士	屯門地政處行政助理/地政
劉榮想先生	規劃署屯門及元朗規劃專員
李鑫生先生	規劃署高級城市規劃師/規劃研究 4
歐展鵬先生	規劃署城市規劃師/規劃研究 7
陳凱恩女士	規劃署城市規劃師/規劃研究 8
黃可怡女士	規劃署城市規劃師/規劃研究 2
陳卓榮先生	土木工程拓展署高級工程師/5(新界西及北)
潘仲華先生	土木工程拓展署工程師/6(新界西及北)
吳　彪先生	土木工程拓展署高級工程師/工程 3
劉啟進先生	土木工程拓展署工程師/工程 6
盧愛玲女士	艾奕康有限公司項目規劃師
何偉略先生	艾奕康有限公司項目經理
李炳權先生	艾奕康有限公司副項目經理
陳耀華先生	食物環境衞生署高級衞生督察(潔淨/防治蟲鼠)
徐浩光博士	環保署高級環境保護主任(區域西)1
葉雲卿女士	房屋署房屋事務經理(屯門二)
李偉全先生	運輸署工程師/房屋及策劃/新界西
招家賢先生	建築署物業事務經理/SD14
黃健坤先生	建築署物業事務主任/SD2/1
林譽政先生	警務處高級督察(交通巡邏第四小組) (大興行動基地)(新界北交通部)
張偉瑜先生	警務處署理督察
郭逸駿先生	何君堯主席助理
尹艷玲小姐	屯門鄉事委員會秘書（記錄）

負責部門

(二) **洪水橋新發展區規劃及工程研究簡介（文件編號 2）**

4. 規劃署高級城市規劃師李鑫生先生表示，就有關規劃現時正進行第 2 階段公眾諮詢，希望各位村代表可以表達對初步發展大綱圖的意見。

5. 李鑫生先生及艾奕康有限公司項目規劃師盧愛玲女士向各村代表簡介新發展區的初步發展大綱圖。

6. 與會者備悉有關事宜。

(三) **洪水橋新發展區第 2 階段公眾諮詢事宜（文件編號 3 及附件 1）**

7. 李鑫生先生表示，洪水橋新發展區第 2 階段公眾諮詢論壇將於 9 月 7 日下午 2 時至 5 時在元朗劇院演藝廳舉行。因有數百人出席將會出席論壇，王德明村代表所提議的 2 個地點不太適合，故現選址有 900 座位的元朗劇院演藝廳舉行。

負責部門

8. 何君堯主席表示，洪水橋新發展區影響到屯門鄉鍾屋村、青磚圍、順風圍、泥圍、亦園村及和平新村，如各村有意見請於諮詢期內提出

9. 陶錫源首副主席表示，政府已有初步發展大綱圖，但主要是介紹元朗方面，屯門亦園村因為深西通道及洪水橋新發展區計劃而被拆散，但從大綱圖知悉鄰近亦園村路口位的靈糧堂則版劃出預予保留，其餘三層屋、街市、小型商鋪等等卻不保留，政府如何令到亦園村的村民安心呢？亦園村不歡迎政府的上樓意見，不希望該村被凍結，請政府不要瓜分屯門村落。

10. 李鑫生先生表示，因路口位不受影響，所以予以保留。

11. 曾展雄副主席詢問，是否路口位的建築物就予以保留？

12. 李鑫生先生答覆，暫時不能解答。

13. 亦園村村代表王德明先生表示，有關部門沒有公佈他與村民於第一階段社區參與計劃所給的意見，剛才的簡介提及的 100,000 個新就業機會是如何計算出來，以及香港已經有數碼港及科技園，它們的使用率不高，為何還要預留位置作特殊工業用途？

14. 何君堯主席表示，為了加強溝通及增加透明度，詢問李鑫生先生可否提供有關 100,000 個新就業機會及特殊工業的資料？

15. 李鑫生先生表示，有關第一階段收集到的意見可以於網頁上閱覽，另外，整個洪水橋新發展區佔了 40,000 個職位，其餘就業機會則來自發展項目如酒店、學校等等。

16. 鍾屋村村代表鍾惠庭先生詢問，洪水橋新發展區對鍾屋村的鄉村式發展村界範圍有沒有影響？因為他本人看不懂相關地圖，可否講解鍾屋村鄰近河邊的土地如何收法。

負責部門

17. 李鑫生先生表示，洪水橋新發展區對鍾屋村的鄉村式發展村界範圍沒有影響不會收鍾屋村鄰近河邊的土地。

18. 土木工程拓展署高級工程師陳卓榮先生表示，關於新發展區的時間表，因為顧問公司收集意見後會再進行詳細的技術評估，所以有機會更改。現暫定 2014 年尾或 2015 年年頭有確實的時間表及研究報告向公眾公佈。

19. 陳卓榮先生補充，新發展區地圖上的白色地方是新建道路，未有區域路入村的會加入設計圖再詳細考慮。

20. 陶錫源首副主席表示，是次研究需要花費 60,000,000 元去做報告，除了研究報告還包括甚麼？

21. 李鑫生先生表示，是次研究正在進行，研究經費亦包括發展大綱圖。

22. 李鑫生先生續表示，有關部門亦會於 9 月 3 日屯門區議會上講解洪水橋新發展區計劃。

23. 王德明先生表示，政府一直都沒有理會亦園村的聲音，亦園村所有村民希望政府真心研究，他們可以原區安置。

24. 與會者備悉有關事宜。

屏山鄉鄉事委員會

第十九屆

村代表大會第五次會議紀錄

日　　期：二零一三年八月廿三日(星期五)
時　　間：下午三時
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)
黃永生 盛振偉 黃桂棠 鄧胤楚 蔡建新 吳永生 鄧鈞銘
梁卓榮 黃連成 文流芳 陳錫儔 莫永堅 黃志孝 陳業惠
梁　寶 楊桂消

新界鄉議局特別議員：鄧志強

顧　　問：鄧慶業　張木林

村 代 表：張錦福　陶炳南　鄧偉陽　鄧錦興　楊家安　楊志遠
林志明　陳建鄰　陳愛金　陳世安　陳錦福　林如棟
麥炳祥　黃成業　黎潤明　莫森泉　林兆新　黃慶有
黃真勝　黃耀光　莫福能　林權　鄧志學　盛子榕
黃偉南　鄧建國　羅振忠　鄧珠明　鄧同發　鄧則鳴
林建順　林春樹

政府部門代表：

姓名	所屬部門	職位
周日昌先生	規劃署規劃研究組	總城市規劃師
李鑫生先生	規劃署規劃研究組	高級城市規劃師
歐展鵬先生	規劃署規劃研究組	城市規劃師
陳凱恩女士	規劃署規劃研究組	城市規劃師
黃可怡女士	規劃署規劃研究組	城市規劃師
陳卓榮先生	土木工程拓展署新界西及北拓展處	高級工程師
潘仲華先生	土木工程拓展署新界西及北拓展處	工程師
何偉略先生	項目研究顧問艾奕康有限公司(AECOM)	項目經理
李炳權先生	項目研究顧問艾奕康有限公司(AECOM)	副項目經理
盧愛玲女士	項目研究顧問艾奕康有限公司(AECOM)	項目規劃師
李德明先生	元朗民政事務處	聯絡主任主管(屏山)
周詩韻小姐	元朗民政事務處	聯絡主任(屏山)

請　　假

執行委員：張志賢(副主席)　鄧積善　梁金芝　馮少騰　張志明

顧　　問：沈豪傑　李覃樑

村 代 表：黃耀榮 鄧公諒 鄧滿賢 吳日章 鄧燒強 張水祥 陶連壽
黃國榮 鄧東海 陳月倫 黃禮森 李木庭 鄧自強 鄧輝泰
鄧祺生 吳樹安 陶葉球 鄧堂 鄧橋南 黃文衛 張錦超
鄧炳輝 鄧榮偉 鄧昇華 黃梓任 鄧兆祥 郭樹基 張洪勳

會議內容：

一、<u>主席致歡迎辭及介紹與會嘉賓</u>

曾樹和主席歡迎各位村代表及各政府部門代表出席村代表大會第五次會議，首先通過上次會議記錄，然後請有關部門代表闡釋洪水橋新發展區規劃及工程研究第二階段社區參與背景資料後，請村代表提出意見。

嘉賓如下：

規劃署規劃研究組總城市規劃師周日昌先生
規劃署規劃研究組高級城市規劃師李鑫生先生
規劃署規劃研究組城市規劃師歐展鵬先生
規劃署規劃研究組城市規劃師陳凱恩女士
規劃署規劃研究組城市規劃師黃可怡女士
土木工程拓展署新界西及北拓展處高級工程師陳卓榮先生
土木工程拓展署新界西及北拓展處工程師潘仲華先生
項目研究顧問艾奕康有限公司(AECOM)項目經理何偉略先生
項目研究顧問艾奕康有限公司(AECOM)副項目經理李炳權先生
項目研究顧問艾奕康有限公司(AECOM)項目規劃師盧愛玲女士
元朗民政事務處聯絡主任主管(屏山)李德明先生
元朗民政事務處聯絡主任(屏山)周詩韻小姐

二、通過第十九屆村代表大會第四次會議記錄

通過第十九屆村代表大會第四次會議記錄，有關會議記錄已於較早前寄給各委員，未有收到通知提出修訂，與會者同意通過上述會議記錄。

三. 部門長官報告及闡釋有關事項

1. 土木工程拓展署、規劃署：洪水橋新發展區規劃及工程研究
(第二階段社區參與摘要(參閱文件)

規劃署周日昌先生表示，規劃署聯同土木工程拓展署正進行「洪水橋新發展區規劃及工程研究」，爲香港中長期提供土地作房屋和經濟發展。早在 2010 年 11 月開始作第一階段社區參與，收集了寶貴的意見後，連同規劃原則和基礎資料，爲洪水橋新發展區制訂了「初步發展大綱圖」。現向元朗屏山鄉鄉事委員會介紹有關研究的最新情況。他指出，署方已就建議的洪水橋新發展區制訂了「初步發展大綱圖」，並於 2013 年 7 月 15 月展開了爲期 3 個月的第二階段社區參與。爲此，他希望各位委議員可於 2013 年 10 月 15 日，即第二階段社區參與完結前，向署方遞交意見。他強調，現時於「初步發展大綱圖」內的建議只爲初步計劃而並非最終定案，如有需要，署方會考慮於下一階段作出更改。

顧問公司李炳權先生以一段爲時約十分鐘的短片，向委議員簡介「初步發展大綱圖」，並解釋了有關的設計理念及發展項目。及後李先生與盧愛玲女士利用幻燈片詳細介紹洪水橋新發展區各部分的規劃，以及交通配套安排和環保設施等相關課題。(有關短片內容制成一本小冊子，委員請到本鄉事會參閱)。李先生說在 1990 年「全港發展策略檢討」初次提出洪水橋在新界西北的發展潛力，政府在 1997 年作了一個「新界西北規劃及發展研究」選定洪水橋爲新發展區。在 2007 至 2008 年度的施政報告，洪水橋新發展納入爲十大基建之一。

他指出，現階段爲社區參與第二期，在第一期諮詢收集到不少意見，有助他們製訂初步發展大綱圖。在第一階段收集到的意見主要圍繞四個意見，(一)在新發展區的策略角色方面的主要意見，是充分利用現有和計劃中連接香港國際機場、新界西北和深圳的交通運輸網絡，並與屯門、元朗和天水圍新市鎮的周邊發展作出協調，及提供地方作房屋發展和創造就業機會。(二)在以人爲本社區的課題中，公眾希望新發展區可提供足夠的政府、機構或社區設施，臨街商舖和就業機會，締造一個和諧及自給自足的社區，避免規劃一個單調和公營房屋比例過高的住宅區，另外發展時要顧及與現有鄉村和周邊自然環境的融合及要保存歷史建築和具考古價值的地方。(三)在可持續發展方面，他表示收到的公眾意見主要是要求降低公

私營房屋的地積比率、在洪水橋提供鐵路服務、改善區內排污設施和排水系統、保留現有的鄉村環境和具生態價值的地方，同時提供緩衝帶以減少對生態敏感地方的影響。(四)在落實發展機制及補償和安置方面，公眾意見是新發展區應分階段實施，並適時提供有關的基礎設施。另外補償標準應予以檢討，因有意見認爲現有的賠償機制不太適合。

李先生續介紹洪水橋新發展區的遠景，他們希望可以爲香港建造一個可持續發展、以人爲本及均衡的生活和工作社區。新發展區不單是一個地區性的住宅及就業中心，而且是一個有助香港未來經濟發展及增長的區域中心。初步發展大綱圖人口爲二十一萬八千，可創造約十萬個就業機會，可供應的新住宅單位約有六萬個，公營房屋及私人房屋的比例分別爲 51%與 49%，現在因考慮到天水圍的情況，比例會爲 69%與 31%，地積比率爲 3.5-8。預計工程於 2019 年展開，首批入伙人口爲 2024 年，整個洪水橋項目發展完成年份爲 2034 年。在此他請項目規劃師盧愛玲女士詳細介紹規劃理念及有關事宜。

項目規劃師盧愛玲女士表示會簡單介紹規劃及設計框架，從影片及圖片中可看到，洪水橋新發展區主要會有兩個中心，一個定在擬建的西鐵洪水橋站，除了是市中心，亦是一個區域中心。另一個是現有的西鐵天水圍站，是一個次中心。另一個理念爲美化天水圍河畔，貫通南北。住宅主要在發展區的東面及北面，西面因最接近深港公路，會變爲工業區。新發展區會有很完善的休憩用地系統，包括有一個新的市鎮公園，爲配合有關用地，新發展區會有完善的行人道路及單車徑的系統。而在城市設計概念方面，新發展區會設置東西走向的觀景廊，道路都會較爲開通。他們把整個洪水橋新發展區分爲六個特色區域，每個區域都有其功能及特性。

李先生指出在交通設施的安排方面，會有一個新的西鐵洪水橋車站，利用兩個西鐵車站，提供主要的對外交通。他們在下一階段檢視會否有環保運輸系統適合該區，因爲新發展區有十萬個就業機會及二十一萬人口，他們會詳細研究交通運輸。在道路方面，他們會重新安排一些新的道路，其中一個建議是移除現有的天影路，這樣可與天水圍區有更緊密的聯繫，並可以改善天水圍河道兩旁住宅的噪音問題和空氣質素。他們在新發展區內會有新增的道路，令天水圍很易接通到西鐵洪水橋站。新發展區的主要道路網希望重型車輛可圍繞道路外面，而在港深公路下會有一條新的道路，令物流業的交通可直接駁到港深公路，連接其他公路。而新發展區的單車徑

及文物經會考慮貫通整個區域，更加方便市民及遊客到該區踩單車或觀賞文物。

他續指，在環境保育方面，因爲要考慮整個龐大發展，在能源效益設計方面，他們會作相應的評估，亦會考慮使用再生能源。而在深港公路下的濕地補償區會保留，新生新村的鷺鳥林亦會納入「綠化地帶」內，希望有關地方不會受到影響。他們在第二階段諮詢在 7 月開展，爲期三個月，公眾論壇已在 9 月 7 日舉行，希望各位議員可以給予他們更多的意見作爲參考，以修訂初步大綱圖。

曾樹和主席表示，就洪水橋新發展區規劃及工程研究範圍所涉及的土地(包括石埗村、洪屋村、橋頭圍及丹桂村)，希望有關鄉村的村代表提出意見，讓部門代表解答大家的問題，先請石埗村村代表提問，然後大家儘量表達意見。

林權村代表表示，政府先後在洪水橋石埗村附近興建公屋及兩個公園，已徵收村內大量土地，從「初步發展大綱圖」顯示該兩個公園面積很大，是否有此需要。但卻沒有將村內鄉村式發展用地擴大及放寬村界。政府強調以民爲本，卻沒有以原居民爲本。就該規劃涉及 20 條鄉村，有些鄉村會被滅村，鄉村爲農業社會，多以務農爲生，因政府發展徵收大量農地，已奪去村民生計。政府有否照顧村內農民的生計及村民住屋需求著想，所以石埗村一定會反對該發展規劃。除非政府放寬村界及釋放更多土地作鄉村式發展用地。

曾樹和主席表示，本鄉村代表一向對政府在鄉村地區發展及施政都表支持，但亦希望政府在地區發展的同時也要照顧鄉村小型屋宇發展的需要，現時鄉村人口不斷增加，原居民的子孫也缺乏土地建屋，而原居民如有一些土地也不可以申請公屋，所以政府對原居民的福利也有限制，除非政府可以放寬丁屋高度限制，可以興建六層或九層，就可以解決住屋問題，給予原居民小惠小利，才會贊同上述的規劃。

莫永堅執委表示，政府在 1987 年將沙江圍列入發展大綱圖，以改善沙江圍的交通配套及渠道設施，但至今仍未實現。就洪水橋發展計劃將會影響鄰近的鄉村發展用地、物流業及倉庫業等，該等工業及商業活動造就全港市民很多就業機會。就該項發展令到原居民的鄉村發展土地減少及失去就業機會，政府應如何去作出補償，如何去照顧大批失業人士及安置物流

業、倉庫商戶。

鄧同發村代表表示，政府早在廿多年前收去橋頭圍很多鄉村土地用作道路渠道，但政府沒有補回土地給村民，令現時無地建屋，而且土地被徵收但又不進行工程。橋頭圍週邊範圍將興建約 40 層高的住宅大廈，令到鄉村被圍封，造成屏風樓效應。本村不能接受鄉村被高樓大廈圍封，認爲規劃署在審批發展商申請有否考慮週邊的環境影響評估及空氣質素。

鄧錦興村代表表示，規劃署將洪屋村鄰近的綠化土地改作興建醫院用途，令本村(洪屋村及鄰村橋頭圍、石埗村)等鄉村 V-ZONE 土地越來越小，希望規劃署將現時的鄰舍休憩用地放寬爲 V-ZONE 土地給予村民建屋。

曾樹和主席表示，政府進行地區發展徵收鄰近鄉村的土地，令到鄉村用地越來越小，如果不放寬其他用地作爲鄉村發展用途，不久使鄉村土地面積會越來越小，再下一代甚至丁屋都不能興建，希望規劃署與拓展署研究鄉村土地用途的需求，能夠將一些綠化及休憩用地改變土地用途，撥出作鄉村式發展用地，才可平衡分配土地用途，村民亦會支持政府的地區發展。

楊志遠村代表表示，希望有關部門將屏山鄉屬下的鄉村綠化地帶規劃爲 V-ZONE 土地，令原居民有地興建丁屋，另外建議將某些的綠化地帶規劃作有價值的土地用途。支持政府興建公屋，但同時亦要顧及原居民興建小型屋宇的需要，希望政府能夠在兩方面作出平衡。

曾樹和主席表示，洪水橋新發展區的「初步發展大綱圖」的主要土地用途所涉及的鄉村之諮詢文件內遺漏沙江圍及丹桂村，請顧問公司更正有關文件。不論有否受該規劃影響的鄉村，也可表達意見。希望各位村代表或村民儘量提出意見，讓顧問公司收集各位意見作爲該發展規劃研究的數據及作出修訂。

石埗村村民表示，政府將在石埗村附近興建醫院設備只有一路之隔，由於醫院太接近民居，難免會傳播細菌及經常會發出救獲車聲浪，對鄰近鄉村村民日常生活造成滋擾，建議政府應選擇遠離民居的地方興建醫療設施較爲恰當。

麥炳祥村代表表示，村民對政府將於丹桂村興建公共房屋感到擔心和憂慮，因他們數代在村內居住數十年，屬低密度平房，習慣鄉村的居住環境

及鄰里的關係，對丹桂村有一份歸屬感。若一旦受到遷拆，希望政府有合理的賠償及安置，作爲丹桂村村代表一定要爲村民爭取合理的訴求。

鄧志強特別議員表示，本人爲坑尾村村代表，若政府在屏山祠堂屬風水線範圍內興建高樓大廈影響風水，我等鄉村一定會強烈反對。

鄧志學村代表表示，建議政府將已徵收村民的土地，可以以地換地(例如凍結的綠化土地)，可以改變土地用途，最好能夠放寬丁屋高度限制，可以增加樓層數目。另外，政府有否必要規劃公園的面積範圍太廣，應該將公園沿河邊一帶建造，可以節省土地用途，將規劃公園的土地撥作鄉村發展用地，因現時鄉村土地嚴重不足，導致村民無地興建小型居宇居住。

曾樹和主席表示，大家可以放心，本會會向有關部門反映意見，作爲鄉委會主席會責無旁貸協助受遷拆影响的村民爭取合理補償及安置上樓。請有關部門作出回應。

周日昌先生回應，理解各委員對洪水橋新發展區規劃的關注和訴求，特別關於影響鄉村環境、興建丁屋發展、村界及風水等問題。並重申該項發展沒有影響區內約 20 條原鄉村的現有村界，至於考慮放寬村界問題，會向有關部門反映，作出研究及平衡各方的土地發展的需求。而在這份「初步發展大綱圖」中，丹桂村是不會受到洪水橋發展的影響，附近有少量地方會視乎實際環境，只會作出改善及配合附近的鄉村環境、道路及景觀設施。所以希望大家儘量提出多些意見，顧問公司會因應大家的意見及建議作出詳細考慮，並會平衡各方的意見作出修訂。

鄧慶業議員表示，欣賞曾主席對諮詢會議的處事態度及盡責的表現，希望透過本會收集意見作出修訂。當政府進行地區規劃發展，這些土地主要來自鄉村(包括農地、綠化地帶及鄉村發展用地)，當政府將鄉村土地作規劃，鄉村土地自然相對地減少及流失。所以只要政府在發展範圍釋出小部分的土地予鄉村發展，就可達到事半功倍，可以令該發展規劃儘早展開。此外，只有增加一個洪水橋西鐵站是不足夠應付日後的交通流量，應要再加多一個站。

張木林議員表示，今日規劃署及拓展署就有關發展向大家諮詢，目的是聽取大家意見。認爲政府在地區規劃配套上應要考慮村民意見的元素及放寬村界及鄉村土地持續發展用途，否則這個諮詢都是徒然。從規劃發展大綱

圖看，該項發展涉及廈村鄉、厚山鄉共約 20 多條鄉村，他們對其村的訴求都是一樣，規劃署有否尊重村民的訴求，及有否預計日後的交通配套設施，例如：水患問題、道路網絡及通往新界北環線的鐵路網絡的配套是否完善及可疏導該一帶的交通流量。若上述設施未完善，將對鄰近鄉村的民生造成重大影響。希望規劃署將上述問題列入研究範圍內，爲將來建設一個美好的環境設施。另外，將來增加人口爲肆萬人，質疑顧問公司提及就業人數約有十萬的數據是否正確。

周日昌先生表示，有關提及新北環線有一個鐵路站貫通錦上路至古洞，而洪水橋的新發展會增加一個西鐵洪水橋站，可以疏導該一帶的交通流量。至於渠務、水浸及就業問題交顧問公司回應。

李炳權先生表示，有關提供十萬個就業機會包括鄰近的商業區、酒店及物流業等。洪水橋新發展區人口由現時約 4 萬 3 千人，增長至總人口約爲 21 萬 8 千人。就大家提出的問題會作爲顧問研究的重要數據，包括放寬村界、土地發展、渠務及交通等，我們亦會研究村內周邊的發展，美化鄉村環境，以配合新發展區的優美環境。

曾樹和主席表示，有關洪水橋新發展區規劃及工程研究定於九月七日(星期六)下午二時至五時在元朗劇院舉行全民諮詢會，可能有一些言論出位的外來政治組織份子出席，爲免影響會場運作，建議不應接受外來人士參與，只限屬元朗地區人士出席才夠代表性。另外該發展範圍圖有涉及沙江圍，但卻遺漏沙江圍村。

周日昌先生表示，元朗劇院可容納 800 人，會小心研究出席的人士，每位出席者需預先登記報名，額滿即止。多謝主席提醒有關該諮詢大綱圖內確實遺漏沙江圍村，稍後會加上。大家今天所提出的有關意見和建議，我們會儘量作出研究可行方案，作爲顧問公司制定方案的數據。

與會者無任意見提出，土木工程拓展署、規劃署及顧問公司等代表先行離席。

2. 元朗民政處：跟進有關事項
   註：已於剛才執行委員會匯報村務事項

土木工程拓展署及規劃署居民諮詢大會
會議紀錄

日期： 2013 年 8 月 31 日
時間： 晚上八時至九時半
地點： 洪水橋寶覺分校先
出席官員： 規劃署總城市規劃師(署理) 周日昌生
規劃署高級城市規劃師 李鑫生先生
土木工程拓展署高級工程師 陳卓榮先生
艾奕康顧問有限公司項目經理 何偉略先生
副項目經理 李炳權先生
項目規劃師 盧愛玲女士

主持： 張先生及何先生
丹桂村及和平新村村民出席人數： 180 人

一) 當日居民諮詢會程序：

1. 介紹咨詢會流程
2. 關注組員代表村民致送錦旗給規劃署及土木工程拓展署
3. 關注組發問時間
4. 兩署介紹第二階段規劃發展進度及影響
5. 台下居民發問時間
6. 總結

二) 會議內容：

1. 主持表示是次諮詢會跟第一階段咨詢會相同，關注組在第二階段繼續明確表達「不遷不拆」的立場，關注組強調會一直監察事件及表達村民訴求直至第三階段政府公佈為止。

2. 關注組代表向兩署致送「順聽民意，不遷不拆」錦旗，由規劃署總城市規劃師署理周日昌先生及土木工程拓展署高級工程師陳卓榮先生接收。

3. 第一條：關注組詢問在「初步發展大綱圖」中，和平新村附近防洪渠旁表示會作河道優化的綠色部份會否因發展而影響現時居住在該地區的村民?

   回應：陳卓榮先生表示改善綠化環境只會涉及政府土地，現有私人土地上的建築將會保留。除非居民有意見要求提昇附近綠化

區、擴大鄉舍休憩用地或擴闊現有道路，否則政府不會徵收任何土地或清拆現有建築，從而進行有關工程。

第二條：附件中近丹桂村崇德書院後面規劃為政府用地的位置，會否因發展而影響現時住在該地區的居民。

回應：陳卓榮先生表示該處土地用途是現行分區計劃大綱圖中的規劃土地用途，但暫時並沒有具體發展計劃，因此不會影響現時居住中的居民。若有具體發展或需要更改土地用途，會先與受影響的居民作諮詢，達成共識後才會發展。

第三條：就兩署建議保留丹桂村、和平新村，有關的規劃建議是否已提交城規會審批？若城規會不同意保留我們兩條鄉村，請問兩署會如何處理？

回應：規劃發展亦要進行可行性研究，而城規會都會考慮可行性，城規會不會直接作出規劃，只作審批。若城規會持不同意見，兩署會再作深入研究。陳卓榮先生表示城市規劃一般會依據有關的環境評估、污水等顧問報告而作出建議。我們已向城規會就洪水橋新發展區「初步發展大綱圖」作出諮詢，該會並沒有就有關規劃提出反對。

4. 顧問公司播放發展規劃洪水橋的影片

5. 台下居民發問問題。還是針對和平新村近防洪渠會否因規劃公園或單車徑等公眾設施，而清拆他們現時居住的地方。兩署回覆跟關注組的第一條問題相同，重申優化及改善工作只會在現有政府土地上進行，不會因發展而影響現時的居民。

6. 總結。最近政府熱播家是香港的主題曲，其中兩句好有意思的歌詞，「躍於鬧市海港，愛在舊城窄巷。」和平新村及丹桂村有值得保留的建築，如香港製造的醬油廠，工藝寶庫的陶瓷廠，及富有民間色彩的廟宇等等。保留兩村則同時保留以上的建築，繼續保留歷史及香港越來越少的特色。

會議記錄於 2013 年 10 月 22 日獲通過，無需修訂。

元朗區議會二零一三年度第四次會議記錄

日　期：二零一三年九月三日(星期二)

時　間：上午九時三十分至下午一時五十五分

地　點：元朗橋樂坊二號元朗政府合署十三樓元朗區議會會議廳

出席者		出席時間	離席時間
主　席：	梁志祥議員, BBS, MH, JP	(會議開始)	(會議結束)
副主席：	王威信議員	(會議開始)	(下午 1:15)
議　員：	湛家雄議員, BBS, MH, JP	(會議開始)	(會議結束)
	陳美蓮議員	(會議開始)	(會議結束)
	陳思靜議員	(會議開始)	(會議結束)
	張木林議員	(會議開始)	(會議結束)
	程振明議員	(會議開始)	(會議結束)
	趙秀嫻議員	(會議開始)	(會議結束)
	莊健成議員	(會議開始)	(會議結束)
	周永勤議員	(會議開始)	(會議結束)
	徐君紹議員	(會議開始)	(會議結束)
	郭慶平議員	(會議開始)	(上午 11:30)
	郭　強議員, MH	(會議開始)	(會議結束)
	鄺俊宇議員	(會議開始)	(下午 1:30)
	黎偉雄議員	(會議開始)	(會議結束)
	劉桂容議員	(會議開始)	(會議結束)
	李月民議員, MH	(會議開始)	(會議結束)
	梁福元議員	(會議開始)	(下午 12:30)
	呂　堅議員	(會議開始)	(會議結束)
	陸頌雄議員	(會議開始)	(會議結束)
	麥業成議員	(會議開始)	(會議結束)
	文志雙議員	(會議開始)	(下午 12:30)
	文光明議員	(會議開始)	(會議結束)
	沈豪傑議員	(上午 10:05)	(會議結束)
	蕭浪鳴議員	(會議開始)	(會議結束)
	戴耀華議員, MH, JP	(會議開始)	(會議結束)
	鄧焯謙議員	(會議開始)	(上午 10:40)
	鄧卓然議員	(上午 9:55)	(會議結束)

鄧慶業議員	(會議開始)	(會議結束)
鄧賀年議員	(會議開始)	(會議結束)
鄧家良議員	(會議開始)	(會議結束)
鄧貴有議員	(會議開始)	(會議結束)
鄧廣成議員, MH	(會議開始)	(會議結束)
鄧勵東議員	(上午 9:50)	(會議結束)
曾憲強議員, MH	(會議開始)	(下午 1:30)
曾樹和議員	(會議開始)	(會議結束)
黃卓健議員	(會議開始)	(會議結束)
黃煒鈴議員	(會議開始)	(會議結束)
黃偉賢議員	(會議開始)	(會議結束)
邱帶娣議員, BBS, MH	(會議開始)	(會議結束)
姚國威議員	(會議開始)	(會議結束)
袁敏兒議員	(會議開始)	(會議結束)

秘　　書：歐陽文堅先生	元朗民政事務處高級行政主任(區議會)
助理秘書：林家馨小姐	元朗民政事務處一級行政主任(區議會)

列席者

麥震宇先生, JP	元朗民政事務專員
黃智華先生	元朗民政事務助理專員
鄭少玫女士	元朗民政事務處高級聯絡主任(市區)
蕭夢蜚女士	元朗民政事務處高級聯絡主任(鄉郊)
葉永祥先生	土木工程拓展署總工程師/新界 1(新界西及北)
余羅少文女士	教育局總學校發展主任(元朗)
陳吉爾先生	食物環境衛生署衛生總督察 1
鄧炳強先生	香港警務處元朗警區指揮官
陳樂榮先生	香港警務處元朗警區副指揮官
周毅剛先生	香港警務處元朗警區警民關係主任
郭煒昌先生	房屋署元朗區高級房屋事務經理
趙莉莉女士	地政總署署理地政專員(元朗地政處)
莫慧詩女士	地政總署署理行政助理/地政(元朗地政處)
張惠英女士	康樂及文化事務署元朗區康樂事務經理
劉榮想先生	規劃署屯門及元朗規劃專員
林偉葉女士	社會福利署元朗區福利專員
梁佩賢女士	運輸署總運輸主任/新界西北

議程第二項

姚子樑先生	東華三院社會服務總主任
王鳳儀女士	東華三院社會服務主任(青少年及家庭服務)
張焯琳女士	東華三院天秀墟主任
顏菁菁女士	東華三院計劃協調主任(家庭及青年輔導)
方英傑先生	東華三院助理策劃主任(青少年及家庭)

議程第三項

周日昌先生	規劃署總城市規劃師/規劃研究
李鑫生先生	規劃署高級城市規劃師/規劃研究 4
黃可怡女士	規劃署城市規劃師/規劃研究 2
歐展鵬先生	規劃署城市規劃師/規劃研究 7
陳凱恩女士	規劃署城市規劃師/規劃研究 8
陳卓榮先生	土木工程拓展署高級工程師/5 (新界西及北)
潘仲華先生	土木工程拓展署工程師/6 (新界西及北)
何偉略先生	艾奕康顧問有限公司項目經理
李炳權先生	艾奕康顧問有限公司副項目經理
盧愛玲女士	艾奕康顧問有限公司項目規劃師

議程第五項

鍾錦聰先生	元朗民政事務處聯絡主任(市區二)1

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歡迎詞

主席歡迎各位議員及部門代表出席元朗區議會二零一三年度第四次會議，並歡迎首次出席會議的新任社會福利署元朗區福利專員林偉葉女士，接任已退休的符俊雄先生、食物環境衞生署衞生總督察 1 陳吉爾先生，暫代正休假的石如東先生、房屋署元朗區高級房屋事務經理郭煒昌先生，暫代今天未能出席的李揚道先生，以及香港警務處元朗警區副指揮官陳樂榮高級警司出席是次會議。

2. 主席請議員參閱席上提交的文件，內容關於元朗街坊十年例醮勝會的工作進展，該份文件將於議程第八項「其他事項」中處理。

第三項：「洪水橋新發展區規劃及工程研究」初步發展大綱圖及第二階段社區參與
(區議會文件 2013／第 55 號)

56． 主席請議員參閱第 55 號文件，內容關於規劃署聯同土木工程拓展署就建議的洪水橋新發展區規劃而制訂的「初步發展大綱圖」(大綱圖)。

57． 主席歡迎下列人士出席是次會議，與各位議員會面：

規劃署

總城市規劃師/規劃研究	周日昌先生
高級城市規劃師/規劃研究 4	李鑫生先生
城市規劃師/規劃研究 2	黃可怡女士
城市規劃師/規劃研究 7	歐展鵬先生
城市規劃師/規劃研究 8	陳凱恩女士

土木工程拓展署

高級工程師/5 (新界西及北)	陳卓榮先生
工程師/6 (新界西及北)	潘仲華先生

艾奕康顧問有限公司

項目經理	何偉略先生
副項目經理	李炳權先生
項目規劃師	盧愛玲女士

58． 主席請議員參閱第 55 號文件。文件的目的是徵詢議員對上述大綱圖的意見，並由規劃署，土木工程拓展署及艾奕康顧問有限公司的代表介紹。

59． 湛家雄議員, BBS, MH, JP 指出洪水橋新市鎮應以「香港西北門廊」為規劃主題，並讚賞新發展計劃善用新界西北現時的經貿發展、物流業服務及與內地緊密接連等優勢，以及環繞著交通樞紐來發展中心區的構思。他亦支持於新發展區內採用環保交通模式，及建議將新發展區與天水圍相融合。他提出新發展區內的道路需有足夠的綠化空間及約至少 20 呎寬的行人路及優美的街道設計。此外，他贊成取消天影路，認為可解決現時天影路帶來的噪音問題及將新發展區與天水圍在設計上融合，並支持將該地區發展成河畔長廊，以改善居住環境及增加商業機會。另一方面，他支持新發展區作平衡發

展並提供就業機會，但基於發展區將與天水圍融合，認為上述新發展區內只提供約 10 萬個就業機會並不足夠，他建議署方考慮加強中心區的規劃及發展，興建更多酒店及辦公大樓等以增加就業機會至 15 萬個，藉以緩解長途跋涉跨區工作的問題。另外，他認為文件中建議的高地積比率加上高度限制容易導致新發展區的空間太擠迫及出現「屏風樓」的情況，他指出項目內各小區的發展密度過高，他反對河畔區的地積比率 5.5 至 6.5 倍，認為相鄰天水圍嘉湖山莊的地積比率只是 3 倍，所以有關河畔區的地積比率應為 3 倍或以下而高度則為 30 層以下；灣景區的地積比率亦過高，應由 3.5 至 6 倍下調至 2-3 倍而高度則為 10 至 20 層。此外，商業及住宅綜合區之 5 至 8 倍地積比率亦過高，目前只有市區個別地方才按 8 倍地積比率發展，元朗市區及 YOHO 亦只是按 5 倍地積比率發展，但經已做成「屏風樓」效應及樓宇密度過高，所以上述區域應以 5 至 6 倍為合適，而區內亦應增加商業及酒店面積，減少住宅數目，使市中心能發展成一個綜合商貿就業區。另一方面，他支持建議的資訊科技及資訊業、檢測和認證行業的規劃用地。就擬議的醫院用地方面，他認為與現時興建中的天水圍醫院的地點接近，擔心土地用途有所重覆，他建議署方考慮於擬議用地發展專科門診或康復醫院等，以便與天水圍醫院互相配合。

60． 張木林議員支持就大綱圖進行諮詢。他反映有部分住在新發展區內的村屋住戶擔心將會被新建樓宇包圍，形成「屏風樓」效應，及有部分受影響的住戶及業權人不滿署方未有就新發展計劃充份諮詢他們，故他要求署方在規劃時應避免引致「屏風樓」的情況及在落實規劃設計前與受影響的住戶及業權人溝通。他亦表示在新發展區內有不少歷史文物，希望署方在規劃時盡可能配合區內的文物保育及旅遊發展。此外，他指出過往的地區發展使部分周邊鄉村，例如大橋村及馬田村變成低窪地區，在雨季時常有水浸問題，促請署方注意。

61． 周永勤議員認同新發展計劃能提供區內就業機會，並建議藉廈村鄉接近西部通道的地利之便，大力發展該區現時已有的物流業，及因應現時香港的檢測服務獲國際認可的優勢，於西部通道口岸附近設立檢測中心，讓國內的貨物於香港轉口時進行檢測。他指出發展區內以及鄰近地區的交通配套對能否達到同區就業的預期成效十分重要，促請政府提供足夠的交通配套，應付區內未來的發展；而天水圍醫院即將落成，他希望新發展區內有設施可以配合醫院的運作。此外，他反映有市民擔心天瑞邨對面即將興建的樓宇會引致「屏風樓」效應，要求署方提供更多資料以了解規劃情況。

62． 梁福元議員建議署方研究於新發展區建設集體運輸系統及加強區內就業，以配合西部通道及周邊地區未來的發展。為了提升競爭力，他建議將高科技引入區內的物流行業。此外，他認為建議的公私營房屋比例大致恰當。

63． 陸頌雄議員查詢受發展計劃影響的住戶數目及鄉村名稱以及署方如何估計新發展計劃可以為區內帶來約十萬個就業機會，並要求區內交通規劃的進一步資料，例如諮詢文件中提及的「環保運輸接駁系統」的詳情。此外，他建議利用新發展區鄰近內地的地利優勢，於口岸附近建立大型的商業城及酒店等，以吸引國內遊客到港。另一方面，他擔心計劃建議取消天影路會為該區的交通帶來壓力，要求署方設法解決取消天影路所引致的交通問題。

64． 麥業成議員查詢發展計劃所涉及的詳細遷拆安排，並認為署方應聽取受影響人士的意見及賠償居民損失。他詢問發展計劃預算可為區內帶來的十萬個就業機會有否包括現時已於洪水橋工作的人口，並指出發展計劃如缺少商業區，將難以發展區內就業。就署方計劃搬遷現時位於流浮山一帶的工業及物流業，他要求政府為受影響的人士提供搬遷的支援及配套。另外，他指出新發展區預計有二十多萬人口，但區內的主要道路只連接到個別現有幹道例如港深西部公路，亦只有一個污水處理廠，查詢加強交通配套及排污接駁的詳細安排。

65． 鄧慶業議員認為發展計劃的成本高，卻未必能使鄰近的鄉郊及天水圍居民受惠，亦擔心發展計劃會為元朗區整體帶來經濟或民生問題，例如若新發展區的人口到元朗市中心購物將會推高元朗租金水平及令人車擠迫的情況惡化。他建議政府於新發展區內興建商場，為發展區及天水圍區居民提供更多購物選擇。另外，他擔心新建的樓宇會造成「屏風樓」效應，要求署方先聆聽受影響人士的意見，並提供發展計劃的模型以作參考。

66． 鄧家良議員表示身為當區區議員，認為發展計劃沒有充份顧及工商業的發展，依靠新建的小商場、餐廳及酒店等並不足以創造十萬個就業機會。另外，他表示流浮山一帶具有商業價值，對發展計劃未有強化該區的商業活動反而把鄰近地區劃為休憩及教育用途表示不滿，並建議考慮擴闊流浮山路。

67． 鄧廣成議員，MH 表示新發展區毗鄰天水圍，期望新興建的設施可兼顧天水圍區的需求。他認為天影路乃天水圍北來往市區的主要公路，取消天影路將對天水圍北居民造成負面的影響，故反對有關建議。他認為如果必須取消天影路，署方應提出補償措施以確保天水圍北的居民不會因有關交通改道而付出更多時間往返市區。此外，他查詢發展區內的學校數目及學額是否因應屯門及元朗區的需求而制訂，指出如果只根據新發展區的需要而訂立學額，將來可能會因兩區整體學額供過於求而需要進行「殺校」。

68． 鄧勵東議員表示發展計劃涉及不少廈村鄉的土地，不滿發展計劃沒有充份考慮廈村鄉的文化、經濟發展、露天倉地工業，以及風水線等因素，亦應該增加鄉村式發展用地及減少休憩及綠化地帶。他表示早前署方在諮詢廈村鄉鄉事委員會時已遇到不少反對意見，故認為署方應尊重廈村鄉鄉事委員會的意見，並在獲得鄉事委員會的支持後才提交元朗區議會討論。

69． 曾憲強議員，MH 認為發展計劃涉及整個元朗區，有關建議無助解決元朗區現時的交通問題，建議署方應更宏觀地檢視整個區域的需要，包括現時西鐵及道路網的使用量已接近飽和，若加上新發展區的人口及車輛，擔心現有的交通配套將難以負荷。另外，他認為政府在推展發展計劃之前應先與廈村鄉及屏山鄉鄉事委員會達成共識。

70． 曾樹和議員表示發展計劃所涉及的土地不少位於屏山鄉，要求署方先就發展計劃詳細諮詢受影響的鄉村及所屬的鄉事委員會。

71． 黃卓健議員表示新發展區的人口估計有二十萬，估計需要約八百個街市檔位以維持合理物價水平，否則會出現天水圍區物價高昂的情況，希望署方在規劃時正視上述問題。另外，他表示新發展區內將有不少年輕人居住，若欠缺有關政府部門的支援或會出現青少年的黑幫及毒品等問題。另一方面，他指出現時的輕鐵服務已接近飽和，加上署方計劃取消天影路，故促請署方考慮開闢新道路接連天水圍北區至元朗市中心或屯門市中心，或提出其他方案，以紓緩天水圍區的交通壓力。

72． 黃偉賢議員建議署方考慮在新發展區鼓勵單幢大廈及街舖發展模式，減少興建大型屋苑式商場，一方面可以減少收回土地及拆遷已有的地區設施及居所，另一方面以街舖吸引人流，推動本土經濟。

73． 姚國威議員表示大綱圖顯示新發展區內的道路迂迴，擔心對道路使用者造成不便，期望署方再詳細研究。就取消天影路方面，他表示現時天水圍北居民主要靠接駁巴士號線 K76 經天影路來往西鐵天水圍站，查詢署方能否確保取消天影路後來往天水圍北及西鐵站的交通不受影響。另外，他指出新發展區東部人口集中之處較接近西鐵天水圍站，但現時該站的使用量已接近飽和，擔心不能應付將來的需求，促請署方解釋未來的交通配套，並提供建議的「環保運輸接駁系統」的詳細資料。此外，他指出若禁止貨櫃車進入新發展區，會對區內不少從事物流行業的居民造成不便，然而如容許貨櫃車進入，卻可能引致貨櫃車隨處停泊等問題，故他促請署方在規劃上多加考慮，盡量便利區內居民。

74． 陳美蓮議員表示現時元朗市及天水圍區的公共設施及服務使用量已接近飽和，查詢署方是否落實在新發展區內興建醫院。她擔心如只有興建中的天水圍醫院提供服務，將無法滿足天水圍及新發展區的整體需求。此外，她表示天影路是天水圍北接連元朗公路來往市區最快捷的道路，擔心取消天影路後車輛需駛經天水圍南，一方面對天水圍南的交通造成壓力，另一方面直接影響天水圍北居民來往市區，故促請署方慎重考慮相關的安排及配套。

75． 鄧賀年議員指出不少現存鄉村房屋將位於新建樓宇旁，擔心會對鄉村房屋造成「屏風樓」效應，以及因有關鄉村地勢變得相對為低而容易出現水浸。此外，他認為現建議難以創造十萬個就業職位。他要求署方先詳細諮詢各地方持分者，然後再慎重考慮計劃的詳情。

76． 鄧卓然議員表示元朗區很多規劃均涉及鄉郊土地，署方在公布計劃時，只表示會預留部分土地予鄉郊發展，卻沒有說明該些土地的實際用途，令外界誤會原居民可從發展中獲得土地興建丁屋，故他要求署方清楚交待預留土地的範圍及用途，例如是否用作發展濕地等。

77． 文志雙議員不滿署方在未獲得受影響地區所屬的鄉事委員會同意便將發展計劃提交元朗區議會討論，認為署方應派員實地視察受影響的地區，並與受影響人士商討計劃的實際影響。他認為署方應先解決就業問題，指出部分現時於受影響地區工作的人士可能因發展而失業，希望署方應為該些人士提供援助。

78． 呂堅議員支持發展洪水橋，但認為洪水橋位處深圳前海及香港機場之間，署方應善用此地利優勢並配合香港的經濟發展，而非只著眼於興建住宅。此外，他認為現時只預留兩幅土地作發展商業、酒店及辦公室用途並不足夠。他指出現時新界東北的發展密度最高為6，西九龍地區則為5.5至6，故現時建議洪水橋發展密度最高定為 8 屬於過高。他指出洪水橋有不少傳統鄉村，計劃中很多鄉村被綠化用地所圍繞，有關安排會限制傳統鄉村的持續發展。至於現時區內有190公頃土地用作港口貨運的後勤及貨倉用地，發展計劃將影響這些行業的從業員，故署方應考慮如何搬遷有關設施，讓從業員的生計免受影響。另外，他關注新發展區要有足夠的交通配套，便利市民往返新設的商業及工業區。

79． 郭強議員, MH 支持新發展計劃，認為計劃能顧及商業發展及區內就業。他亦贊成取消天影路，因為多年來一直要求在天影路興建隔音屏障但不果，取消該路有助解決噪音問題；透過現有的其他道路及建議的擴建工程應可解決因取消天影路所帶來的交通調動；他要求署方如不取消天影路，亦應透過是次規劃於天影路興建隔音屏。另外，他不擔心現有的交通服務不能支援新發展區的人口，如有需要，可考慮要求西鐵加車卡及加密班次等。此外，他認為署方應全面檢討現有的補償政策，給予受影響人士較優惠及合理的補償，由於香港地少人多，覓地原村安置可能不太適合現今發展所需。

80． 陳思靜議員反對於洪水橋新發展區北部興建大量住宅，擔心類似現時天水圍的情況交通配套不足令發展區北部居民需付出過長時間在交通之上。他建議將物流區搬遷到北面，而南面則用作住宅區以緩解問題。他亦認為發展區的地積比率需降低，並查詢河邊與住屋之間的緩衝區的面積。此外，他表示現時青山公路及西鐵流量已漸見飽和，擔心新發展區的人口會令交通問題惡化，查詢署方有否措施例如擴闊青山公路以改善問題。

81． 副主席表示田廈路北段近新屋村一帶被劃作地區休憩用地，查詢田廈路向北行是否可連接屏廈路，以及署方會否考慮將田廈路與發展區西部的新道路接通，以便發展區中、東部車輛更快捷地到達西鐵洪水橋站。他促請署方因應不同議員提出的意見考慮新發展區是否適合以輕鐵作為主要的交通工具。此外，他引述署方預計將有不少年輕人士居於新發展區，但大綱圖似乎沒有預留土地興建運動場館等，他促請署方審視發展區的土地用途，並考慮加入適當的康樂設施。

82． 文光明議員建議署方擴闊發展計劃的範圍以包括流浮山沿海一帶，並利用該處現有的優勢發展成為海鮮漁村及旅遊區。此外，他建議將物流業活動搬到新發展區的北面。

83． 主席表示，首輪發言完畢後，由於發展計劃直接影響廈村鄉及屏山鄉，故再邀請廈村鄉及屏山鄉鄉事委員會主席發言。

84． 身兼廈村鄉鄉事委員會主席的鄧勵東議員要求署方先回應地區的反對聲音及就收地和賠償等作詳細交代，並在取得廈村鄉鄉事委員會的同意後才再提交區議會討論。

85． 身兼屏山鄉鄉事委員會主席的曾樹和議員要求署方先與地區持分者及受影響的居民就賠償問題達成協議，才將發展計劃提交區議會討論。

86． 周日昌先生綜合回應如下：

(1) 感謝各議員就發展計劃提出的意見，署方會再詳細研究各項意見；

(2) 理解各議員對城市設計、規劃用途及就業機會等較關心，並表示大綱圖中劃為「其他指定用途」的土地主要用作就業用途，例如署方已預留62公頃土地用作發展物流業，此外亦預留10公頃土地發展有優勢的資訊科技及電訊業，測試和認證設施及商貿用途，其他商業的發展例如酒店，辦公室及零售等亦預留有土地；至於醫院及大型運動場等設施，署方初步考慮前者的選址

為發展區的中部鄰近西鐵天水圍站及後者的選址為發展區的南部近建議的西鐵洪水橋站；

(3) 有關「屏風樓」方面，署方會進行詳細研究，他重申現時提交的大綱圖只是初步的規劃，發展區內的綠化及道路的設計等會配合通風要求並在下一階段的發展設計藍圖中顯示出來；

(4) 就交通安排方面，他認同天水圍與新發展的洪水橋將成為連成一片的新市鎮，各種設施可以互補。洪水橋發展區的區內交通網絡需要作出相應的改善以提升容量容納未來的交通及配合新發展區的新增人口。主要道路包括興建一條位於現時港深西部公路下的主幹道及其他主要地區幹道，連接港深西部公路及元朗公路，於洪水橋發展區外圍形成便捷交通網，而其他新?地區幹道可以連接發展區內的不同小區，此規劃的好處在於不會有大路貫穿天水圍及洪水橋的住宅區內，可減低對區內居民的騷擾及提供更快捷的交通，有利於區內環境及城市規劃及設計；

(5) 就有議員反對取消天影路方面，他解釋洪水橋發展區的交通與天水圍區一併考慮，鑑於主要道路網絡是在洪水橋新發展區的外圍，而天影路將來不會是區內的主要交通道路，為免吸引路過交通橫過新發展區，故有取消天影路的建議。雖然，現時經由天影路進入天水圍西北及流浮山的駕駛者將會稍為受到影響，但是新發展區建議的新道路網絡將提供充足的替代路線供受影響的駕駛者往返目的地。天影路移除後，將減少附近民居所受的噪音和空氣質素問題。而其它現有或新建道路均會附合法例的噪音和空氣質素標準；

(6) 他表示署方已就推行計劃的方法進行技術評估，以確保計劃周邊例如廈村鄉及屏山鄉的房屋不會受新發展而遭受例如水浸的問題，此外，大綱圖亦預留了 160 公頃的土地作為鄉村式發展之用；及

(7) 他表示計劃的諮詢期將於十月中完結，歡迎各議員及受影響的居民等就發展計劃向署方提供意見。

87. 陳卓榮先生綜合回應如下：

(1) 理解議員反映西鐵擠迫，表示署方曾與鐵路公司聯絡並商討加密服務的可行性，鐵路公司表示有關安排需視乎將來的乘客需求而定，而顧問公司亦曾評估西鐵的服務，認為西鐵有能力容納新發展區預計的新增人口，署方會再與鐵路公司商討有關增加班次及列車數目的安排；

(2) 就有議員擔心新發展計劃會導致鄉村低窪地區水浸，他表示顧問公司曾進行平整地台及排水影響評估，署方會採取措施防止上述問題發生，包括在部分鄰近發展區的鄉村地帶設立地下蓄水池，以及鋪設新的去水及排污渠，以改善整個洪水橋的排水系統。此外，渠務署亦會為新圍污水處理廠增添新的設施，加強污水處理能力，以應付未來需要；及

(3) 第一期工程預計於二零一九年進行，期間署方會繼續諮詢各界人士及持分者。

88. 何偉略先生綜合回應如下：

(1) 他表示十萬個就業機會中，有約四萬個來自新發展區內的物流中心及驗證服務，其餘六萬個分散在區內的酒店、商業活動、政府設施、醫院及學校等；及

(2) 顧問公司曾就發展區內的交通安排進行評估，並計劃興建道路及其他環保交通工具，將洪水橋市中心連接至天水圍及物流中心，方便居民於區內就業。

89. 主席表示洪水橋發展計劃對元朗區影響深遠，各議員因而對計劃表示關注，他亦促請署方考慮以下各點：

(1) 元朗是傳統鄉村地方，署方在規劃時，務必顧及傳統文化及歷史，新發展計劃雖然沒有直接涉及大部份鄉村，但會影響鄉村文化的可持續發展機會；

(2) 發展計劃沒有充份考慮區內的配套設施，例如天水圍區的中小學約有五十間，但洪水橋預計只有十多間，而且未有詳細規劃

區內的教育發展及學校間的連繫；及

(3) 雖然發展區內有道路連接兩條高速公路，但區內交通的規劃未具詳情，促請署方研究由南至北所需的交通時間及道路安排取消天影路對行經鄉村的屏廈路所帶來的壓力和建設地下道路的可行性，以及如何解決潛在的區內及對外交通流量增長問題等。

90． 湛家雄議員, BBS, MH, JP 表示是項發展計劃規模龐大及影響深遠，建議日後可於元朗區議會或城鄉規劃及發展委員會繼續跟進討論，他表示署方應提供更多資料如電腦模擬相片、各項發展設計透視圖及立體模型等，讓議員對發展計劃有更深的了解。

91． 鄧慶業議員認為署方除了諮詢屏山鄉及廈村鄉鄉事委員會外，亦應與受發展計劃影響的村民商討收地及賠償，以免將來發生紛爭。此外，他提議署方提供整體的發展模型包括道路的安排供區議會參考。

92． 周日昌先生表示署方已開始跟受影響的村民聯絡，並會繼續與相關的鄉事委員會保持溝通，以爭取支持。

93． 主席總結，期望署方在規劃洪水橋時顧及可持續發展的原則，並促請署方就計劃的各項細節爭取當區議員，屏山鄉及廈村鄉鄉事委員會的支持。他表示是次討論的目的在於聽取各議員就發展計劃的意見，並沒有對發展計劃達成任何結論，他亦呼籲各位議員出席於九月七日舉行的公眾諮詢會，發表意見。主席應曾樹和議員提出的建議，促請署方在聯絡受影響的村民時，亦一併通知相關的鄉事委員會主席，以便提供協助。

屯門區議會第十二次會議
會議記錄

日期：2013 年 9 月 3 日(星期二)
時間：上午 9 時 31 分
地點：屯門區議會會議室

出席者：	出席時間	離席時間
劉皇發議員，GBM，GBS，JP (主席)	上午 9:30	會議結束
梁健文先生，BBS，MH (副主席)	上午 9:30	會議結束
蘇炤成先生	上午 9:30	會議結束
嚴天生先生	上午 9:30	會議結束
古漢強先生	上午 9:32	會議結束
陳雲生先生，MH，JP	上午 9:30	會議結束
陶錫源先生，MH	上午 9:37	下午 02:30
朱耀華先生	上午 9:30	會議結束
江鳳儀女士	上午 9:30	下午 12:08
吳觀鴻先生	上午 9:30	下午 12:08
陳有海先生，MH，JP	上午 9:30	下午 12:08
陳樹英女士	上午 9:30	會議結束
黃麗嫦女士	上午 9:30	下午 15:17
歐志遠先生	上午 9:48	會議結束
蘇愛群女士，MH	上午 9:32	下午 15:05
李洪森先生，MH	上午 9:32	會議結束
何杏梅女士	上午 9:30	會議結束
林頌鎧先生	上午 9:30	會議結束
徐　帆先生	上午 9:30	會議結束
程志紅女士	上午 9:30	會議結束
龍瑞卿女士	上午 9:30	會議結束
陳文華先生	上午 9:30	會議結束
林德亮先生，MH，JP	上午 9:37	會議結束
周錦祥先生，MH	上午 9:30	會議結束
陳文偉先生	上午 9:30	會議結束
張恒輝先生	上午 9:30	會議結束
雲天壯先生	上午 9:30	會議結束
龍更新先生	上午 9:30	會議結束
羅煌楓教授，JP	上午 10:01	下午 12:08
何君堯先生	上午 9:43	下午 12:08
朱順雅女士	上午 9:30	會議結束
曾憲康先生	上午 9:30	會議結束
蘇嘉雯女士	上午 9:30	會議結束
劉振輝先生 (秘書)	民政事務總署屯門民政事務處高級行政主任(區議會)	

缺席者：
何俊仁議員
盧民漢先生

應邀嘉賓：

馮程淑儀女士	康樂及文化事務署署長
莫文傑先生	康樂及文化事務署高級參事(總部)
鍾玉芳女士	康樂及文化事務署總行政主任(策劃事務)2
翁志成先生	康樂及文化事務署圖書館總館長(營運及電腦)
唐東傑先生	康樂及文化事務署圖書館高級館長(屯門區)
林捷文先生	政府產業署高級產業經理(租售編配)項目及特別任務
傅霞敏女士	民政事務總署助理署長(3)
陳卓榮先生	土木工程拓展署高級工程師/5(新界西及北)
潘仲華先生	土木工程拓展署工程師/6(新界西及北)
周日昌先生	規劃署總城市規劃師/規劃研究
李鑫生先生	規劃署高級城市規劃師/規劃研究 4
黃可怡女士	規劃署城市規劃師/規劃研究 2
歐展鵬先生	規劃署城市規劃師/規劃研究 7
陳凱恩女士	規劃署城市規劃師/規劃研究 8
何偉略先生	艾奕康顧問有限公司項目經理
李炳權先生	艾奕康顧問有限公司副項目經理
盧愛玲女士	艾奕康顧問有限公司項目規劃師

列席者：

劉淦權先生	民政事務總署屯門民政事務專員
勞俊衡先生	民政事務總署屯門民政事務助理專員
趙錦珍女士	民政事務總署屯門民政事務處高級聯絡主任(一)
周嘉年先生	民政事務總署屯門民政事務處高級聯絡主任(二)
李　威先生	土木工程拓展署總工程師/工程 1(新界西及北)
黎志雄先生	教育局總學校發展主任(屯門)
鄭永輝先生	食物環境衞生署屯門區環境衞生總監
張張玉英女士	房屋署高級房屋事務經理(屯門)
歐禮信先生	香港警務處屯門區指揮官
曾振邦先生	香港警務處警民關係主任(屯門區)
曾健強先生	香港警務處署理警司(執行及管制組)(東分區行動基地)(新界北交通部)
黎啓泰先生	屯門地政處屯門地政專員
陳美聯女士	屯門地政處行政助理(地政)
柯慧兒女士	康樂及文化事務署總康樂事務經理(新界北)
顏紹明先生	康樂及文化事務署屯門區康樂事務經理
簡國治先生	規劃署高級城市規劃師/特別職務
梁桂玲女士	社會福利署屯門區福利專員
呂曉暉女士	運輸署高級運輸主任/屯門
何嘉雯女士 (助理秘書)	民政事務總署屯門民政事務處一級行政主任(區議會)一

負責人

IV.討論事項

(a) <u>洪水橋新發展區規劃及工程研究初步發展大綱圖及第二階段社區參與(屯門區議會文件 2013 年第 32 號)</u>

62. 主席歡迎規劃署高級城市規劃師/規劃研究 4 李鑫生先生、城市規劃師/規劃研究 7 歐展鵬先生、城市規劃師/規劃研究 8 陳凱恩女士、土木工程拓展署總工程師/工程 1(新界西及北)李威先生、工程師/6(新界西及北)潘仲華先生、艾奕康顧問有限公司(下稱顧問公司)副項目經理李炳權先生及項目規劃師盧愛玲女士出席是次會議。

[會後補註：由於規劃署署理總城市規劃師/規劃研究周日昌先生、城市規劃師/規劃研究 2 黃可怡女士、土木工程拓展署高級工程師/5(新界西及北)

負責人

陳卓榮先生及艾奕康顧問有限公司項目經理何偉略先生須於是日較早時間參與另一會議，故他們於是項議題開始討論後，才趕至會議室。]

63. 土木工程拓展署李先生表示，土木工程拓展署聯同規劃署向區議會遞交了屯門區議會文件 2013 年第 32 號，以介紹洪水橋新發展區規劃及工程研究的最新情況。他指出，署方已就建議的洪水橋新發展區制訂了「初步發展大綱圖」，並展開了第二階段社區參與。爲此，他希望各位議員可於 2013 年 10 月 15 日，即第二階段社區參與完結前，向署方遞交意見。他強調，現時於「初步發展大綱圖」內的建議只爲初步計劃而並非最終定案，如有需要，署方會考慮於下一階段作出更改。

64. 顧問公司李先生以一段爲時約十分鐘的短片，向議員簡介「初步發展大綱圖」，並解釋了有關的設計理念及發展項目。

[此時，陶錫源議員申報他是陶嘉儀祖子孫。主席容許他繼續就是項議題發言。]

65. 接着，多位議員就洪水橋新發展計劃提出以下的意見或查詢，並獲得部門代表的回應。

<u>要求政府妥善地安排收地、重置及重建的工作</u>

66. 有議員指出，雖然鍾屋村、和平新村、順風圍、泥圍及福亨村等地已經被納入規劃大綱圖，但影響應該不大。他認爲，青磚圍在「初步發展大綱圖」上被納入爲「鄉村式發展」地帶，若政府有意發展附近的亦園村，則應作出相應的安排，包括：(a)妥善安置受影響的村民，並顧及他們的心理感受；(b)慎重考慮重置村內牌樓及永久房屋等設施，以及(c)及早預留一些「農業」用地，以供曾經以務農爲生的村民考慮復耕。此外，他表示，政府若能在大綱圖內保留位於亦園村附近「機構或社區」內的一所教堂，則亦應設法避免影響村內住宅，或安排地方作搬村的安排。

67. 有議員認爲，政府應考慮對受影響的五條非原居民村的村民作賠償、重置及復耕的安排，否則，她不會貿然支持政府的發展計劃。另有議員同意上述意見。

負責人

68. 有議員表示自己曾提交一份題爲「要求政府於完成收地政策檢討前不應進行新的收地行動」的文件，但至今仍未收到發展局的回應。爲此，她重申政府應檢討及改善有關收地的政策(包括賠償安排)，並認爲相關的政策局代表應與土木工程拓展署及規劃署代表一起出席是次會議，與區議會一起討論此議題。

[會後補註：發展局已就「要求政府於完成收地政策檢討前不應進行新的收地行動」的文件作出書面回應，有關信件已於 9 月 11 日發出。]

69. 有議員指出，政府曾表示洪水橋新發展計劃是一項以人爲本的計劃。因此，她認爲政府應向將會被清拆的五條非原居民村的居民提出安置及賠償的方案。另有議員對上述意見表示同意，並補充表示，由於大部分受影響的居民爲基層市民，故當局更應爲他們作出妥善的安置，以免類似菜園村及紫田村的重置問題於洪水橋區再次發生。

70. 規劃署周先生多謝上述各位議員的意見，並認爲有關意見對改善及優化洪水橋新發展區的規劃有重大幫助。他認爲，有關收地的賠償及安置方面的工作乃計劃的重要一環，故研究小組正收集有關此方面的意見，並進行社會及經濟方面的評估，以便相關的政策局研究處理方案。此外，由於受影響的五條非原居民村與西鐵洪水橋站的距離接近或座落在未來的市鎮公園，可能難免受到清拆影響，故研究小組會與他們保持聯絡，以了解他們對賠償及安置方面的要求。有關環境保護、綠化及保育方面，周先生表示，雖然署方未有於是次諮詢作詳細介紹，但當局已經有初步方案，並在下一階段，制訂「建議發展大綱圖」時，就此方面作長遠而較細緻的規劃。同時，署方亦會就有關對廢物及污水處理、減少二氧化碳排放等方面作較具體及詳細的研究。

<u>提議增加新發展區的公營房屋供應</u>

71. 有議員認爲，洪水橋新發展區面積約 826 公頃，當中公營房屋單位只佔新增約 6 萬個新住宅單位的 51%(即 33,000 個單位)，故認爲比例過低，並不足夠應付現時公共房屋輪候冊上 20 多萬個申請的需求，更未能追上每年超過 4 萬個新申請的增長。此外，私人房屋單位爲 49%的房屋組合安排，亦難免會引起社會上有關官商勾結方面的指責，故她希望政府能重新考慮有關的比例。

負責人

72. 有議員要求政府清楚交代有關新發展區的房屋組合比例，讓區議會更清楚將來有關社區資源及公共服務的分配情況。

73. 規劃署周先生表示，在洪水橋新發展區的初步設計中，有關房屋組合的公營及私人房屋比例爲 51%比 49%。他指出，洪水橋的位置鄰近天水圍，猶如雙子城一般。由於天水圍屬住宅式城市，當中超過八成住宅爲公營房屋，如將兩區的房屋比例合併計算，則房屋組合的公營及私人房屋比例將會變成 69%比 31%，故認爲洪水橋的發展正正可與天水圍區配合。

促請政府增加洪水橋新發展區的生活設施及交通配套

74. 有議員認爲洪水橋區有發展的需要，但建議當局應顧及相應的社區設施及服務之發展。他指出，將來洪水橋可能會有約 20 萬的人口增長，故對日常生活設施和醫療服務的需求應會有所增加。爲免洪水橋將來的發展對屯門、天水圍及元朗區的設施造成依賴，他要求政府加強關注居民此方面的需要。多位議員對上述意見表示同意，並認爲將來洪水橋區的居民可能會依賴屯門區及天水圍區的現有配套及資源，故當局應先就新發展區作長遠的配套規劃，當中有議員更擔心署方是希望藉屯門區議會的意見來制衡元朗區議會的意見。

75. 有議員對計劃當中有關對外交通方面的發展表示關注。他表示，洪水橋新發展計劃涉及物流服務，加上將來前海、港珠澳大橋及西繞道的發展，可能會大大增加屯門公路往市區方向的交通負擔。爲此，他建議政府重新考慮興建十號幹線的計劃，或收購大欖隧道，以分流洪水橋將來的交通流量，並減少屯門公路的交通負荷及空氣污染問題。另有議員同意上述意見。他建議政府擴闊青山公路、元朗公路及深港西部通道，並於元朗拗頭興建天橋，以疏導交通。

76. 有議員表示，將來洪水橋區的區內就業機會可能不多，令居民需要跨區工作，故會加重交通方面的壓力。他指出，雖然洪水橋區將來可能會有鐵路與前海聯繫，並會以西鐵綫作爲與九龍區的連接運輸工具，但他相信這些安排並不足夠，故建議顧問公司多留意有關交通方面的發展，並提議政府興建屯荃鐵路，以解決交通發展的問題。

負責人

77. 有議員建議政府將洪天路與「初步發展大綱圖」中的 D5 道路連接，並以輕鐵站接駁洪水橋西鐵站，以減少居民須以巴士或小巴作爲接駁工具的機會，從而減輕空氣及噪音污染對居民的影響。另有議員同意上述意見，並提議政府擴大洪水橋輕鐵站，並要求運輸署爲新發展區的鐵路發展作長遠的考慮。

78. 有議員提議政府增加洪水橋區單車徑的接駁及配套安排，並留意及加強連接輕鐵路段的單車徑之安全措施。

79. 有議員要求政府以洪水橋西鐵站連接前海機場，以加強旅遊方面的發展。

80. 有議員表示，根據署方提供的資料顯示，洪水橋新發展區約有 45% 的人口會居於鐵路的 500 平方米範圍內，故她希望得悉署方有否就其他 55%的居民提出合適的交通安排。另有議員指出，洪水橋區大部分的發展地區均與輕鐵站距離較遠，故要求政府作更完善的交通安排。

81. 規劃署周先生表示，整體而言，洪水橋新發展區及天水圍兩區在交通方面可互相配合。其中，元朗公路及港深西部公路分別位於洪水橋新發展區的南面和西面，成爲該區對外的主要道路網絡。此外，政府將於港深西部公路的橋樑下興建一條新的主要道路幹線連同及其他主要地區幹道，將會有效地與現有的天水圍主要幹線連接，成爲一個新的主要道路網絡，此設計既可方便跨區的車輛使用，亦可方便貨車駛往洪水橋新發展區建議的西北部物流中心。另一方面，爲配合運輸、交通、環境、城市設計及土地用途等方面的考慮，當局在整合區內交通網絡後，現時天影路將不會成爲區內主要幹線，所以研究建議取消天影路，以改善河道景觀，配合商業、零售及住宅設施的發展。總括而言，洪水橋新發展區未來的主要道路網絡可配合地區的其他幹線和支路，令車輛可便捷通往各個住宅區及市中心地帶，此規劃除了可將交通分流，亦可改善環境，並有利於城市規劃、設計及發展。

82. 周先生續表示，由於「初步發展大綱圖」只爲初步的設計，故議員或未能於圖表上看到有關單車徑與綠化地帶的連接位置。他解釋，現時圖表上有關住宅及商業發展的地帶，當中會預留有充足空間作爲地區支路及

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綠化帶，以可配合鄰近的單車徑發展。稍後，研究小組會開始準備有關計劃的「建議發展大綱圖」，屆時會就有關單車徑、綠化地帶、建築物密度及城市設計等多方面提供較詳細的設計藍圖，以供區議會參考。

83. 土木工程拓展署李先生指出，研究小組初步的交通評估結果顯示，現時的元朗公路及大欖隧道應足以應付日後洪水橋新發展區所帶來的交通流量。此外，署方已知悉議員對西鐵洪水橋站接駁問題及有關與輕鐵連繫方面的關注，並會認真考慮議員的意見，以便於下一階段進行詳細的研究工作。

<u>建議政府改善新發展區的計劃內容</u>

84. 有議員對署方準備的文件及短片表示讚賞，但他對有關工作的計劃進度及可行性抱有懷疑。他表示，現時洪水橋的居民及保育人士均對計劃提出反對的聲音，故政府將面對很大的阻力，而諮詢程序亦可能會因而變得漫長。此外，他認爲政府既要保留洪水橋區內原有地貌，但同時亦要在此區發展新市鎮，實在存在一定困難。爲此，他建議政府先於洪水橋新發展區附近開闢一個新的區域，以安置居民，並保留含特殊文化的地域，然後再於發展的地區及鄉村大規模收購土地進行發展。多位議員同意上述意見，並建議政府於新市鎮的發展及保育古蹟文物兩方面作出平衡，以融合各方面的發展。

85. 有議員指出，現時洪水橋新發展區的設計方案較爲落後，亦欠缺環保意識。他認爲，設計只牽涉一些小型修補的建設工作，連單車徑的發展亦沒有特色，故希望政府能加以改善。另有議員同意上述意見，並認爲當局在設計發展區時，應爲居民配置合適的購物設施。

86. 有議員表示，署方代表去年曾就相同的議題諮詢區議會。她記得當時署方代表表示，估算洪水橋新發展區的人口約爲 16 萬，但現時的人口估算卻爲 21 萬。此外，有關就業機會方面，她指出，署方於 2001 年、2003 年及 2013 年發表的預計就業人口分別爲 27,000 人、48,000 人及 10 萬人。爲此，她希望署方解釋發展計劃內容中，相關數字的變化原因。另有議員同意上述意見。

87. 有議員認爲洪水橋新發展區的規模太小，將來的人口亦不足屯門區現時的一半，故他對有關的發展及就業人數的預計比例抱懷疑的態度。

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88. 有議員表示，現時計劃中的新建住宅與圍村的距離接近，擔心將來圍村的狗隻叫吠聲，或於圍村祠堂內進行法事的聲浪會對附近新住宅的居民構成影響，並引起投訴。爲此，他建議當局在設計時考慮隔開兩者的位置，以減少不必要的爭拗。

89. 規劃署周先生表示，署方已知悉議員對有關保育古蹟文物、原有圍村的發展，以及將來洪水橋區購物設施的關注，並承諾會就上述各方面作相應的規劃及安排。他亦表示，洪水橋是一個預算有 10 萬個就業職位的新發展區，其西北面用以作爲物流業發展用途的土地約有 62 公頃，其樓面面積多達約 200 萬平方米。此外，區內亦會有約 10 公頃的土地將會用作特殊工業用途地帶，以供有關產品檢測或資訊科技行業使用。以上兩種用途估算可提供約 4 萬個工作職位。另一方面，以洪水橋站及天水圍站爲中心的地帶日後會用作辦公室、零售及酒店用途，加上散佈於新發展區的商業、零售及社區設施包括醫院、學校等，預計亦可提供數萬的就業職位。

90. 主席向部門代表查詢有關下一階段研究的時間表。規劃署周先生回應表示，署方預計可於 2014 年年中完成「建議發展大綱圖」，並諮詢區議會及公眾的意見。

91. 接着，多位議員再就洪水橋新發展計劃提出其他意見或查詢。

92. 有議員對有關要求政府大規模收購鄉村土地作發展用途的意見表示反對。他指出，身兼鄉議局主席一職的區議會主席於會議前一星期，曾帶領鄉議局其他成員一起前往國內的江廈一帶參觀，並與當地村民交流有關發展鄉村方面的意見。他表示，若政府有意將鄉村發展政策改變成高樓大廈，他會表示歡迎，但可惜暫時鍾屋村、水邊圍及泥圍此三條鄉村的村民並不希望有大的轉變。爲此，他希望能維護此三條鄉村的利益。

93. 規劃署周先生回應表示，考慮到現時青山公路南面的發展已趨成熟，故研究並未有發展此地區(包括鍾屋村及泥圍等地)的打算，只建議在此地區作改善環境的工作。

94. 有議員希望政府重新考慮興建十號幹線的計劃，並打通廈村交匯處、上下白泥，以連接望后石及機場等地，以避免相關發展對藍地及元朗一帶造成嚴重的交通擠塞及空氣污染。另有議員同意有關興建十號幹線的意見，並認爲此乃疏導日後西鐵有可能伸延至蝴蝶灣及連結沙中線的乘客量增長之良好方案。

95. 規劃署周先生表示，由於十號幹線乃十分重要的交通基建，故須運輸及房屋局提供政策方面的指引。現時，屯門公路的擴闊工程和屯門至赤鱲角連接路的興建工程均在施工中，而屯門西繞道也在建設或籌備當中，所以新發展區研究亦會參照有關的基建建議。

96. 有議員要求政府正視洪水橋新發展區將來可能爲屯門區的社會設施及交通方面所帶來的壓力之問題，並不應只假設新發展區的居民只會使用元朗公路及收費的大欖隧道往市區，而不駛經免費的屯門公路。他預計，將來新發展區的居民會經由屯門西繞道前往機場及港珠澳大橋，故他認爲會對途經的藍地、兆康苑及皇珠路等地構成交通壓力。此外，由於現時每日行經屯門公路的車輛已達 9 至 10 萬架次，故他擔心此公路未能負荷日後洪水橋物流中心發展的需要。

97. 規劃署周先生回應指出，署方已爲新發展區進行初步交通影響評估，初步的結論顯示，現時的交通基建是足夠應付將來洪水橋新發展區的需求。

98. 有議員表示，她從設計圖中得悉新發展區內的高密度住宅被集中規劃於一起，故擔心相關的休憩用地配套並不足夠。此外，她從報刊的評論文章中得知現時洪水橋新發展區的設計會與天水圍一帶構成屏風效應，故希望署方多加留意。

99. 有議員指出，新發展區內的原居民鄉村會被新建的高密度大廈重重包圍，故擔心會對原居民鄉村的村民構成影響。

100. 規劃署周先生回應表示，現時於圖表上顯示的住宅用地並非全部用以樓宇建築，當中已預留土地作地區支路、環保交通工具、單車徑及綠化用途，並可有助通風。此外，署方亦會藉着減少平台面積、採用高矮不一

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的樓宇設計、增加通風廊等改善方法，以減輕出現屏風效應的情況。

101. 有議員表示，現時天水圍及屯門兩區的輕鐵網絡發展成熟，但洪水橋區的鐵路發展相對只爲初始階段，故他擔心現時的交通配套未能足以應付將來洪水橋區接近 21 萬居民的需求。另有議員指出，由於新發展區內的新建住宅多集中於天水圍站附近，故她預計未來天水圍站的乘客量將會大幅增加。

102. 規劃署周先生表示，知悉議員對有關輕鐵網絡發展的關注，研究小組就輕鐵網絡伸延至洪水橋新發展區加以研究。

103. 顧問公司李先生表示，他們有考慮議員所提及有關將輕鐵網絡伸延至洪水橋新發展區的建議，並就其他較爲環保的交通工具進行研究。目前，顧問公司會盡量聽取相關意見，以便進行研究工作，並考慮於下一階段的規劃當中採用。

104. 有議員擔心新發展區的醫療配套不足，並要求署方正視這些問題。此外，她指出，設計圖上有 15 幅土地被劃分爲教育用途，希望得悉這些土地將會興建多少所學校。

105. 有議員建議區議會將此議題交由其轄下的委員會或工作小組繼續跟進。

106. 有議員指出，他知悉新發展區內有關特殊工業用途的土地佔地面積廣大，但是他認爲現時高達 30 港元的法定最低工資已令本港的工業沒辦法再繼續經營，而屯門、荃灣及觀塘一帶更有活化工廈的需要。因此，他希望署方在發展特殊工業時，應考慮到現時本港在此方面的供求情況。

107. 主席表示，他曾參觀深圳的「城中村」，對此發展模式表示欣賞。故此，他希望政府能向深圳方面借鏡，擴闊視野，以免出現閉門造車及落後於人的情況。

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108. 規劃署周先生表示，由於此建議涉及整體的丁屋政策，研究小組將有關建議向政策局反映。

109. 有議員表示，主席所指的「城中村」即是將鄉村附近的土地移平，以興建新的社區，以便安置村民之用。他認爲，政府只需將有保育價值的建築物保留，然後再大規模將其他發展區內的土地移平，這樣才可盡快達至發展的目的。

110. 有議員建議顧問公司嘗試採納新思維，參考現時深圳的做法，以「城中村」此新構思改變本港現時的鄉村發展。

111. 規劃署周先生多謝上述議員的意見，並表示會將意見提交予相關的政策局及部門考慮。主席同意此安排，並認爲香港應努力進行新發展，以免不進則退，落後於人。

112. 有議員認爲主席用心良苦，好言相勸署方人員倣效「城中村」的做法，可惜官員只以丁屋政策借口推搪。故此，他希望政府能正視洪水橋新發展區可能對屯門區帶來的問題。

113. 主席表示，爲避免固步自封，變得落後，香港應努力地急起直追。此外，他多謝各位代表出席是次會議，並請他們考慮本區議會的意見，以及將意見上達較高層的政府官員。 規劃署及土木工程拓展署

新界鄉議局第三十三屆第二十七次及二十八次執行委員會會議(聯合)會議紀錄

日期：二〇一三年九月十七日（星期二）

時間：下午二時三十分

地點：鄉議局大樓一樓會議廳

主持：劉皇發主席

出席：劉皇發　張學明　林偉強　溫漢璋　黃宏發　鄺國鑑　鄭樹明
楊少偉　林國昌　李鳳英　劉業強　韋國洪　簡松年　陳嘉敏
李耀斌　黃戊娣　鍾偉平　鄧瑞華　陳崇業　鄧勵東　曾樹和
梁福元　鄧賀年　莫錦貴　鄧光榮　文春輝　侯志強　陳崇輝
李冠洪　翁志明　樊志平　李志峰　王少強　張　富　陶錫源
李有慶　鄧瑞民　鄧達善　黃東強　巫家雄　馬慶豐　邱　全
鄧廉光　文美桂　邱榮光　葉偉彰　陳東岳　陳漢錕　廖書蘭
李煌添　王威信　余漢坤　劉　德

請假：張人龍　邱德根　梁省德　鄧乃文　鄧英奇　楊少初　黃松泉
張枝繁　葉天養　邱裘錦蘭　陳流芳　梁水發　葉慶忠　鄧兆棠
何冬青　周厚澄　陳國威　馬寧熙　彭學端　王　津　蔡根培
吳仕福　龐　創　鄧英喜　梁和平　潘展鴻　羅叔清　李國英
溫悅球　林國興　鄧楊詠曼　何君堯　曾憲強　文志雙　駱水生
成漢強　黃漢權　周玉堂　陳連偉　釋智慧　鄭耀棠　謝國生
劉智鵬　梁海明　陳恒鑌

缺席：趙公輔　鄧佩達　李國鳳　鄧錫銘　侯福達　陳志榮　蔡志明

列席：王振聲　廖觀輝　袁善本　盧忠耀　劉志成　文富穩　黃耀榮
規劃署署任助理署長張綺薇女士
規劃署署理總城市規劃師周日昌先生
土木工程拓展署新界西及北拓展處總工程師李威先生
艾奕康有限公司項目經理何偉略先生
艾奕康有限公司項目規劃師盧愛玲女士

出席：53 人；　請假：　45 人；　缺席：　7 人；　列席：　12 人。

(甲) **秘書處報告出席會議情況**

秘書處報告出席會議議員已經符合會議法定人數。

(乙) **政府官員講解事項---「洪水橋新發展區規劃及工程研究」第二階段社區參與。**

規劃署署任助理署長張綺薇女士表示規劃署聯同土木工程拓展署在9月7日舉行了公眾論壇，之前亦曾諮詢有關鄉事委員會，包括廈村鄉鄉事委員會、屏山鄉鄉事委員會及屯門鄉事委員會，向各委員講解是項研究的內容。她感謝大家在多次的諮詢會議及論壇給予很多寶貴意見。整個研究分為三個階段，是次為第二階段的社區參與活動，現在該研究的中期，可說仍是一個較為初步的階段，是次出席會議主要是就「初步發展大綱圖」諮詢大家的意見。她請顧問公司講解今次「初步發展大綱圖」的內容。

項目研究顧問艾奕康有限公司(AECOM)項目經理何偉略先生先播放一段約十分鐘的介紹「洪水橋新發展區規劃及工程研究」的短片。其後他介紹洪水橋新發展研究背景及「初步發展大綱圖」的主要特色。在1990年「全港發展策略檢討」初次提出洪水橋在新界西北的發展潛力，政府在1997年作了一個「新界西北規劃及發展研究」選定洪水橋為新發展區，有關研究在2003年完結，由於當時人口增長和住屋需求放援，這項建議因而被暫時擱置，及後政府在2007年「香港2030：規劃遠景與策略」再次提出要開展新發展區，然後在2007至2008年度的施政報告中，洪水橋新發展區被納入為十大基建之一。洪水橋新發展區研究的土地面積約為八百二十六公頃，比1997年至2003年研究的約四百五十公頃土地為多。

他指出，現階段為社區參與第二階段，在第一階段諮詢時，收集到不少意見，有助他們製訂初步發展大綱圖。在第一階段收集到的意見主要圍繞四個課題，(一)在新發展區的策略角色方面的主要意見，是充分利用現有和計劃中連接香港國際機場、新界西北和深圳的交通運輸網絡，並與屯門、元朗和天水圍新市鎮的周邊發展作出協調，及提供地方作房屋發展和創造就業機會。(二)在以人為本社區的課題中，公眾希望新發展區可提供足夠的政府、機構或社區設施，臨街商舖和就業機會，締造一個和諧及自給自足的社區，避免規劃一個單調和公營房屋比例過高的住宅區。新發展區要顧及與現有鄉村和周邊自然環境的融合及要保存歷史建築和具考古價值

的地方。（三）在可持續發展方面，要求降低公私營房屋的地積比率、在洪水橋提供鐵路服務、改善區內排污設施和排水系統、保留現有的鄉村環境和具生態價值的地方，同時提供緩衝帶以減少對生態敏感地方的影響。

（四）在落實發展機制及補償和安置方面，何偉略先生續指，公眾意見是新發展區應分階段實施，並適時提供有關的基礎設施。另外補償標準應予以檢討，因有意見認為現有的賠償機制不太適合。綜合洪水橋新發展區的角色，從地圖上看，洪水橋可與深圳聯繫，前往新界東北與市區亦十分便捷。在新發展區遠景方面，他們希望可以為香港建造一個可持續發展、以人為本及均衡的生活和工作社區。新發展區不單是一個地區性的住宅及就業中心，而且是一個有助香港未來經濟發展及增長的區域中心。「初步發展大綱圖」建議在洪水橋新發展區內容納總人口為二十一萬八千及創造約十萬個就業機會，同時可供應的新住宅單位約有六萬個，公營房屋及私人房屋的比例分別為 51%與 49%，連同天水圍一併考慮，洪水橋及天水圍整體的房屋比例會為 69%與 31%，建議地積比率為 3.5 至 8 倍。預計首項工程於 2019 年展開，首批入伙人口為 2024 年，整個洪水橋項目發展完成年份為 2034 年。在此他請項目規劃師盧愛玲女士詳細介紹規劃理念及有關事宜。

項目規劃師盧愛玲女士表示會簡單介紹規劃及設計框架，從影片及圖片中可看到，洪水橋新發展區主要會有兩個市中心，一個位於建議的西鐵洪水橋站，除了是市中心，亦是一個區域商業中心。另一個是現有的西鐵天水圍站，是一個次市中心。另一個理念為美化天水圍河畔，貫通南北。住宅主要在發展區的東面及北面，西面因最接近港深西部公路，會發展為工業區。新發展區會有很完善的休憩用地系統，包括有一個新的市鎮公園，為配合有關用地，新發展區會有完善的行人道路及單車徑的系統。而在城市設計概念方面，新發展區會設置東西走向的觀景廊，道路都會較為開通。整個洪水橋新發展區分為六個發展特色區域，每個區域都有其功能及特性。第一個區域位於新發展區最東面，稱作 DCA 1 - 河畔和鄉村區，區域內厦村附近的原居民鄉村將不會受影響，規劃主要特色是希望美化天水圍河畔，河畔可發展作零售及餐飲設施，地面商鋪。另一特色是將來新的市鎮公園會在這裡興建，此區建議地積比率約為 5.5 至 6.5 倍，樓宇高度為二十至三十五層，現有厦村的原居民鄉村範圍不會受到影響，另外道路旁的新建樓宇會作後退，提供足夠通風。

她續指出，新發展區的北面是 DCA 2 (灣景區)，稱為灣景區是因為這裡最接近后海灣，計劃作住宅區用途，包括私人住宅、公屋及居屋。因為此區接近流浮山那邊，為配合周邊環境，其建議地積比率及樓宇高度會較低，分別為 3.5 至 6 倍及十四至三十五層。而在新發展區的西面最接近港深西部公路那邊會是未來的特殊工業區 DCA 3(物流和科技區)，分有兩個區域，其中一個為科技工業，包括資訊科技及電訊業、測試和認證等，另外兩大用地將用作物流用途，為日後整合物流業及現代化而預留。建議地積比率為 5 倍，樓宇高度為十至十五層。

盧愛玲女士續指，DCA 4(商業及住宅綜合區)便是剛才提及的未來新發展區的區域商業中心及主要市中心，位於建議的西鐵洪水橋站，有綜合的住宅及商業發展，商業發展包括私人及政府的辦公室、其他政府用途、商業用途、購物中心等。此特色區另外特點是會有一個運動場地。因屬於區域中心及主要市中心，其地積比率會較高，建議地積比率為 5 至 8 倍，樓宇高度為二至四十層。她表示另一中心 DCA 5(東部住宅區及商業中心)為現時西鐵天水圍站南邊，是設計為次市中心，日後會作綜合住宅及商業用途，其地積比率與未來西鐵洪水橋的主要市中心差不多，建議地積比率為 5.5 至 8 倍，樓宇高度為二十至四十層。此區的另一特色是他們會預留一塊土地作醫院和專科及分科診療所的用地。新發展區最後一個區域為 DCA 6(南面住宅區)，位於青山公路以南，現有已有一些鄉村及完善的發展住宅，計劃不在此區作太大的改變，希望此區可跟據現有的分區計劃大綱圖內的規定繼續發展，但研究會再檢視是否有需要改善環境的地方及基建工程。

何偉略先生指在交通設施的安排方面，現時的規劃主要有一個新的西鐵洪水橋站及利用現時的天水圍站，在這兩個車站五百米範圍，容納百分之四十五的居民。他們會在下一階段詳細研究交通運輸及檢視是否有環保運輸系統適合該區，以應付新發展區的十萬個就業機會及二十一萬人口。在道路方面，他們會重新安排一些新的道路，其中一個建議是移除現有的天影路，這樣可與天水圍區有更緊密的聯繫。他們會在新發展區內新增道路網，應付交通需求及使天水圍居民更易接通到洪水橋新發展區。而重型車輛可利用新發展區的主要外圍繞道如在港深西部公路下會有一條新的道路，使物流業的交通可直接駁到港深西部公路，連接其他公路。而新發展

區的單車徑及文物徑會貫通整個區域，更加方便市民及遊客到該區使用單車或觀賞文物。

他續指，在環境保育方面，因為要考慮整個龐大發展，在能源效益設計方面，他們會作相應的評估，亦會考慮使用再生能源。而在港深西部公路下的濕地補償區會保留，新生新村的鷺鳥林亦會納入「綠化地帶」內，希望有關地方不會受到影響。為期三個月的第二階段社區參與活動已於 7 月 15 日展開，公眾論壇亦已在 9 月 7 日舉行，希望各位委員可以給予他們更多的意見作為參考，以修訂「初步發展大綱圖」。

陶錫源議員表示現在部門介紹洪水橋新發展區是日後的部份，當政府收地平整土地後設計等事宜，但現時政府的諮詢重點應是關於區內實質情況，因為當政府部門聘請了顧問公司動用了六千萬元，作為期三十個月的研究。他認為到現時的第二階段的諮詢可以說是浪費納稅人的公帑，顧問公司完全未有發表及聆聽地區居民的問題。他們對當年的環保城作了一些功夫，項目暫停後現在再起步，屯門經過數輪的衝擊，在七十年代，青山公路擴闊四線時，順風圍整個圍居民出來護衛石欄，接著是四十萬伏特電力裝置把部份亦園村的村民遷徙，之後的西鐵更加把亦園村分為兩半，最新的深西通道事件，現時在亦園村居住的居民已與以前的不同，他詢問部門有否在發展設計時，把原村村民的利益放在首位，不要弄到天怒人怨，不然整個諮詢在發展時會受到很強的反對聲音。

他指出，亦園村有牌樓，亦有永久屋，但政府完全未有提及。他們在上次諮詢時也有請政府對此要有妥善的安排及原村安置，讓他們有歸屬感。另外，順風圍亦有丁屋，村屋，政府應有遷建區予他們安置，不然第三階段諮詢時收到的反對聲音會更劇烈。他詢問洪水橋這樣大型的發展，是否同步刊憲修訂，他表示千萬不要逐步來，有規劃沒有建設，他看到新發展區有不少教育用地，當時政府在屯門第五十四區設計十間學校的位置，第二輪時已減為八間，八間之後變為六間，甚至現時第五十四區計劃只有兩間學校位置，整個規劃轉變了。現在洪水橋新發展區的規劃，政府是否會履行有關發展規劃。而且，他看到規劃內有農業用地，他詢問政府會否讓亦園村的村民復耕及興建樓宇。另外，最大問題是政府會如何預留地方予順風圍的永久屋遷建。

劉德議員表示所有在鄉郊發展的項目，尤其是有鄉村的地方，政府應該首先考慮當地鄉村村民的發展，滿足他們的要求，然後才可作計劃發展。剛才介紹的新發展似是完全沒有顧及當地鄉村的需要。當地有八條村落，他詢問顧問公司有否顧及當地鄉村的需要，如是否有足夠的停車場提供予他們，因為香港有一個標準，多少間的村屋便應該要有多少的停車場，現在的情況是鄉村申請新停車場是非常困難，政府是不批准他們有停車場在村落附近。新發展區有八條村落，村民也十分期望將來他們有空間發展，如建屋。若新發展區的發展非常緊密，箝制所有鄉村，不留一絲空間，這樣村民將來不會有機會發展。但時移勢易，大家將來可能十分願意在鄉村作此種形式發展，現在在新界一些鄉村地方興建高樓大廈，政府是否有顧及當地的需要。

鄧勵東議員指他本人是厦村鄉事委員會主席，他在很多部門作諮詢時都有帶出厦村鄉的意見，他不太喜歡新洪水橋發展區這個名稱，洪水橋範圍根本不在厦村鄉的管轄地域內，而且政府在整個發展時收取厦村的土地佔當中的百分之七十五，可說是大股東，厦村鄉事委員會是鄉議局的成員之一，他們也是鄉事派，政府是否有點兒矮化或邊緣化他們鄉事派。他不明白為何政府不把標題定為新界西厦村鄉洪水橋新發展區，而是洪水橋新發展區。他們是歡迎發展厦村的，但他們不支持今次的「初步發展大綱圖」，政府根本沒有在厦村原區諮詢持份者或居民，政府濫用泛濫的民意，向周圍作出諮詢，政府這樣是畫蛇添足。

他又表示政府的規劃損害了當區的經濟發展，政府規劃土地為「綠化地帶」，損害了原區的發展，規範了當區的發展空間，這樣會失去了鄉村的形式。綠化是政府的責任，政府收取土地後把土地作綠化用途或其他用途都可以，但政府把村民的土地劃作「綠化地帶」，村民對此十分不滿意。他們在區議會也是這樣發表意見，希望政府在諮詢後，得到厦村鄉實質上的支持，不要倉卒推行這個計劃。他詢問政府部門有否實質上在當區了解情況、歷史背景及傳統，並提出政府是否有顧及厦村鄉的風水線，他認為政府現在並未有顧及有關方面。天水圍在 1980 年代興建第一期時，當時政府也有顧及到厦村鄉的傳統及歷史，他詢問是否現在就不需要尊重他們的傳統及歷史。

鄧賀年議員表示從圖片看到新發展區的規劃十分龐大，此規劃亦有在元朗

區議會作出諮詢，有些土地的地積比率為八倍，十分之高，樓宇可以興建三十至四十層，而公私營房屋的比例是不成比例，現時天水圍差不多有八成是公營房屋，製造了一個貧民窟，不論投入多少社福服務也沒有作用。另外，現時政府規劃，周邊都有高樓大廈包圍所有的圍村，造成屏風效應，亦有機會造成水浸，道路圍住村落興建，可能需要像深圳那樣不時需要進行一次排洪，若一年造成一次水浸也十分麻煩。在就業方面，剛才介紹表示整個新發展區完成後，會有二十一萬八千居住人口，有十萬個就業機會，扣除為小朋友的居住人口，這樣計算下來當區居民便會有很多就業機會，他希望政府可以把有關數據列寫出來。而在物流業方面，當初中國開放時，物流業十分興旺，沒有足夠地方運作便推到厦村那邊營運，現在發展需要搬遷，政府隨便劃了一個區域作物流用途，但政府會如何分配及安置物流業有關人士。剛才鄧勵東議員亦有提及，政府在鄉事會的諮詢並不足夠，政府有關官員應到厦村鄉事委員會、屏山鄉事委員會及屯門鄉事委員會，與有關持份者、土地擁有人、有關業界作一個詳細的諮詢，現時的「初步發展大綱圖」規劃範圍十分龐大，現時元朗人口有六十萬人，交通配套又不足，若連同十八鄉南再增加多三十萬人口，元朗隨時會陸沉。

鄧達善議員指他本人為屏山鄉事委員會首副主席，他聽到政府表示新發展區會製造十萬個就業機會，但現時政府的規劃會造成至少七至八萬人失業，而且很多土地被政府劃作指定的用途，如現時土地為「工業」用途，被政府劃作將來為醫院或「綠化地帶」，政府會如何處置現時在有關土地上做生意的人，他們亦需要生存，政府是否有考慮過失業人口的處置問題，他認為有關規劃在未製造就業機會時已令很多人失業。

梁福元議員表示此計劃除了新界東北外，其規劃有八百多公頃的土地發展，剛才他聽到厦村鄉事委員會及屏山鄉事委員會的代表都有表示此計劃如此龐大，計劃遷移二十一萬人口前來居住，有六萬個住宅單位，將會有十萬個就業機會，他詢問十萬個就業機會是整個天水圍區有十萬個就業機會，他指對此不太清楚。但他知道現時該區域的物流業及各方面，根據之前諮詢時有關業界表示現時有四至五萬的就業機會。剛才相關鄉事會代表詢問政府會如何遷徙牽涉的物流業人士，而剛才的介紹是否為多層式的物流業，因為物流通常會有重型機械，無法移動上樓或搬到工廠大廈，那兒亦是西部通道，他詢問政府在規劃時會否把物流業集中在接近西部通道的白泥，流浮山那一帶，遠離民居及發展區，而且政府要小心考慮如何釋放

鄉村式發展地帶，讓村民可改善他們的居住環境。鄉議局時常說政府發展新市鎮，徵收村民的土地，令他們未能改善居住環境，鄉議局絕對反對政府這樣做，尤其是屏山鄉、十八鄉等元朗六鄉。政府需要尊重持份者的意見，而不是只尊重其他非持份者或非當區人士的意見而胡亂規劃，閉門造車。政府應尊重厦村鄉的風水里，在發展天水圍時其風水里及祠堂三百米範圍內沒有其他東西，但政府現在完全沒有提及有關方面，所以他認為規劃署應尊重當鄉及傳統習俗，要好好善用土地的規劃。

曾樹和議員表示政府每逢到原居民地方發展，都不會諮詢有關原居民。其實政府應詢問清楚有關原居民希望如何發展當區，村民擁有土地，政府也需要詢問他們是否願意出售予政府。政府表示要發展便發展，未有顧及當區原居民、當區居住居民的感受，政府只是規劃興建高樓，新市鎮，可創造十萬個就業機會，若是這樣子發展，即使只是元朗的交通，政府也無法解決，政府指興建地鐵路可疏通元朗的交通，若按政府現時的計劃，元朗居住人口將會有一百萬人，這樣元朗會陸沉。政府到當區及周邊發展時，應要詢問當區居住的原居民的意見，現在新發展區建成後，厦村鄉事委員會有甚麼可以管理，這樣下去整個厦村鄉都會滅亡。政府應詢問清楚厦村鄉對發展規劃的意見，厦村鄉佔是次新發展區七成土地，屏山鄉佔三成土地，屯門也有土地在新發展區範圍內，政府未作諮詢便不停的作規劃，政府可否照顧他們原居民，把小型屋宇擴大或村界擴大，讓樓宇不要太高及太貼近村落，政府不應只顧及外人而不顧原居民。

鄧廉光議員表示規劃署定下的洪水橋新發展區名稱已是錯誤，應是厦村洪水橋新發展區才是對的，因為現時收取的土地有百分之七十五屬於厦村範圍，屬洪水橋土地只佔很少的範圍。政府若是發展洪水橋，便應只發展洪水橋，不要收取厦村土地。收取的土地有百分之七十五屬厦村範圍，為何政府不尊重厦村鄉事委員會。第二，厦村有很多圍村，村落被政府規劃的樓宇包圍，就像蜘蛛網那樣，他認為政府規劃大綱圖時應把規劃遠離村落至少七百米範圍，太過密集的發展，令村民不知怎去處理有關問題。第三，發展特殊工業及物流設備的土地，政府在收取有關土地後是否交由大財團發展。現有的業界、村民、收取有關土地租金人士，政府收取土地並給予大財團營運後，他們現有業界人士及村民可如何謀生。第四，在計劃興建的市鎮公園位置方面，他建議政府把厦村的祠堂及風水里全部劃作不能興建樓宇，不要遮擋風水，他不明白為何要把市鎮公園規劃在那兒，顧問公

司是否有就此作出研究。他們的風水里由祠堂到天水圍，房屋署在天水圍風水里那邊多年來都沒有興建房屋，為何政府現在要這樣做。另外，很多鄉村用地被政府規劃作綠化地帶，他詢問有關部門是否有向本村村民了解情況，很多時官員未有進行實地視察便對有關區域作出規劃。他指出廈村市有一廟宇兩、三年前倒塌，村民曾找古蹟辦修復，古蹟辦表示沒有足夠款項，到村民夾錢重修好廟宇，古蹟辦卻來函表示研究及關注有關廟宇，他們根本不需要古蹟辦的關注。

張綺薇女士表示剛才曾樹和議員及鄧勵東議員提到政府諮詢不足，在他們前來鄉議局向大家講解前，已諮詢相關的區議會及鄉事委員會。她認為這麼龐大的發展計劃，一定會與當區有關人士，特別是現時居住的村民有緊密的溝通。她希望溝通的過程一直持續，使他們可以真正聆聽大家對將來發展的意見，同時亦可對持份者解釋將來的計劃，如何規劃至大家可接受的方案。有關商討會持續下去而非只限當天，如有需要，他們團隊很樂意與各位鄉事會主席、村長及居民進一步講解。

她又表示，有很多人士提及十萬個就業職位的詳情，稍後會請顧問公司作出解釋。顧問公司剛才解釋是他們不是只規劃住宅用途，他們希望洪水橋發展可以作一個均衡的社區，涵蓋住宅、就業及商業活動等，使社區不會是一個當白日居民上班後，只有寧靜但沒有人氣的地方，相反，他們希望創造一個有人氣及有就業機會的社區，無論是將來的居民還是現有的村民都可享受區內的設施。她明白現時有很多海港後勤用地及露天貨櫃場聘用多名員工，包括一些不在那裡上班的貨櫃車司機或送貨人士。他們已掌握一些資料，同時正與業界密切溝通，探討如何在將來把對現有的經營者或員工的影響減至最低，無論是透過重置地方，或是依據時間表的先後次序等方法解決問題。

張綺薇女士續指，聽到有聲音表示擔心發展密度太高，新建築物包圍現有的村落，她指因為全港居民都表示不要屏風樓，所以規劃署已特別對通風問題作出研究，並在新發展區預留更多通風廊及剛才顧問公司提及的建築物後退。因現在只是初步計劃，因此未能看到詳細的建築物分佈，下一步有詳細的計劃時，會給予大家檢視建築物分佈情況，他們絕對不希望有屏風樓問題出現。而風水里方面，她對廈村鄉風水里未有在「初步發展大綱圖」上反映出來感到抱歉，他們會把有關位置顯示在下一階段的「建議發

展大綱圖」上，在地區諮詢時都有聽到很多村長提出有關意見指有一條風水里，他們希望風水里盡量不會有高樓大廈遮擋，希望有其通透性。

她表示有議員詢問計劃會否在原有村落提升四周環境及設施，他們需要再作檢視。他們不只是保留八條村落，而是在整個洪水橋新發展區內的二十條原居民村落，佔地一百六十二公頃，這與現有的分區計劃大綱圖所顯示的「鄉村式發展」地帶(V-zone)是一樣的，他們沒有作出任何修改，保留所有原有的「鄉村式發展」地帶。因將來有很多發展在「鄉村式發展」地帶周邊進行，而這些地帶本身亦有很多需要，如通道接駁等，他們會作出檢視當中是否有一些項目是他們可以做到的。

劉皇發主席表示若規劃署未有回答各位議員的問題，大家可作出追問，他相信大家認為討論此項議題，一整天的時間也不足夠，規劃署張綺薇女士指會個別與有關人士作出商討，若大家有需要，鄉議局可重新安排一次會議，相信規劃署亦會同意。

袁善本顧問指對新界鄉議局來說，數百條村落經過規劃署規劃出「鄉村式發展」地帶(V-zone)，他詢問有那一條村落是可以完全根據規劃署的專業人士的規劃實行，規劃署數十年來未能成功完成一條村落，若規劃署現在無法回覆，可在會後以書面回覆有關問題。

王威信議員表示在住宅分佈方面，洪水橋站附近的住宅分佈主要是公屋及居屋，他詢問為何規劃署有此的安排，他認為在公營房屋的比例上相比私人樓宇為高。另外，有關住宅分佈安排是否有利洪水橋站作為中心發展以提供就業機會，這麼多的公屋居屋是否會有利於計劃的發展。

陳東岳議員認為轉變帶來憂慮，尤其是對現有的原居民、非原居民及持份者的影響是在眼前的，假如規劃的轉變能充分考慮原居民或原來居住在當地的人士的影響而作出妥善的回應，這樣這項規劃是可取的。剛剛很多同事亦有提及村落，現在政府保留了很多村落，但政府收取了現時原居民居住的地方的農地，以前的模式是他們居住在該處，然後到其他地方耕作，而政府收取了農地，厦村鄉及屏山鄉等村落很多地方都被用作堆場，他詢問政府有否考慮重置堆場，因為這些物流業及堆場是香港經濟貿易的一個環節，他認為政府應重置這些經濟活動，令有關就業機會重生。第二，對

於原居民村落，政府此時作一個規劃的改變，應對村落裡社會設施的需求，趁此機會按照每條村落的要求，滿足他們。這亦是一個機遇，若政府要換取原居民或當地居民對政府的支持，應考慮他們的需要，而不是規劃將來的人如何居住及就業，現時的人又應如何處理呢，現時這種憂慮帶來反對，而有關反對是無法平息的，若政府考慮有關需要作出妥善回應，或原村重置，政府需清楚指出重置位置，現時居民不知重置位置，政府在規劃時要加設一欄，規劃地方讓居民重置其原居民/非原居民村落，而重置位置要考慮村民的要求，不能東一間房屋、西一間房屋。要整條村落重置，並按村民意願而復耕。若政府可充分滿足以上的社區設施，經濟上的需求，此計劃仍有可取之處。

他續說，若從一個專業人士的角度來看，因為洪水橋靠近新界西北，亦是一個發展區，天水圍本身是一個住屋的城鎮，但就業不足，若可充分利用該區的就業人口，發展更多商業更多的就業，配合新界西北，尤其是新界西部通道帶來國內到港消費的旅遊人士，可發展成新界西北的一個重鎮，這亦是香港將來一個新的希望。

陶錫源議員詢問當政府進行收地時，其賠償是否與新界東北的土地看齊。他希望政府把洪水橋一帶乙類及丙類土地升為甲級土地。他詢問遷建區，另外，政府是否有計劃將深西通道預留橋位及沉下去橋底的位置到半涌，即是計劃如何連接屯門西繞道，以配合港珠澳大橋到屯門望后石。他詢問政府會否把流浮山一帶建 T 路，因為由深圳灣過來只可行駛深西通道，他詢問會否興建 T 路，左邊為前往元朗，右邊則沿著流浮山方向駛去。他希望規劃署考慮有關意見。

鄧勵東議員表示有這麼多的反對聲音，計劃實施這樣困難，他建議不如擱置有關計劃，把有關計劃搬到后海灣推行。后海灣全由政府話事，又可得到厦村鄉事委員會及鄉議局的支持，且不用收取土地，節省不少金錢。整個后海灣面積不止八百公頃，后海灣是個不衛生，藏污納垢的地方，政府應對后海灣作出大方向考慮，且后海灣又接近前海，遇上的困難不會太多，他已多次就此去信予政府、鄉議局及區議會，請政府考慮有關計劃，但得不到回應，是否他的建議一文不值。后海灣計劃完全沒有阻力，除了政府、郊野公園及海岸公園委員會和環保人士需要解決，他不明白這麼大的發展，這麼多的阻力與困難，政府要捨易取難。

張綺薇女士感謝委員的意見及王威信議員詢問為何有這麼多的公營房屋在西鐵洪水橋站。在未來的西鐵站附近發展一個多用途的商業活動中心地區，這是他們的基本規劃方向，但亦要顧及公共屋邨的居民很多是依靠公共交通工具出入，所以希望他們居住的地方較為接近西鐵站。知悉王威信議員的意見後，他們會再檢視能否在將來的市中心區預留更多土地作為商業或其他有關的設施，使市中心區更有活力。而陳東岳議員的意見，現有很多各類別的貨櫃場或堆場，部分與港口、建築有關，他們在研究過程中作出了分析，當中部分可以整合，在將來六十二公頃的物流土地上繼續經營，但亦有部分商業活動，如一些重型的建築機械及開放式貨櫃場，未必可以遷往多層大廈繼續經營，為安置這些屬香港經濟重要的活動，他們需要積極考慮尋找洪水橋以外的地方作出安排，她希望下一步可再作研究。

她指出不論是現有的鄉村村屋的重置或是農業重置，是涉及現行的土地政策，包括影響原居民的屋地，即使有關土地不在「鄉村式發展」地帶內，而是在「鄉村式發展」地帶外，因發展而影響到有關的土地，亦會有一個重置的安排。希望在下一階段詳細藍圖中可正確標明有關位置。農業重置亦是一樣，現有政策是若因為政府工程而受影響的農戶，有關農戶可自行找到合適的土地復耕，並向地政總署申請在復耕地點搭建一間四百呎，十七呎高的農耕構築物。這些都可透過現行政策解決。

何偉略先生指在道路方面，他們會就屯門西繞道再與路政署商討如何在下一階段配合港深西部公路接駁及相關的深西下的道路，並連接物流區，他們會就道路網再作詳細研究。

劉皇發主席表示鄧勵東議員的建議值得考慮，把現在重重困難的洪水橋撤回或重新考慮后海灣推行有關計劃。他詢問政府會否把有關思維帶回考慮。

張綺薇女士表示現在的規劃不只是新發展區，政府就著土地的需要，這是多管齊下的一個方案，正研究多個不同的地方，當然很多地方需要注意，包括生態及基建配套設施等考慮。

鄧廉光議員指有關計劃最好搬到后海灣推行，因為現在政府都在考慮使用郊野公園土地，后海灣比郊野公園更易實施有關計劃，只需解決環保人士的問題。

劉皇發主席相信政府已聆聽到他們的意見，請他們下一次作出交代，是否有考慮本局議員的意見，政府代表回應了很多議員的提問，作出解釋，大家若有其他意見，可以書面形式向政府提出。若有需要時，鄉議局可再次安排政府代表與本局舉行會議再次磋商。他敦請政府在當日諮詢後，研究鄉議局的意見，並希望給予好的答案。

陶錫源議員表示需要在 10 月 15 日前將本局議員意見歸納，以書面形式提交予規劃署。

劉皇發主席同意陶錫源議員的提議。

劉皇發主席代表鄉議局多謝政府部門的解答。

【規劃署及土木工程拓展署官員等於下午 3 時 58 分離開會議廳。】

合約編號. CE2/2011 (CE)

洪水橋新發展規劃及工程研究

第二階段社區參與-

亦園村 2013年 10月 19日簡報會會議記錄

(經鄉舍輔導會屯門/元朗鄉郊中心邀請石埔路尾村、田心新村及其他鄰近村落出席)

日期: 2013年10月19日

時間: 晚上7時~9時

地點: 亦園村村公所

出席:

何開發	聯村關注組代表	亦園村
梁偉權	田心新村關注組代表	田心新村
梁耀忠	立法會議員	新界西
黃潤達	梁耀忠議員助理	
趙恩來	李卓人議員助理	工黨
傅先生	代表	反對香港「被規劃」行動組
村民約160人	村民	亦園村、 石埔路尾村、田心新村及丹桂村
陳卓榮	高級工程師(新界西及北)	土木工程拓展署
潘仲華	工程師(新界西及北)	(拓展署)
靳嘉燕	總城市規劃師	規劃署
李鑫生	高級城市規劃師	
李炳權	董事	艾奕康有限公司
何偉略	董事	(顧問公司)

事項	描述	備註
1.0	**介紹**	
1.1	大家都同意不需要播放「洪水橋新發展規劃」的宣傳片及介紹「初步發展大綱圖」，並同意逐一發表意見。	
2.0	**意見與回應**	
2.1	有亦園村村民表示在第一階段社區參與活動中已經提出「亦園村反對被清拆， 堅持不遷不拆」的要求，但意見並不在「初步發展大綱圖」反映，並在這簡介會再次重申不遷不拆的要求。亦表示不滿意第一階段社區參與活動諮詢過程的安排，認為沒機會表達意見。而且參與過程只諮詢區議會及鄉事委員會，沒有聽取受影響居民的意見。	

事項	描述	備註
2.2	梁耀忠議員表示沒有立法會議員、區議會議員及鄉事委員會委員住在當地，故此立法會、區議會及鄉事委員會不能代表本地村民意見。	
2.3	拓展署表示在第一階段社區參與活動時已在2011年12月29日向亦園村及田心新村村民作出諮詢。現在亦已透過不同渠道宣傳第二階段社區參與的活動和發放相關資料，包括研究網站、巡迴展覽、張貼海報與橫額於路旁及鄉村入口。此外，政府亦以香港郵政通函郵寄服務寄發《第二階段社區參與摘要》給洪水橋新發展區範圍內的居民。在社區參與期間，政府亦已諮詢相關的議會/委員會，包括城市規劃委員會、屯門區議會及元朗區議會、相關的鄉事委員會、鄉議局，以及主要的區內相關團體。	
2.4	何開發先生表示5條受影響的非原居民鄉村佔整個洪水橋新發展區約10%的總面積，而佔整個洪水橋新發展區約20%總面積的20條原居民鄉村卻全數保留。這規劃顯然是歧視非原居民鄉村。因為兩類村都是零散分佈於洪水橋區內，沒有理由佔大面積的原居民鄉村可以保留， 而影響非原居民鄉村。這是違反《基本法》第3章第29條的規定，因為基本法對於居民居室的保護與不受侵犯，是沒有區分甚麼原居民或非原居民的，而非原居民亦受《基本法》保護。	
2.5	規劃署表示原則上政府在規劃時盡量避免影響現有鄉村，但有些地方例如亦園村及田心新村等由於需要興建新的西鐵洪水橋站及相關基礎建設和社區設施，所以需要收地作新發展。在研究過程中，政府會諮詢村民，並會小心處理有關發展建議所產生的社會和經濟影響。政府會按現行法例及政策考慮及適當安置合資格的受影響居民。意見會在制定「建議發展大綱圖」作考慮。	
2.6	何開發先生表示，根據2011年人口普查資料， 屯門區49萬人口中只能提供5.5萬個同區工作機會。按現時屯門區人口和就業人數的比例來推算， 規劃中17.5萬新增人口中只能提供2萬（=(175,000x55,000)/490,000）個同區工作機會。有見及此， 規劃中的10萬就業人數會增加8萬個需要跨區工作的人流， 現有的公共交通無法承受更多人次， 嚴重影響現有的交通。因此，應先解決區內的交通問題，才再考慮增加人口。	
2.7	何開發先生質疑規劃中的特殊工業、酒店和其他商業用途用地所創造10萬個的工作機會。而現時的數碼港和科學園均是失敗例子。 因為深圳前海已經計劃發展成為金融、現代物流、資訊科技的市中心， 將會是洪水橋主要競爭地區。在兩地之間的南山， 是高級住宅區， 貨櫃車24小時通關是不允許的。所以洪水橋新發展區不適合發展物流業。 另外，物流業提供的就業機會根本不能解決區內的失業問題。以葵涌貨櫃碼頭、東涌附近的迪士尼公園及赤鱲角機場為例子，區內的失業率仍然高企。 除此之外，天水圍酒店長期缺乏旅客入住，並以服務式住宅租出，在洪水橋新發展區興建酒店恐怕不能有效地提供工作機會。 現有19萬人跨區工作， 洪水橋新發展區增加17萬5人口， 將使到現有繁忙的對外交通進一步惡化。	
2.8	何開發先生建議圍繞現有的西鐵天水圍站發展，是最合理高效率的做法。亦表示反對興建西鐵洪水橋站，因為現有鐵路對外交通已經接近飽和，興建西鐵洪水橋站根本解決不了集體運輸，疏導跨區上班人流的交通問題，	

事項	描述	備註
	反而會減慢西鐵流量。	
2.9	何開發先生建議在洪水橋區內深化發展建造輕鐵網路，解決區內交通問題。	
2.10	有亦園村村民質疑為何只收回非原居民村的土地，而且對如何分辨原居民及非原居民村的定義有疑問。同時認為收回這些非原居民村的土地後，以賣地形式出售給私人發展商，完全缺乏理據。另外，因發展區內涉及大量私人土地，收地及補償過程中有「官商勾結」之嫌。	
2.11	何開發先生指出根據路政署鐵路拓展處資料西鐵總容量是75,000人次，目前高峰時間有50,000人次，容量只可以增加25,000人。根據屯門區49萬人口中， 17萬人要跨區工作，佔大約35%。以這個現實數位來推算，洪水橋新發展區只能容納大約7萬人左右(=25,000/35%)。如果新發展區的人口減少，發展區的規模亦可相對減少，那麼便沒有必要收回非原居民村。	
2.12	顧問公司指出根據初步的交通影響評估，現有及計劃的鐵路及道路設施是可以應付洪水橋新發展區新增的人口。然而，透過提供充足的區內就業機會，更可減少跨區上班，並紓緩對外交通的壓力。	
2.13	梁耀忠議員表示地積比率過高，擔心過多人口對區內交通配套設施造成壓力，而且會破壞區內的寧靜環境。	
2.14	有亦園村村民指出現在區內巴士交通已經不足夠，要先解決區內交通問題，才再考慮增加人口。	
2.15	劉榮達表示不應對原居民及非原居民村有不同對待。並質疑10萬就業人數不能解決跨區工作，反而引至交通問題，因為檢測和認證業需要高科技人員，擔心居民沒有該種技術。此外政府現時沒有政府資助輕鐵，因此地鐵公司不會增加輕鐵班次，擔心現有輕鐵不足以應負將來發展後的需求。	
2.16	有亦園村村民表示政府應該修改補償和安置措施，因為部份村民並不附合上公屋或領取寮屋補償的資格。政府亦需要諮詢亦園村居民的意見， 例如村換村、原區安置等方案， 並把意見納入規劃之中。	
2.17	有亦園村村民表示不滿諮詢過程，認為政府宣傳不足。並指出反對傳統新市鎮發展模式。並指出洪水橋是香港最後的綠化帶及緩衝區，堅持不遷不拆。若政府強行拆村，不排除村民以司法覆核反對發展。	
2.18	拓展署及規劃署表示已收到居民反對清拆和堅持不遷不拆的意見，會在制定「建議發展大綱圖」作詳細考慮。	
2.19	何開發先生指出10萬就業人數是從特殊工業、酒店和其他商業用途用地所創造總樓面面積計算，沒有實質資料與內容作支援，不能說明可適用於洪水橋新發展區，而且不能解決跨區工作引至的交通問題。並再重申不遷不拆，反對歧視，質疑如何製造10萬個的工作機會，反對興建西鐵洪水橋站等意見。	
2.20	有亦園村村民要求公開諮詢記錄，並要求政府澄清有沒有收回原居民村的先例。並且要交待對規劃作出定案的人，不要「黑箱作業」。	
2.21	反對香港「被規劃」行動組的傅先生表示政府應仔細考慮受影響村民的訴求，亦不應將洪水橋發展為前海的門廊，只為與內地融合。	

立法會
Legislative Council

立法會CB(1)352/13-14號文件
(此份會議紀要業經政府當局審閱)

檔　號：CB1/PL/DEV/1

發展事務委員會
會議紀要

日　期　：　2013年10月22日(星期二)
時　間　：　下午2時30分
地　點　：　立法會綜合大樓會議室3

出席委員　：　劉皇發議員，大紫荊勳賢，GBS, JP (主席)
謝偉銓議員(副主席)
涂謹申議員
陳鑑林議員，SBS, JP
石禮謙議員，GBS, JP
何秀蘭議員
林大輝議員，SBS, JP
陳克勤議員，JP
陳健波議員，BBS, JP
梁美芬議員，SBS, JP
葉國謙議員，GBS, JP
葉劉淑儀議員，GBS, JP
梁家傑議員，SC
梁國雄議員
陳偉業議員
田北辰議員，BBS, JP
田北俊議員，GBS, JP
胡志偉議員，MH
姚思榮議員
范國威議員
陳志全議員
陳家洛議員

梁志祥議員, BBS, MH, JP
麥美娟議員, JP
郭家麒議員
張超雄議員
蔣麗芸議員, JP
盧偉國議員, BBS, MH, JP

列席議員 : 梁耀忠議員
何俊賢議員

缺席委員 : 劉慧卿議員, JP
馮檢基議員, SBS, JP
陳恒鑌議員
陳婉嫻議員, SBS, JP

出席公職人員 : **議程第IV項**

發展局
首席助理秘書長(工務)2
廖振新先生

土木工程拓展署副署長
陳志明先生, JP

土木工程拓展署
啟德辦事處專員
李關小娟女士, JP

土木工程拓展署
土木工程處副處長
(工程及環境管理)
葉桂恆先生

議程第V項

發展局局長
陳茂波先生, MH, JP

發展局
副秘書長(規劃及地政)1
陳松青先生, JP

議會秘書(1)6
彭惠健先生

議會事務助理(1)6
蕭靜娟女士

經辦人／部門

VI 洪水橋新發展區規劃及工程研究 —— 初步發展大綱圖及第二階段社區參與

(立法會CB(1)1543/12-13(03)號文件 —— 政府當局就洪水橋新發展區規劃及工程研究 —— 初步發展大綱圖及第二階段社區參與提交的文件

立法會CB(1)1543/12-13(04)號文件 —— 立法會秘書處就洪水橋新發展區規劃及工程研究擬備的文件(背景資料簡介))

73. 發展局局長向委員簡介洪水橋新發展區規劃及工程研究(下稱"規劃及工程研究")的背景，有關詳情載於政府當局的文件(立法會

CB(1)1543/12-13(03)號文件)。為了讓公眾參與擬議洪水橋新發展區的規劃，規劃及工程研究包括3個階段的社區參與活動。發展局局長表示，兩輪第一階段社區參與活動已於2010年11月及2011年12月舉行。在2013年7月，政府當局已展開第二階段社區參與活動，就當局為擬議新發展區制訂的初步發展大綱圖徵詢公眾的意見。他重點提述洪水橋新發展區規劃的4個主要特點，即提升新發展區的策略性角色、提供房屋用地、締造以人為本的社區，以及推動綠色生活模式及環境。

74. 署任規劃署助理署長／全港以電腦投影片向委員簡介初步發展大綱圖、整體規劃及設計框架，以及在第一及第二階段社區參與活動接獲的主要公眾意見。

(*會後補註*：上述電腦投影片資料的電子複本(立法會CB(1)136/13-14(01)號文件)已於2013年10月23日以電子郵件方式送交委員。)

擬議發展對現有鄉村的影響

75. 梁志祥議員認為，在擬議洪水橋新發展區內，政府當局應在有關發展及現有鄉村之間預留緩衝區。他強調，保留地區特色為十分重要，並關注到在鄉村周圍的地方興建高樓大廈的計劃會限制鄉村日後的發展。

76. 規劃署副署長／全港答稱，根據小型屋宇政策，一名新界原居村民可向當局申請在其村落"鄉村範圍"內的合適土地上建造一所小型屋宇。她表示，就洪水橋新發展區制訂初步發展大綱圖時，政府當局已考慮現有鄉村的"鄉村範圍"及該區對小型屋宇的需求。規劃署副署長／全港表示，在制訂洪水橋新發展區的土地用途建議時，當局會在現有鄉村及新建的高樓大廈之間引入足夠的緩衝區。

77. 梁耀忠議員表示，洪水橋的受影響非原居村民反對擬議洪水橋新發展區發展項目(下稱"發展項目")，因為此項目會引致他們的鄉村被清拆。他認

為，鑒於擬議洪水橋新發展區的面積龐大，政府當局應有可能容許非原居鄉村與新發展項目共存。規劃署副署長／全港回應時表示，政府當局已致力保留在擬議新發展區內的現有鄉村。在29條鄉村(涉及20條原居民鄉村及9條非原居民鄉村)當中，24條會予以保留(包括4條非原居民鄉村)。她解釋，清拆另外5條鄉村為無可避免，因為該等鄉村是位於或十分接近初步發展大綱圖下新發展區日後的市中心、擬議的西鐵洪水橋站或已預留作提供交通基建或商業發展項目的地方。

78. 田北辰議員建議，為避免清拆在擬議新發展區內的現有5條非原居民鄉村，政府當局應考慮把圍繞該等非原居民鄉村的土地改劃為"綠化地帶"。規劃署副署長／全港回應時重申，在制訂該等發展建議時，政府當局已致力盡量減少對現有鄉村的影響。位於青山公路以南的現有鄉村將會予以保留，而在周邊範圍的土地會劃作"綠化地帶"，有關範圍會涵蓋部分將予保留的房屋。

就業機會

79. 陳克勤議員及麥美娟議員關注到洪水橋新發展區提供的就業機會。陳議員認為，當局須在擬議新發展區提供足夠土地作商業用途，以促進商業發展及創造就業機會。麥議員指出，天水圍及屯門欠缺區內的就業機會，並表示該兩個地區的居民歡迎在初步發展大綱圖下預期會在洪水橋新發展區提供的10萬個就業機會。考慮到擬議物流和科技區將會是新發展區內創造就業機會的主要來源，麥議員強調，運輸及房屋局應制訂相關政策促進物流業在洪水橋新發展區發展，以確保能適時創造目標所訂的職位數目。梁耀忠議員認為，當局估計洪水橋新發展區會提供10萬個新增就業機會為不切實際。他促請政府當局提供資料說明如何制訂有關的估計數字及當中包括甚麼職位。

露天貯物場／港口後勤用途

80. 麥美娟議員表示，香港工會聯合會支持洪水橋新發展區的發展。她察悉，擬議新發展區內目

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前有超過190公頃土地用作港口後勤及露天貯物用地。她關注到，當局整合此等土地用途，對於現時在上述用地工作的工人有何影響。

81. 何俊賢議員認為，如現有港口後勤及露天貯物業務經營者受到發展項目影響，當局應考慮提供土地讓他們繼續經營。他詢問，他們會否獲准遷入擬議新發展區內的擬建物流和科技區，以繼續其現有運作模式。

82. 發展局局長回應時表示，政府當局在進行規劃及工程研究初期，已察悉何議員提出的關注事宜。由於現時有很多港口後勤用地、露天貯物及回收場散布在洪水橋，除發展局外，運輸及房屋局及商務及經濟發展局的代表亦一直參與擬議新發展區的規劃，以研究有關發展對現時在該等用地工作的業務經營者可能帶來的影響。當局會就處理港口後勤及露天貯物用地制訂更詳盡的安排，以在舉行第三階段社區參與活動時進行諮詢。

社區設施及交通基建

83. 陳克勤議員察悉，在擬議新發展區的西南部將會有一個大型的公共房屋發展項目。他關注到，鄰近一帶的社區設施能否應付未來居民的需求。他表示，在不影響新發展區整體公私營房屋比例的情況下，政府當局應否考慮在個別住宅用地採取更平衡的房屋組合，以締造一個和諧及自給自足的社區。規劃署副署長／全港回應時表示，當局在下階段的規劃及工程研究制訂洪水橋新發展區的建議發展大綱圖時，會小心考慮個別地區的資助及私人房屋組合。

84. 陳偉業議員批評政府當局一直漠視新界居民的交通需要。他指出，當局就市區每5萬至8萬的人口羣提供一個集體運輸鐵路站，並質疑當局為何不把類似的標準應用於規劃洪水橋新發展區。

85. 規劃署副署長／全港表示，就鐵路站的規劃而言，政府當局沒有對市區及新界的居民予以不同的對待。就洪水橋新發展區的集體公共運輸系統

而言，現有的西鐵會作為骨幹，目前的天水圍站會在東面，而西面日後的市中心會有新建的擬議洪水橋站。擬議發展區約45%的人口會居住在從該兩個鐵路站步行可達的範圍內。連同輕鐵及巴士和小巴等路面交通工具，洪水橋新發展區未來的居民會獲得有效便捷的公共交通設施提供服務。陳偉業議員表示政府當局的回應對他來說是不能接受，亦扭曲了當局把新界鐵路發展置於低優次的真實情況，他要求把他的意見記錄在案。

86. 梁耀忠議員關注到，西鐵及擬議的社區設施不能應付洪水橋新發展區新增人口的需求。他認為，擬議發展會令元朗市中心的擠迫問題進一步惡化。他表示，政府當局應考慮擱置此發展項目。規劃署副署長／全港回應時向委員保證，作為規劃及工程研究的一部分，政府當局在規劃洪水橋新發展區的交通基建時會採取策略性和全面的方法，以應付新界北部地區預計會增加的人口。

87. 梁志祥議員質疑，初步發展大綱圖下的城市設計，可否把處於新界西北策略性位置的洪水橋新發展區打造為香港一個主要的新市鎮。他認為，根據初步發展大綱圖，洪水橋新發展區與天水圍並沒有妥善融合。由於天水圍已有一個西鐵站，他質疑是否有必要興建擬議洪水橋站。規劃署副署長／全港答稱，除了現有的天水圍站外，亦有必要在新發展區興建擬議的洪水橋站，以應付未來居民的交通需要。該洪水橋站在整個新界西北的交通網絡中亦會擔當策略性的角色。

88. 陳偉業議員認為，政府當局應把握洪水橋新發展區優越的地理位置，把西鐵與擬議北環線連貫起來，以改善新界的交通連繫。他關注到，政府當局會因應個別地段的業權就洪水橋新發展區的土地用途進行規劃，令過去10年來一直在洪水橋收購土地的大財團會因為發展項目落實而得益。

89. 規劃署副署長／全港答稱，政府當局有考慮擬議新發展區優越的地理位置。因此，當局會在擬議新發展區西北部興建一個物流和科技區，以促進經濟活動及創造就業機會。該物流和科技區的位

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置接近策略性道路(例如港深西部公路)，可容易直達香港國際機場、港口及深圳。至於新發展區土地用途的規劃，她表示政府當局是在悉數考慮一系列因素(包括不同地段的地理位置及有關地段與鐵路站是否接近)後制訂相關的建議，並沒考慮有關地段的業主是誰。

90. 盧偉國議員促請政府當局把握發展洪水橋新發展區的機會改善區內的污水和排水系統，以改善居民的居住環境。

旅遊設施

91. 姚思榮議員認為，由於洪水橋新發展區鄰近深圳，可發展為吸引內地訪港旅客的中心。此做法亦會有助紓緩因內地訪客人數飆升而對本港其他地區的旅遊配套設施所構成的壓力。他詢問，政府當局會否加強擬議新發展區各旅遊景點及旅遊設施(包括文物徑、單車徑、河畔長廊、香港濕地公園及將會提供的酒店和購物設施)之間的連繫。

92. 規劃署副署長／全港回應時給予肯定的答覆。她表示，毗連擬議洪水橋站的兩幅發展用地會提供商業樓面面積容納酒店、商業和購物設施。她表示，政府當局會詳細探討有何方法能把相關景點連接起來。陳克勤議員問及政府當局會否考慮增加商業用地的發展密度，以加強洪水橋作為地區商貿中心的地位。規劃署副署長／全港答稱，政府當局會繼續研究如何能促進更多經濟活動，藉以在新發展區提供更多就業機會。

93. 姚思榮議員提醒政府當局應避免旅客活動過度集中於上水和大埔的問題日後在洪水橋新發展區再現。發展局局長察悉姚議員的意見。

94. 委員同意把會議再延長10分鐘。

零售樓面面積的供應

95. 田北辰議員表示，在過去10年，本港零售業的總收益增長了1.3倍，但零售樓面面積於同期只

增加了30%。田議員認為，零售樓面面積短缺，已引致商舖租金急升及限制本地零售業發展，亦可能因此導致市民對來自內地的訪客不滿。他建議，政府當局應把握發展項目帶來的機遇，在擬議的洪水橋站附近一帶提供樓面面積不少於10萬平方米的大型酒店和零售綜合設施。發展局局長回應時表示政府當局會考慮田議員的建議。

市鎮公園的位置

96. 梁志祥議員認為，當局不應把擬議市鎮公園的位置規劃在新發展區的中央，並且被高樓大廈包圍。他認為，當局應把預留作市鎮公園的用地作房屋發展用途。規劃署副署長／全港答稱，當局建議把該市鎮公園設於新發展區的中央，為大部分居民提供服務。此外，由於圍繞擬議市鎮公園的發展項目均為低密度村屋，該市鎮公園不會被高樓大廈包圍。

97. 田北辰議員認為，如市鎮公園採取甜麵包圈形狀的設計，會接近更多住宅樓宇，從而亦可方便更多居民前往公園。規劃署副署長／全港表示，就擬議市鎮公園的設計而言，政府當局擬把該公園打造為擬議新發展區的地標，並與區內的河道融合。

復耕

98. 何俊賢議員關注到政府當局如何協助受發展項目影響的務農人士重建其農耕業務，以及向他們作出補償的安排。他詢問，該11公頃可供復耕的農地是否政府土地。該等土地又可否按較長期的租約出租給務農人士。他指出，擬議新發展區附近有一個雞場。他提醒政府當局須考慮該農場的運作與附近一帶的新發展項目可能出現的衝突。

99. 發展局局長答稱，政府當局在落實新界東北新發展區計劃的同時，亦從政策的角度考慮有關復耕的事宜。政府當局在適當時會與立法會議員就此課題作更多討論。

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完成發展項目所需的時間

100. 陳鑑林議員作出申報，表示他在洪水橋擁有單位。他察悉，擬議新發展區已定於2034年全面落實。他關注到完成整個發展項目需時甚長。為改善洪水橋的交通連繫，以及為方便現有居民，他建議當局在展開此項目前先進行興建擬議洪水橋站的工程。此外，他促請政府當局推行措施鼓勵洪水橋較舊及層數少的私人住宅樓宇重建，以增加房屋供應。

101. 規劃署副署長／全港答稱，政府當局需要時間就洪水橋新發展區制訂建議發展大綱圖，以及進行所需的法定程序。因此，擬議新發展區地盤平整工程的首批工程項目不可能在2019年前展開。她向委員保證，政府當局會致力滿足早日推展洪水橋新發展區項目的訴求。她補充，雖然根據計劃，洪水橋新發展區全面發展後可容納約218 000人，就部分會在較早階段落成的新房屋發展項目而言，首批居民可在早於2024年入伙。此外，為應付迫切的房屋需求，當局現正在洪水橋第13區進行一個公共房屋發展項目。至於發展和重建新發展區以外的私人住宅用地，她表示私人發展項目由市場主導，土地業權人會按其本身的計劃進行發展項目。

VII 其他事項

102. 議事完畢，會議於下午6時10分結束。

立法會秘書處
議會事務部1
2013年11月22日

立法會
Legislative Council

LC Paper No. CB(1)352/13-14
(These minutes have been seen by the Administration)

Ref : CB1/PL/DEV/1

Panel on Development

Minutes of meeting
held on Tuesday, 22 October 2013, at 2:30 pm
in Conference Room 3 of the Legislative Council Complex

Members present : Dr Hon LAU Wong-fat, GBM, GBS, JP (Chairman)
Hon Tony TSE Wai-chuen (Deputy Chairman)
Hon James TO Kun-sun
Hon CHAN Kam-lam, SBS, JP
Hon Abraham SHEK Lai-him, GBS, JP
Hon Cyd HO Sau-lan
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-yee, 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 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

Member attending : Hon LEUNG Yiu-chung
Hon Steven HO Chun-yin

Members absent : Hon Emily LAU Wai-hing, JP
Hon Frederick FUNG Kin-kee, SBS, JP
Hon CHAN Han-pan
Hon CHAN Yuen-han, SBS, JP

Public officers attending : **Agenda item IV**

Mr LIU Chun-san
Principal Assistant Secretary (Works) 2
Development Bureau

Mr CHAN Chi-ming, JP
Deputy Director of Civil Engineering and Development
Civil Engineering and Development Department

Mrs Sorais LEE, JP
Head (Kai Tak Office)
Civil Engineering and Development Department

Mr IP Kwai-hang
Deputy Head of Civil Engineering Office
(Projects & Environment Management)
Civil Engineering and Development Department

Agenda item V

Mr Paul CHAN Mo-po, MH, JP
Secretary for Development

Mr Thomas CHAN Chung-ching, JP
Deputy Secretary for Development
(Planning and Lands) 1

Mrs Winnie KANG LEUNG Wing-yee
Secretary of the Harbourfront Commission

Agenda item VI

Mr Paul CHAN Mo-po, MH, JP
Secretary for Development

Mr Thomas CHAN Chung-ching, JP
Deputy Secretary for Development (Planning and Lands) 1
Development Bureau

Mr Michael CHAN Chun-fung
Principal Assistant Secretary (Planning and Lands) 5
Development Bureau

Ms Phyllis LI, JP
Deputy Director of Planning/Territorial

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

Mr Edward CHAN Cheuk-wing
Acting Chief Engineer/Project 1(New Territories North and West)
Civil Engineering and Development Department

Attendance by Invitation : **Agenda item V**

Mr Nicholas BROOKE, SBS
Chairman of the Harbourfront Commission

Mr Vincent NG
Chairman of the Harbourfront Commission's Core Group for Public Engagement

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
Council Secretary (1)6

Ms Christina SHIU
Legislative Assistant (1)6

VI Hung Shui Kiu New Development Area Planning and Engineering Study -- Preliminary Outline Development Plan and Stage 2 Community Engagement

(LC Paper No. CB(1)1543/12-13(03) -- Administration's paper on Hung Shui Kiu New Development Area Planning and Engineering Study -- Preliminary Outline Development Plan and Stage Two Community Engagement

LC Paper No. CB(1)1543/12-13(04) -- Paper on the planning and engineering study for the Hung Shui Kiu new development area prepared by the Legislative Council Secretariat (Background brief))

73. SDEV briefed members on the background of the Hung Shui Kiu ("HSK") New Development Area ("NDA") Planning and Engineering Study ("the P&E Study"), the details of which were given in the Administration's paper (LC Paper No. CB(1)1543/12-13(03)). To engage the public in planning the proposed HSK NDA, the P&E Study included a three-stage community engagement ("CE") exercise. SDEV advised that the two rounds of Stage 1 CE had been undertaken in November 2010 and December 2011. In July 2013, the Administration had launched the Stage 2 CE to seek public comments on the Preliminary Outline Development Plan ("PODP") formulated for the proposed NDA. He highlighted the four key features of the planning of HSK NDA, namely, enhancing the strategic roles of the NDA, provision of housing land, building people-oriented communities, and promoting green lifestyle and environment.

74. With the aid of a powerpoint presentation, Acting Assistant Director/Territorial, Planning Department briefed members on the PODP,

the overall planning and design framework and the major public comments received during the Stage 1 and Stage 2 CE.

(*Post-meeting note*: A soft copy of the powerpoint presentation materials (LC Paper No. CB(1)136/13-14(01)) was circulated to members by email on 23 October 2013.)

Impact of the proposed development on existing villages

75. Mr LEUNG Che-cheung considered that the Administration should reserve buffer areas between the development and the existing villages within the proposed HSK NDA. He stressed the importance to preserve the characteristics of the localities and expressed concern that the plans to provide high-rise development in the surrounding areas of the villages would restrict their future development.

76. Deputy Director of Planning/Territorial ("DD/Planning/Territorial") replied that under the Small House Policy, an indigenous villager ("IV") in the New Territories ("NT") might apply to the authority for building a small house on suitable land in the area within the "Village Environs" ("VE") of his village. She advised that in working out the PODP for HSK NDA, the Administration had taken into account the VE of the existing villages and the demand for small houses in the area. DD/Planning/Territorial said that in formulating the land use proposals for HSK NDA, sufficient buffer would be introduced between the existing villages and the new high-rise buildings.

77. Mr LEUNG Yiu-chung said that the affected non-IVs in HSK were opposed to the proposed HSK NDA development project ("the development project") as it would lead to clearance of their villages. He was of the view that given the large size of the proposed HSK NDA, it should be possible for the Administration to allow the non-indigenous villages to co-exist with the new developments. DD/Planning/Territorial responded that the Administration had strived to retain the existing villages within the areas of the proposed NDA. Of the 29 villages (involving 20 indigenous villages and nine non-indigenous villages), 24 would be retained (including four non-indigenous villages). She explained that clearance of the other five villages was inevitable as they were located either at or in close proximity of the future town centre of the NDA and the proposed HSK West Rail Station or the sites earmarked for providing transport infrastructure or business developments under the PODP.

78. Mr Michael TIEN suggested that, to avoid clearance of the five existing non-indigenous villages within the proposed NDA, the Administration should consider rezoning the land surrounding the non-indigenous villages as "Green Belt". In response, DD/Planning/Territorial reiterated that when formulating the development proposals, the Administration had already endeavoured to minimize the impacts on existing villages. The existing villages located to the south of Castle Peak Road would be retained, and the areas at the periphery would be zoned "Green Belt", which would cover some retained houses.

Employment opportunities

79. Mr CHAN Hak-kan and Miss Alice MAK were concerned about the provision of employment opportunities in HSK NDA. Mr CHAN considered it important to provide sufficient land for commercial use in the proposed NDA to facilitate business developments and generate employment opportunities. Pointing out that there was a lack of local job opportunities in Tin Shui Wai and Tuen Mun, Miss MAK said that the 100 000 employment opportunities expected to be available in HSK NDA under the PODP would be welcomed by the residents in these two districts. Taking into consideration that the proposed Logistics and Technology Quarter would be the major sources of employment generation within the NDA, Miss MAK stressed that the Transport and Housing Bureau ("THB") should put forward relevant policies to facilitate the development of the logistics industry in HSK NDA so as to ensure that the target number of jobs would be generated in a timely manner. Mr LEUNG Yiu-chung did not consider the estimation of 100 000 new employment opportunities in HSK NDA realistic. He urged the Administration to provide information about how the estimation had been worked out and what these jobs would be.

Open storage/port back-up uses

80. Miss Alice MAK said that the Hong Kong Federation of Trade Unions supported the HSK NDA development. Noting that over 190 hectares ("ha") of land within the proposed NDA were at present used as port back-up and open storage areas, she was concerned about the impact of the consolidation of these land uses on the existing workforce currently engaged in the operations in these areas.

81. Mr Steven HO opined that consideration should be given to providing land for the existing port back-up and open storage operators affected by the development project to continue their businesses. He enquired whether they

would be allowed to move into the proposed Logistics and Technology Quarter in the proposed NDA to continue their current mode of operations.

82. SDEV responded that the concern raised by Mr Ho had already been noted by the Administration at the early stage of the P&E Study. As a considerable number of port back-up sites, open storage and recycling yards were currently scattered over HSK, apart from the Development Bureau, representatives from THB and the Commerce and Economic Development Bureau had been taking part in the planning of the proposed NDA to look into the issue of possible impacts on existing business operators working at these sites. More details about the arrangements to deal with the port back-up and open storage areas would be worked out for consultation in the Stage 3 CE.

Community facilities and transport infrastructure

83. Noting that there would be a large-scale public housing development at the southwestern edge of the proposed NDA, Mr CHAN Hak-kan expressed concern on whether the community facilities in the vicinity could cope with the demand of the future residents. He said that without compromising the overall public-private housing ratio in the NDA, the Administration should consider a more balanced housing mix in individual residential sites with a view to creating a harmonized and self-sufficient community. In response, DD/Planning/Territorial said that when formulating the Recommended Outline Development Plan ("RODP") of HSK NDA at the next stage of the P&E Study, the housing mix between subsidized and private housing in individual areas would be carefully considered.

84. Mr Albert CHAN criticized that the Administration had all along disregarded the transport need of residents in the New Territories ("NT"). Pointing out that a mass transit rail station was provided for a population cluster size of 50 000 to 80 000 in the urban area, he queried why a similar standard did not apply in planning HSK NDA.

85. DD/Planning/Territorial said that as far as the planning of railway stations was concerned, the Administration did not make a differentiation between residents in the urban area and the NT. For mass public transport in HSK NDA, the existing West Rail would be used as the backbone, with the existing Tin Shui Wai Station in the east and the new proposed HSK Station in the future town centre in the west. About 45% of the population in the proposed NDA would reside within the walking distance of the two stations.

Together with the Light Rail Transit and road-based transport such as buses and public light buses, future residents of HSK NDA would be well served by efficient and convenient public transport facilities. Mr Albert CHAN requested to put on record that the Administration's reply was unacceptable to him and had distorted the true picture that the railway development in the NT had been accorded with a low priority.

86. Mr LEUNG Yiu-chung was concerned that the West Rail and the proposed community facilities could not cope with the demand of the new population in HSK NDA. Holding the view that the proposed development would further worsen the overcrowding problem in the Yuen Long town centre, he said that the Administration should consider shelving the development project. In reply, DD/Planning/Territorial assured members that as part of the P&E Study, the Administration would adopt a strategic and holistic approach in planning the transport infrastructure of HSK NDA to cope with the anticipated increase in the population of North NT.

87. Mr LEUNG Che-cheung queried whether the urban design proposals under the PODP could make HSK NDA, commanding a strategic location in North West NT, a major new town in Hong Kong. In his view, HSK NDA and Tin Shui Wai were not well integrated under the PODP. As there was already a West Rail station at Tin Shui Wai, he doubted if the proposed HSK Station was necessary. DD/Planning/Territorial replied that apart from the existing Tin Shui Wai Station, the proposed HSK Station in the NDA was necessary to cater for the transport needs of future residents. The HSK Station would also play a strategic role in the transport networks of the entire North West NT.

88. Mr Albert CHAN opined that the Administration should capitalize on HSK NDA's advantageous geographical location to integrate the West Rail with the proposed Northern Link, so as to enhance the connectivity of the NT. He was concerned that the Administration would plan the land uses in HSK NDA with reference to the ownership of individual land lots, so that the large consortia which had been acquiring land in HSK over the last decade would benefit from the implementation of the development project.

89. DD/Planning/Territorial replied that the Administration had considered the geographically favourable location of the proposed NDA. In this connection, a Logistics and Technology Quarter would be provided in the northwestern part of the proposed NDA to promote economic activities and generate employment opportunities. The location of the Logistics and Technology Quarter was close to strategic roads such as the Kong Sham

Western Highway, which could easily be connected to the Hong Kong International Airport, port services as well as Shenzhen. As regards land use planning for the NDA, she said that the Administration had worked out the relevant proposals taking into account a full set of factors including the geographical locations of different land lots and their proximity to railway stations, without regard to the identities of the owners of the land lots concerned.

90. Ir Dr LO Wai-kwok urged that the Administration should take the opportunity of developing HSK NDA to improve the sewerage and drainage systems in the area so as to provide a better environment for the residents.

Tourism facilities

91. Mr YIU Si-wing opined that with its proximity to Shenzhen, HSK NDA could be developed as a hub for inbound Mainland tourists. This would help relieve the pressure on the tourist supporting facilities in other places of Hong Kong caused by the surge of visitors from the Mainland. He enquired whether the Administration would strengthen the connectivity among various tourist attractions and tourism facilities in the proposed NDA, including heritage trails, cycle paths, the riverside promenade, the Hong Kong Wetland Park as well as the hotels and shopping facilities to be provided.

92. DD/Planning/Territorial replied in the affirmative. She advised that two development sites adjoining the proposed HSK Station would provide commercial floor spaces to accommodate hotels, commercial and shopping facilities. She said that the Administration would explore in detail the possible ways to link up the relevant scenic spots. In response to Mr CHAN Hak-kan's enquiry on whether the Administration would consider increasing the development intensity of the commercial sites to strengthen the HSK's position as a regional commercial and business hub, DD/Planning/Territorial replied that the Administration would continue to examine the ways to facilitate more economic activities and hence more employment opportunities within the NDA.

93. Mr YIU Si-wing cautioned that the Administration should prevent the problems arising from over-concentration of tourist activities in Sheung Shui and Tai Po from recurring in HSK NDA in future. SDEV noted Mr YIU's views.

94. Members agreed that the meeting be further extended for 10 minutes.

Supply of retail floor areas

95. Mr Michael TIEN said that while the gross proceeds of the retail industry in Hong Kong had grown by 1.3 times in the past decade, the retail floor areas had increased only by 30% during the same period. Holding the view that the shortage of retail floor areas had resulted in surging shop rents and restricted the development of the local retail industry, which had in turn possibly given rise to discontent among members of the public with visitors from the Mainland, Mr TIEN suggested that the Administration should capitalize on the opportunity brought by the development project to provide in the vicinity of the proposed HSK Station a large hotel-cum-shopping complex with a floor area, say, not less than 100 000 square metres. SDEV responded that the Administration would consider Mr TIEN's suggestion.

Location of the Town Park

96. Mr LEUNG Che-cheung opined that the proposed Town Park should not be planned to be located at the centre of the NDA and surrounded by tall buildings. He held the view that the land reserved for the Town Park should be used for housing development. DD/Planning/Territorial replied that the Town Park was proposed to be located at the centre of the NDA to serve most of the residents. Moreover, the proposed Town Park would not be surrounded by tall buildings as the developments around it would be low-rise village houses.

97. Mr Michael TIEN opined that if the Town Park was to be donut-shaped, more residential buildings would be in proximity to it and hence more residents would find it easily accessible. DD/Planning/Territorial advised that as far as the design of the proposed Town Park was concerned, the Administration's intention was to make the Town Park a landmark of the proposed NDA and to integrate it with the river channels in the area.

Agricultural rehabilitation

98. Mr Steven HO was concerned about the Administration's measures to assist the farmers affected by the development project in re-establishing their farming practices and the compensation arrangements for them. He enquired whether the 11 ha of agricultural land to be available for agricultural rehabilitation was Government land and whether the land could be rented out to farmers under a longer tenancy term. Pointing out that there was a chicken

farm near the proposed NDA, he cautioned that the Administration should take into account any possible conflict between the operation of the farm and the new development in its vicinity.

99. SDEV replied that alongside the implementation of the North East NT NDAs project, the Administration was considering the matters related to agricultural rehabilitation from a policy perspective. More discussion between the Administration and LegCo Members on the subject would be made in due course.

Time required for completing the development project

100. Mr CHAN Kam-lam declared that he owned properties in HSK. Noting that full implementation of the proposed NDA had been scheduled for 2034, he was concerned about the long delivery time required for completing the entire development project. To enhance the connectivity of HSK and to facilitate the existing residents, he suggested that the construction of the proposed HSK Station should be undertaken prior to the commencement of the project. Furthermore, he urged the Administration to introduce measures to encourage redevelopment of the old and low-rise private residential buildings in HSK with a view to increasing housing supply.

101. DD/Planning/Territorial replied that it would take time for the Administration to develop the RODP for HSK NDA and to go through the necessary statutory procedures. Therefore, the first engineering package of site formation works in the proposed NDA would unlikely be commenced before 2019. She assured members that the Administration would strive to meet the aspiration for the early implementation of HSK NDA. She added that while HSK NDA was planned to accommodate a population of about 218 000 upon full development, the first population intake of some new housing developments in the early packages would commence as early as 2024. Moreover, to address the pressing housing demand, a public housing project at Hung Shui Kiu Area 13 was under construction. As regards the development and redevelopment of private residential sites outside the NDA, she advised that private developments were market driven and land owners would proceed with the development projects according to their own plans.

VII Any other business

102. There being no other business, the meeting ended at 6:10 pm.

Council Business Division 1
Legislative Council Secretariat
22 November 2013

立法會
Legislative Council

立法會CB(1)926/13-14號文件
(此份會議紀要業經政府當局審閱)

檔　號：CB1/PL/DEV/1

發展事務委員會
特別會議紀要

日　期　：　2013年11月16日(星期六)
時　間　：　上午9時
地　點　：　立法會綜合大樓會議室1

出席委員　：
劉皇發議員，大紫荊勳賢，GBS, JP (主席)
謝偉銓議員(副主席)
陳鑑林議員，SBS, JP
劉慧卿議員，JP
石禮謙議員，GBS, JP
馮檢基議員，SBS, JP
何秀蘭議員
陳克勤議員，JP
陳健波議員，BBS, JP
梁美芬議員，SBS, JP
葉劉淑儀議員，GBS, JP
梁家傑議員，SC
陳偉業議員
田北辰議員，BBS, JP
田北俊議員，GBS, JP
胡志偉議員，MH
姚思榮議員
范國威議員
陳志全議員
陳婉嫻議員，SBS, JP
郭家麒議員
張超雄議員
蔣麗芸議員，JP

列席議員 ： 李卓人議員

缺席委員 ： 涂謹申議員
林大輝議員, SBS, JP
葉國謙議員, GBS, JP
梁國雄議員
陳恒鑌議員
陳家洛議員
梁志祥議員, BBS, MH, JP
麥美娟議員, JP
盧偉國議員, BBS, MH, JP

出席公職人員 ：**<u>議程第I項</u>**

發展局局長
陳茂波先生, MH, JP

發展局
首席助理秘書長(規劃及地政)5
陳俊鋒先生

規劃署副署長／全港
李志苗女士, JP

署任土木工程拓展署
總工程師／工程1(新界西及北)
陳卓榮先生

應邀出席者 ：**<u>議程第I項</u>**

環保觸覺
發言人
余顯璧女士

洪水橋新發展區計劃聯村關注組
發言人
何開發先生

推動天水圍經濟大聯盟
Social Worker
KONG Kin-shing先生

落馬洲中港貨運聯會
主席
蔣志偉先生

香港規劃師學會
代表
鄧兆星博士

洪屋村商會
理事
吳啟康先生

香港測量師學會
土地政策小組主席
劉振江測量師

長春社
助理公共事務經理
吳希文先生

元朗起動
召集人
丘健和先生

田心新村關注組
發言人
梁偉權先生

反對香港「被規劃」行動組
代表
傅家灝先生

新界鄉議局
增選執行委員
陳東岳先生

陳建璋先生

梁志明先生

香港專業及資深行政人員協會
行政主任
王志湧先生

馮玉玲女士

石懷謙女士

關注綜援低收入聯盟
組織幹事
彭樂欣女士

土地正義聯盟
幹事
莊立彬先生

工黨
副主席
鄭司律先生

香港運輸物流學會
物流政策委員會委員
吳雋雨女士

列席秘書 : 總議會秘書(1)6
鍾蕙玲女士

列席職員 : 高級議會秘書(1)6
朱漢儒先生

議會秘書(1)6
彭惠健先生

議會事務助理(1)6
蕭靜娟女士

文書事務助理(1)6
張婉霞女士

經辦人／部門

I **聽取各界就洪水橋新發展區規劃及工程研究表達意見**

(立法會CB(1)1543/12-13(03)號文件	—— 政府當局就洪水橋新發展區規劃及工程研究——初步發展大綱圖及第二階段社區參與提交的文件
立法會CB(1)1543/12-13(04)號文件	—— 立法會秘書處就洪水橋新發展區規劃及工程研究擬備的文件(背景資料簡介))

不會出席會議的團體／個別人士提交的意見書

(立法會CB(1)270/13-14(02)號文件	—— 屏山鄉鄉事委員會提交的意見書
立法會CB(1)270/13-14(06)號文件	—— 亦園村關注組於2013年11月1日提交的意見書
立法會CB(1)270/13-14(08)號文件	—— 石埔路尾村關注組於2013年10月27日提交的意見書
立法會CB(1)270/13-14(10)號文件	—— 公民黨於2013年10月15日提交的意見書
立法會CB(1)270/13-14(11)號文件	—— Kai Hong Chui於2013年10月24日提交的意見書

立法會CB(1)270/13-14(12)號文件 ——	創建香港於2013年10月26日提交的意見書
立法會CB(1)270/13-14(13)號文件 ——	香港地產建設商會於2013年10月29日提交的意見書
立法會CB(1)270/13-14(14)號文件 ——	屯門區議會於2013年10月29日提交的意見書
立法會CB(1)270/13-14(15)號文件 ——	香港工程師學會於2013年10月31日提交的意見書
立法會CB(1)270/13-14(16)號文件 ——	一名市民(陳明潔)於2013年11月3日提交的意見書
立法會CB(1)270/13-14(17)號文件 ——	工程界社促會於2013年11月提交的意見書
立法會CB(1)270/13-14(18)號文件 ——	香港物流協會於2013年11月4日提交的意見書
立法會CB(1)270/13-14(19)號文件 ——	一個團體(丹桂村、和平新村寮屋居民關注組)於2013年11月4日提交的意見書
立法會CB(1)321/13-14(04)號文件 ——	世界自然基金會香港分會於2013年10月30日提交的意見書
立法會CB(1)321/13-14(05)號文件 ——	街坊工友服務處於2013年11月9日提交的意見書

立法會CB(1)321/13-14(06)號文件 —— 新界露天倉經營者協會有限公司於2013年11月13日提交的意見書)

委員察悉下列在會議席上提交的意見書 ——

(a) 新界社團聯會提交的意見書；及

(b) 民主黨提交的意見書。

(*會後補註*：上述在會議席上提交的意見書已於2013年11月18日隨立法會CB(1)338/13-14(01)及(02)號文件送交委員。)

會議安排

2. 主席請委員就會議安排表達意見。他建議給予每名團體代表4分鐘時間陳述意見。然後，他會請委員發表意見及提問。政府當局其後會就團體代表及委員提出的關注事項作出回應。委員對有關的會議安排並無異議。

主席致歡迎辭

3. 主席歡迎政府當局及團體的代表出席會議，因應政府當局在第二階段社區參與活動就已制訂的擬議洪水橋新發展區初步發展大綱圖所提出的建議交換意見。他提醒各團體代表，他們在會議上向事務委員會發言時，將不會享有《立法會(權力及特權)條例》(第382章)所訂的保障及豁免，他們的意見書亦不受上述條例所涵蓋。

團體代表口頭陳述意見

4. 陳述意見的團體代表共有21名。他們的意見摘要載於**附錄**。

討論

規劃事宜

5. 李卓人議員要求政府當局澄清擬議洪水橋新發展區是否為支援深圳新前海區的發展而規劃。他關注到，香港越來越倚賴內地的經濟發展，長遠而言會削弱本身的競爭力。張超雄議員亦質疑，洪水橋的擬議發展令很多現有居民須在未獲適當安置安排的情況下遷出，當局是否為香港人的福祉而推行此項目。

6. 發展局局長表示，擬議洪水橋新發展區擁有位處策略性位置的優勢，令該區可與香港國際機場、葵涌貨櫃碼頭和深圳妥善連接，但任何有關洪水橋或新界西北是為支援深圳經濟增長而規劃及發展的指控為毫無根據。他強調，新界東北新發展區及洪水橋新發展區均是為香港人而發展。他表示，就洪水橋新發展區進行規劃的歷史背景清楚顯示該新發展區是為香港人而發展。他表示，在2003年完成的新界西北規劃及發展研究，已確定洪水橋的位置適合發展為一個新發展區，以在房屋及就業機會方面配合本港長遠發展的需要。鑒於當時的人口增長和住屋需求放緩，當局把開拓洪水橋新發展區的建議暫時擱置。其後，"香港2030：規劃遠景與策略"研究重新審視在新界拓展新發展區的需要，並建議落實多個新發展區的發展，包括洪水橋新發展區。當時的行政長官在2007-2008年施政報告中宣布在洪水橋和新界東北籌劃新發展區，作為促進經濟增長的十大基建項目之一。當局在2011年8月開展洪水橋新發展區規劃及工程研究，就擬議洪水橋新發展區制訂可行的土地用途大綱，其後進行了兩輪第一階段社區參與活動。洪水橋新發展區的初步發展大綱圖是在考慮當局於第一階段社區參與活動接獲的意見後制訂。在2013年7月，政府當局展開為期3個月的第二階段社區參與活動，就初步發展大綱圖徵詢公眾的意見。

7. 工黨副主席鄭司律先生認為，儘管發展局局長否認，但新界北確實是為中港融合而發展。他反對在擬議洪水橋新發展區興建大型購物商場的建議，因為有關的發展項目不會有助區內的中小型業務發展。依他之見，興建購物商場只會令大商業集團和連鎖店受惠。

8. 洪水橋新發展區計劃聯村關注組發言人何開發先生表示，第一階段社區參與活動的諮詢文件並無提及前海，但第二階段社區參與活動的諮詢文件確實提到前海市中心。故此，推斷洪水橋新發展區的規劃已計及前海的發展實屬合理。

9. 發展局局長特別指出，從經濟角度而言，洪水橋新發展區的規劃應善用其有利位置，即把握洪水橋新發展區與毗鄰地區(包括新界西北以外的地區)之間的經濟活動所產生的機遇。事實上，很多香港人每天前往內地工作。這些人會歡迎當局在洪水橋拓展一個新發展區，該區通過港深西部公路便可與深圳建立良好的交通連繫。發展局局長補充，為配合本港未來10年在經濟發展方面的轉變，當局已在新發展區預留若干用地發展新工業。除了在擬議洪水橋新發展區開拓新的經濟活動外，政府當局會研究如何處理可能對洪水橋現有業務經營者產生的影響。

提供就業機會

10. 蔣麗芸議員及姚思榮議員表示，天水圍是一個公共租住房屋發展過度集中的地區。區內的主要問題是欠缺充足的商業活動和就業機會，使很多居民須每天長途跋涉前往其他地區上班。雖然他們歡迎當局在擬議洪水橋新發展區提供10萬個就業機會，但他們要求政府當局提供更多詳細資料說明有關的就業機會。鑒於洪水橋鄰近深圳灣出入境管制站及香港濕地公園，姚議員認為當局應就區內的自然環境和舊鄉村進行推廣，作為吸引內地遊客的景點。他指出，發展旅遊業可令區內的經濟受惠，並促請政府當局制訂在洪水橋發展旅遊業的計劃。

11. 關於應否在洪水橋新發展區規劃較大型的商業地帶以提供更多就業機會，陳偉業議員請團體代表表達意見。

12. 香港測量師學會土地政策小組主席劉振江測量師表示，商業活動若要蓬勃發展，有關設施的樓面面積必須具備相當的規模，例如超過600萬平方呎。當局應考慮將部分政府辦公室遷往擬議洪水橋新發展區，藉此促進各界使用區內的辦公室用地。當局亦應規劃交通運輸及酒店等配套設施。劉先生以九龍東為例，表示發展一個商業區需時，因此當局在初期應以較低的土地補價批出土地，以向發展商提供誘因。

13. 新界鄉議局增選執行委員陳東岳先生表示，發展本港的經濟應從宏觀及前瞻的角度着眼，考慮珠江三角洲地區的發展。由於新前海區將成為新的金融中心，而廣東亦會開拓一個自由貿易區，他認為在未來10年或20年，為擬議洪水橋新發展區日後的勞動人口提供方便的跨境交通設施至為重要。他相信，擬議的新發展區具有發展酒店和各項設施以提供商業及專業服務的潛力，能為當區居民提供充足的就業機會。鑒於本港的傳統商業區租金高昂，可進一步擴展的空間有限，他認為在新界發展新的商業區是恰當的做法。

14. 李卓人議員表示反對當局倚賴千篇一律的購物商場店鋪，在擬議洪水橋新發展區為當區居民提供就業機會。他認為，該等店鋪提供的職位不會有助推動年輕一代發揮創意。他認為，當局應在擬議新發展區設立更多地鋪，以增加區內的活力，並創造營商機會。

15. 規劃署副署長／全港回應時表示，擬議洪水橋新發展區不但會成為土地供應的一個主要來源，以應付香港中長期的房屋需求，亦會成為一個有助促進本港未來經濟發展及增長的區域中心。至於擬議新發展區的就業機會，當局擬在新建的西鐵洪水橋站周邊拓展一個地區性的商業住宅區。區內的土地用途廣泛，包括酒店、辦公室、零售，以及

私人和公營住宅發展項目。住宅區內將會設有地鋪。根據初步規劃，商業發展項目、物流／特殊工業和政府／社會服務將分別提供4萬、5萬及1萬個就業機會，合共為10萬個就業機會。發展局局長同意應在擬議洪水橋新發展區設立更多地鋪，以增加區內的活力及推動當區的經濟。

對非原居民鄉村及現有業務經營者的影響

16. 劉慧卿議員察悉，根據初步發展大綱圖，只有非原居民鄉村會被清拆，以發展洪水橋新發展區。她質疑非原居村民是否受到不利及不公平的對待。她詢問，政府當局有否與該等村民就發展項目進行足夠的溝通，以及會如何處理他們關注的事宜。郭家麒議員要求政府當局解釋，為何只有非原居民鄉村受到影響。

17. 發展局局長表示，規劃署是根據其專業知識制訂洪水橋新發展區的初步發展大綱圖。規劃署為了就該新發展區作出最妥善的規劃，已考慮連串相關因素(包括該區的地理、生態及經濟特點)。進行第二階段社區參與活動的目的，是聽取所有持份者(包括非原居村民)對初步發展大綱圖的意見。他向委員保證，政府當局會致力盡量減少洪水橋新發展區項目對現有居民造成的影響。政府當局考慮於第二階段社區參與活動所接獲的意見後，除了現行機制下的補償及安置安排外，亦會進一步研究須採取何種措施處理受影響居民及業務經營者所關注的事宜。

18. 規劃署副署長／全港補充，在擬議洪水橋新發展區涵蓋範圍內的29條鄉村當中，有5條非原居民鄉村會受影響，因為該等鄉村位處或十分接近該新發展區日後的市中心、擬議西鐵洪水橋站或須用作提供交通基建及公共設施的用地。其他非原居民鄉村則不受影響。舉例而言，所有位於青山公路以南的非原居民鄉村將會保留。在進行第一及第二階段社區參與活動期間，政府當局已到訪受影響鄉村，向村民解釋洪水橋新發展區項目。

19. 洪水橋新發展區計劃聯村關注組發言人何開發先生表示，由於只有非原居民鄉村會被清拆以騰出空間進行該項目，政府當局難以消除對當局是歧視非原居民鄉村的懷疑。

20. 石禮謙議員問及當局有否採取以人為本的方式就擬議洪水橋新發展區進行規劃。發展局局長回應時強調，政府當局推展該項目時，新發展區項目對現有居民的影響將會是一項重要的考慮因素。他澄清，當局制訂初步發展大綱圖時，鄉村的地位(不論是原居民鄉村還是非原居民鄉村)並非當局須考慮的主要關鍵因素。

21. 劉慧卿議員提到，洪屋村商會認為區內一些工廠不適合遷入工業大廈或工業邨。她問及政府當局有何計劃協助相關經營者。郭家麒議員要求當局提供詳細資料，說明政府當局會向該等受新發展區項目影響的業務經營者提供甚麼協助。

22. 李卓人議員察悉，根據初步發展大綱圖，當局會指定一個物流和科技區，以容納物流設施。鑒於來自鄰近城市的競爭激烈，他質疑本港的物流業在未來10年有否進一步發展的空間。他擔心，已規劃的物流業就業機會不會實現。由於天水圍目前欠缺就業機會，他建議政府當局應推行措施促進物流業在天水圍發展，以在短期內提供就業機會。

23. 發展局局長表示，政府當局有留意到洪水橋現有業務經營者的意見和訴求。在此項研究的下一階段，當局會就如何處理對現有業務經營者構成的影響制訂更詳細的安排。規劃署副署長／全港補充，洪水橋港口後勤／露天貯物服務目前的運作需要大量土地，並造成環境問題及對鄰近居民構成滋擾。就擬議洪水橋新發展區制訂的計劃旨在促進高增值的工業發展，令本港的經濟得以維持競爭力。政府當局察悉，有意見認為，當局應預留部分土地作貨櫃場的用途。在洪水橋新發展區，擬議物流和科技區鄰近港深西部公路，透過運輸走廊可直達機場及內地。在該地點運作的物流及科技業應只會對新發展區的居民構成輕微影響。至於在天水圍發展

物流業的建議，她表示，當局須小心考慮物流業的運作對區內環境及居民構成的影響。為了向天水圍的居民提供更多就業機會，政府當局會探討如何加強洪水橋新發展區與天水圍之間的連繫。根據初步發展大綱圖，當局會在西鐵天水圍站附近發展一幅用地作商住用途，以向天水圍的居民提供更多就業機會。

(主席作出指示，把會議延長15分鐘。)

補償及安置安排

24. 張超雄議員認為，洪水橋新發展區的規劃是按珠江三角洲地區的發展設計。根據政府當局的計劃，新界北部地區及洪水橋會為支援深圳的經濟增長而發展。然而，由於當局以經濟收益為焦點，故沒有採取以人為本的方式就洪水橋新發展區進行規劃。在規劃的過程中，政府當局沒有妥為顧及有關發展對現有居民、農戶及業務經營者的影響。由於受影響居民／農戶沒有接獲政府當局提供任何有關補償、安置或搬遷安排的資料，他們對未來的日子感到十分憂慮。張議員及郭家麒議員察悉，對於將會受到古洞北及粉嶺北新發展區發展項目影響的居民及業務經營者，當局會為他們安排特設補償及安置方案。他們詢問，政府當局會否為洪水橋的受影響居民作出同樣的安排。他們關注到，根據現行安排，上述大部份居民或許不符合資格遷往公共租住房屋單位。張議員又詢問，當局會否就因為擬議洪水橋新發展區項目而要被清拆的鄉村作出鄉村遷置的安排。

25. 發展局局長重申，第二階段社區參與活動的重點在於就洪水橋新發展區的初步發展大綱圖蒐集意見。政府當局會在研究的下一階段制訂有關補償、安置及復耕的詳細安排。他認為，指當局發展洪水橋新發展區純粹是為支援珠江三角洲地區的發展及深港融合，此說法並不公平。他強調，一如當局在此項目的遠景宣言所述，洪水橋新發展區處於有利的位置，當局可透過促進經濟活動發展該

區，包括為機場或港口服務提供支援，繼而帶動在本港經濟佔重要一環的物流業。

26. 發展局局長承認，在落實洪水橋新發展區項目方面，補償及安置安排是一項重要的事宜。鑒於初步發展大綱圖或會因應當局在第二階段社區參與活動蒐集的公眾意見作出修改，在現階段列出補償及安置安排的詳情未免過早。考慮到當局尚未決定最終有哪些鄉村會受影響，在現階段與村民討論這些事宜亦可能會引致不必要的疑慮。在敲定該新發展區的發展計劃時，政府當局會確保對現有居民和業務經營者造成的影響會減至最小。當局會在研究的下一階段制訂更多有關補償及安置安排的詳情。

27. 對於政府當局對洪水橋的受影響居民及業務經營者所關注的事宜視若無睹，李卓人議員表示不滿。當局表示提供補償及安置安排的詳情會引致不必要的疑慮，他亦不表贊同。受影響居民及農戶關注他們會否獲得公平的補償和安置。他詢問，發展局局長會否探訪受影響村民及聽取他們的意見。發展局局長回應時表示，他曾到訪洪水橋及元朗南。

28. 新界鄉議局增選執行委員陳東岳先生表示，在2010年清拆菜園村時，當局就處理向非原居村民收地的事宜採用一個新的機制。新界鄉議局向受影響的真正務農人士提供協助，讓他們可繼續其農耕活動。他建議，當局日後收地時可考慮參考菜園村的個案。

復耕

29. 劉慧卿議員、李卓人議員及郭家麒議員要求當局提供資料，說明政府當局有何措施協助洪水橋的現有農戶繼續他們的農耕活動。他們提醒政府當局，就同時落實洪水橋新發展區項目及新界東北新發展區計劃而言，復耕是一項具爭議性的事宜，當局須審慎處理。郭議員詢問，發展局和食物及衛生局有否就支援本地農業發展的政策進行協作。

30. 發展局局長表示，現行的復耕政策屬食物及衛生局的職權範圍。根據有關的政策，政府當局會向受影響農戶提供協助，把他們與願意出售／出租其農地的土地業權人作出配對。政府當局留意到，現行政策不足以回應受影響農戶的訴求。發展局現正與食物及衛生局合作制訂新措施促進復耕。

31. 劉慧卿議員邀請團體代表就政府當局的復耕政策表達意見。長春社助理公共事務經理吳希文先生詢問政府當局，發展局和食物及衛生局現正就洪水橋新發展區制訂的是特別的復耕安排，還是一項一般政策，適用於所有受土地發展項目影響的農戶。他認為，為方便市民與立法會議員就復耕進行討論，政府當局應提供資料，說明受洪水橋新發展區項目影響的農戶數目及該項目所涵蓋範圍的常耕及荒廢農地的數量。

32. 發展局局長證實，發展局和食物及衛生局現正從政策的角度就復耕安排制訂改善措施。

(為容許委員有更多時間進行討論，委員同意把會議再延長15分鐘。)

交通及可達程度

33. 陳偉業議員表示，政府當局在以往發展新界西新市鎮(例如屯門及天水圍)的過程中漠視居民的利益，未有提供足夠的交通及其他基建／社區設施。他提醒政府當局，此等規劃失誤的情況不應在擬議洪水橋新發展區重演。他指出，當局就市區每5萬至8萬的人口羣提供一個集體運輸鐵路站，並質疑當局為何在人口將會超過20萬的洪水橋新發展區只提供一個鐵路站。李卓人議員關注到，西鐵是否有足夠的運載能力應付洪水橋新發展區及元朗其他房屋發展項目的新增人口。

34. 洪水橋新發展區計劃聯村關注組發言人何開發先生表示，據他估計，在擬議洪水橋新發展區175 000的新增人口當中，有超過8萬人將須每天前往新發展區以外的地方工作。西鐵目前的運載能力在繁忙時間將不能應付新增的乘客量。

35. 香港規劃師學會代表鄧兆星博士表示，洪水橋新發展區日後的居民可相對容易到達西鐵的3個車站(即現有的天水圍站、兆康站及擬議的洪水橋站)。據政府當局的諮詢文件所載，洪水橋新發展區日後約45%的居民會居住在一個鐵路站或一個交通樞紐500米的範圍內。他建議，如需興建更多鐵路站，但新發展區又無法容納有關的鐵路站，可為居民提供便捷的接駁巴士服務。

36. 署任土木工程拓展署總工程師／工程1(新界西及北)表示，路政署在2011年3月就《鐵路發展策略2000》檢討及修訂委託顧問進行研究，以配合本港未來數年的交通需求。該項研究亦涵蓋洪水橋新發展區擬議發展所帶來的交通需求。當局預計該項研究的結果會在2014年年初公布。根據香港鐵路有限公司提供的資料，西鐵現時在繁忙時間的載客量為每小時每個行車方向約5萬人。在改善訊號系統以增加服務班次及推出8卡列車的系統後，西鐵在繁忙時間的載客量可達每小時每個行車方向75 000人。至於西鐵洪水橋站的施工及啟用時間，署任土木工程拓展署總工程師／工程1(新界西及北)表示，將會視乎洪水橋新發展區項目的進度而定。視乎落實洪水橋新發展區的機制和時間安排，有關的車站計劃在發展洪水橋新發展區初期(如有可能，將會在新發展區首批居民入伙前)啟用。至於前往擬議車站的接駁服務，政府當局已在新發展區內的道路網絡作出規劃，以便一個環保運輸系統運作。政府當局就新發展區的交通設施開展規劃工作時會考慮當局在第二階段社區參與活動蒐集的意見。規劃署副署長／全港補充，當局會改善新發展區內南北方向的可達程度，使區內的居民可從事更多在區內提供的工作，從而盡量減少對跨區交通的需求。

37. 主席詢問，政府當局有否考慮發展一個連接屯門及荃灣的新集體運輸系統。署任土木工程拓展署總工程師／工程1(新界西及北)回應時表示，他會向運輸及房屋局和路政署轉達上述建議。

將於擬議洪水橋新發展區提供的社區設施

38. 鑒於就居民在天水圍公園表演造成滋擾所作出的投訴，蔣麗芸議員促請政府當局考慮為洪水橋新發展區日後的居民提供休憩用地及表演場地。她又建議當局興建街市，向居民出售他們能負擔的食品。

結語

39. 發展局局長向委員保證，政府當局會考慮在會議上接獲的意見，以及研究可否就洪水橋新發展區的布局作出修訂，以處理委員及團體代表關注的事宜。

40. 主席就會議作出總結時感謝團體代表就洪水橋新發展區的初步發展大綱圖提出意見和關注事項。他要求政府當局就建議訂定日後路向時考慮團體代表的意見。

II 其他事項

41. 議事完畢，會議於上午11時55分結束。

立法會秘書處
議會事務部1
2014年2月19日

附錄

發展事務委員會

在2013年11月16日(星期六)上午9時舉行的特別會議

聽取各界就洪水橋新發展區規劃及工程研究表達意見的會議

團體代表／個別人士提出的意見及關注事項摘要

	團體代表／個別人士	主要意見及關注事項
1.	環保觸覺	• 團體代表的意見詳載於意見書(立法會CB(1)321/13-14(01)號文件)。
2.	洪水橋新發展區計劃聯村關注組	• 團體代表的意見詳載於意見書(立法會CB(1)270/13-14(01)號文件)。
3.	推動天水圍經濟大聯盟	• 天水圍居民歡迎有關發展洪水橋新發展區的建議，並相信有關的發展項目會為一直受區內就業機會不足所困擾的天水圍居民帶來更多工作機會。然而，當局應調低擬議洪水橋新發展區的規劃人口。否則，新發展區的社區設施及就業機會可能不足以配合大量人口的需求。

	團體代表／個別人士	主要意見及關注事項
		• 只在公共屋邨設商店的做法並不理想。當局應規劃一些地鋪，以創造更多營商機會，為居民建立更完善的社區網絡。 • 為方便天水圍居民前往新發展區以南的商業區上班，當局應作出規劃，在天水圍／新發展區以北地區與新發展區以南地區之間提供妥善的交通連繫。
4.	落馬洲中港貨運聯會	• 洪水橋新發展區項目會對物流和貨運業造成重大影響，因為在洪水橋用作營運港口後勤及露天貯物服務的用地面積會由192公頃減至62公頃。 • 將洪水橋的物流和貨運業遷往多層大廈的建議並不可行，因為部分設施(例如貨櫃場)不能設於室內。當局不應在影響物流和運輸業經營者及其僱員生計的情況下開展洪水橋新發展區項目。 • 倘若洪水橋的物流和運輸業經營者須把業務遷往政府土地，短期的租賃協議及公開招標的安排均會影響有關行業的可持續發展。政府當局應確保能就重置用地為經營者作出適當的安排，以及向他們提供協助。
5.	香港規劃師學會	• 團體代表的意見詳載於意見書(立法會CB(1)321/13-14(02)號文件)。

	團體代表／個別人士	主要意見及關注事項
6.	洪屋村商會	• 團體代表的意見詳載於意見書(立法會CB(1)270/13-14(03)號文件)。
7.	香港測量師學會	• 團體代表的意見詳載於意見書(立法會CB(1)270/13-14(04)號文件)。
8.	長春社	• 團體代表的意見詳載於意見書(立法會CB(1)270/13-14(05)號文件)。
9.	元朗起動	• 團體代表原則上支持當局發展擬議洪水橋新發展區，以提供更多房屋土地改善香港人的居住環境。 • 政府當局應在新發展區訂定合理的公營與私人房屋組合，並在地理上適當分布住宅樓宇，以確保有關的組合多元化。當局應在切實可行的情況下盡量就私人房屋實施"港人港地"的政策。當局在考慮不同持份者的利益及訴求後，就元朗(包括洪水橋及元朗南)未來的房屋發展進行全面規劃，是可取的做法。 • 政府當局應提供更多資料，說明10萬個已規劃就業機會的分項數字，以確保新職位與當區居民之間不會出現錯配。當局應提供充足土地推動區內的經濟。

	團體代表／個別人士	主要意見及關注事項
10.	田心新村關注組	• 團體代表的意見詳載於意見書(立法會CB(1)270/13-14(07)號文件)。
11.	反對香港「被規劃」行動組	• 擬議洪水橋新發展區是另一個"割地賣港"的例子。鑒於新發展區鄰近前海，因此它是為配合前海的發展及促進中港融合而設。政府當局進行的數項研究曾重點講述洪水橋新發展區在支援深圳西部地區的經濟發展方面所擔當的角色。鑒於當局計劃在洪水橋新發展區發展特殊工業區、酒店和大型購物商場，新發展區顯然不是為香港人而規劃。
12.	新界鄉議局	• 團體代表原則上支持洪水橋新發展區項目，但政府當局須釋除受影響村民和業務經營者的疑慮。 • 當局應原址進行鄉村遷置，並提供重置方面的協助及津貼。收回土地特惠補償應採用甲區的補償率，與新界東北新發展區項目的安排相若。當局亦應考慮向受影響的土地業權人發出土地交換權利。 • 除了諮詢相關的區議會外，政府當局應聽取廈村、屏山及屯門鄉事委員會的意見。

	團體代表／個別人士	主要意見及關注事項
13.	陳建璋先生	• 他支持當局發展擬議洪水橋新發展區，以作為新界西發展的一部分。 • 若只興建一個新鐵路站為人口將會超過20萬的洪水橋新發展區提供服務，新界西的交通基建設施將仍然不足。當局可考慮興建一條西鐵支線連接洪水橋與天水圍北。北環線和屯門與荃灣之間的鐵路可加強新界西北的交通連繫。 • 當局應在洪水橋新發展區為當區居民提供充足的就業機會。
14.	梁志明先生	• 當局應在擬議洪水橋新發展區提供更多就業機會，以避免重蹈規劃天水圍的覆轍。新發展區的市中心可發展為酒店用地，而不是購物商場，從而盡量減少對當區居民造成的滋擾。 • 洪水橋新發展區的規劃可採納更多本地特色，亦應推廣綠色生活，例如建設單車徑。 • 新發展區應按專業指引進行規劃。政府當局不應令市民覺得非原居民鄉村在洪水橋新發展區的發展過程中受到不公平的對待。政府當局應諮詢及聽取受影響非原居村民的意見，以處理他們關注的事項，包括他們對鄉村遷置的訴求。

	團體代表／個別人士	主要意見及關注事項
15.	香港專業及資深行政人員協會	• 團體代表的意見詳載於意見書(立法會CB(1)321/13-14(03)號文件)。
16.	馮玉玲女士	• 身為天水圍居民，她歡迎當局落實這個相信是可以增加天水圍居民就業機會的洪水橋新發展區項目。天水圍的就業機會及配套設施不足，因此令天水圍居民十分困苦。 • 天水圍只有購物商場，但沒有地鋪。由於街道上沒有活動，區內欠缺朝氣活力。當局應在擬議洪水橋新發展區設置地鋪。
17.	石懷謙女士	• 由於政府當局會將市區的生活模式移植至新發展區，擬議新界東北新發展區及洪水橋新發展區居民可選擇的生活模式將會有限。很多非原居村民多年前選擇居住在洪水橋，以享受鄉郊生活模式，他們將被迫放棄其生活方式。 • 根據初步發展大綱圖，劃作農業用途的土地數量有限，不能滿足現有農戶繼續進行農耕活動的訴求。此外，該等土地被樓宇包圍。政府當局應在新界預留更多土地作農業用途，讓市民可享受另一種生活方式，並向社區提供安全和健康的食物。

	團體代表／個別人士	主要意見及關注事項
18.	關注綜援低收入聯盟	• 本港食物供應的自給率很低，不足2%。在政府當局作出復耕安排的輪候冊上輪候的市民甚多。根據初步發展大綱圖，洪水橋的農地將會減少。有關的規劃未有考慮到現有農戶希望在洪水橋繼續其農耕活動的訴求。 • 當局應發展區內的經濟，例如讓地鋪及大型市集經營，為居民創造更多就業／營商機會。 • 政府當局應就洪水橋新發展區項目諮詢受影響的非原居村民，以及回應他們的意見和訴求。
19.	土地正義聯盟	• 政府當局應全面諮詢洪水橋的受影響居民、農戶及業務經營者，並致力滿足及回應他們的需要及訴求。 • 政府當局並無提供任何資料，說明當局落實擬議洪水橋新發展區項目所引致的社會成本。諮詢文件沒有提及就有關項目進行的任何社會影響評估。當政府當局就新發展區進行研究時，土地業權人已迫使部分租戶遷出洪水橋。 • 田心新村與新生新村之間有一大幅具高生態價值的農地。當局不應清理該幅用地作房屋發展用途，而應保留作農業用途。將石埗村以北的農地發展成為市鎮公園的做法並不適當，當局反而應保留該用地為農地，以提供就業機會，並提

	團體代表／個別人士	主要意見及關注事項
		高食物供應的自給率。
20.	工黨	• 在洪水橋新發展區項目下發展鐵路及住宅用地，會令既得利益者(例如香港鐵路有限公司及私人發展商)受惠。洪水橋現有居民、農戶及業務經營者的權益會受損，因為他們會被迫改變其生活模式或終止他們的業務／工作。 • 擬議洪水橋新發展區位處港深西部公路旁，其規劃旨在支援深圳前海的發展。擬在新發展區興建的豪宅及購物商場是為高薪行政人員而設。總的來說，該項目將會擴大貧富差距。
21.	香港運輸物流學會	• 團體代表的意見詳載於意見書(立法會CB(1)270/13-14(09)號文件)。

立法會
Legislative Council

LC Paper No. CB(1)926 /13-14
(These minutes have been seen with the Administration)

Ref : CB1/PL/DEV/1

Panel on Development

Minutes of special meeting
held on Saturday, 16 November 2013, at 9:00 am
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 (Deputy Chairman)
Hon CHAN Kam-lam, SBS, JP
Hon Emily LAU Wai-hing, JP
Hon Abraham SHEK Lai-him, GBS, JP
Hon Frederick FUNG Kin-kee, SBS, JP
Hon Cyd HO Sau-lan
Hon CHAN Hak-kan, JP
Hon CHAN Kin-por, BBS, JP
Dr Hon Priscilla LEUNG Mei-fun, SBS, JP
Hon Mrs Regina IP LAU Suk-yee, GBS, JP
Hon Alan LEONG Kah-kit, SC
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
Hon CHAN Yuen-han, SBS, JP
Dr Hon KWOK Ka-ki
Dr Hon Fernando CHEUNG Chiu-hung
Dr Hon CHIANG Lai-wan, JP

Member attending : Hon LEE Cheuk-yan

Members absent : Hon James TO Kun-sun
Dr Hon LAM Tai-fai, SBS, JP
Hon IP Kwok-him, GBS, JP
Hon LEUNG Kwok-hung
Hon CHAN Han-pan
Dr Hon Kenneth CHAN Ka-lok
Hon LEUNG Che-cheung, BBS, MH, JP
Hon Alice MAK Mei-kuen, JP
Ir Dr Hon LO Wai-kwok, BBS, MH, JP

Public officers attending : **Agenda item I**

Mr Paul CHAN Mo-po, MH, JP
Secretary for Development

Mr Michael CHAN Chun-fung
Principal Assistant Secretary (Planning and Lands) 5
Development Bureau

Ms Phyllis LI Chi-miu, JP
Deputy Director of Planning/Territorial
Planning Department

Mr Edward CHAN Cheuk-wing
Acting Chief Engineer / Project 1
(New Territories North and West)
Civil Engineering and Development Department

Attendance by Invitation : **Agenda item I**

余顯璧女士
Spokesperson
Green Sense

Mr HO Hoi-fat
Speaker
Hung Shui Kiu New Development Joint Village Concern Group

Mr KONG Kin-shing
Social Worker
推動天水圍經濟大聯盟

Mr Stanley CHAING
Chairman
Lok Ma Chau China - Hong Kong Freight Association

Dr Kenneth TANG Siu-sing
Representative
The Hong Kong Institute of Planners

Mr NG Kai-hong
Director
Hung Uk Tsuen Merchants Association

Sr LAU Chun-kong
Chairman of Land Policy Panel
The Hong Kong Institute of Surveyors

Mr NG Hei-man
Assistant Campaign Manager
The Conservancy Association

Mr YAU Kin-wo
召集人
元朗起動

Mr LEUNG Wai-kuen
Spokesperson
Tin Sum Sun Tsuen Concern Group

Mr FU Ka-ho
Representative
反對香港「被規劃」行動組

Mr Tony CHAN Tung-ngak

Co-opted Councillor
Heung Yee Kuk New Territories

Mr CHAN Kin-cheung

Mr LEUNG Chi-ming

Mr WANG Chi-yung
Executive Officer
Hong Kong Professionals and Senior Executives Association

馮玉玲女士

Ms Vivian SHEK Wai-him

彭樂欣女士
組織幹事
關注綜援低收入聯盟

莊立彬先生
幹事
土地正義聯盟

Mr CHENG Sze-lut
Vice Chairperson
Labour Party

Ms Nancy WU
Member, Logistics Policy Committee
The Chartered Institute of Logistics & Transport in Hong Kong

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

Council Secretary (1)6

Ms Christina SHIU
Legislative Assistant (1)6

Ms Haley CHEUNG
Clerical Assistant (1)6

Action

I To receive views on the Hung Shui Kiu New Development Area Planning and Engineering Study

(LC Paper No. CB(1)1543/12-13(03) -- Administration's paper on Hung Shui Kiu New Development Area Planning and Engineering Study -- Preliminary Outline Development Plan and Stage Two Community Engagement

LC Paper No. CB(1)1543/12-13(04) -- Paper on the planning and engineering study for the Hung Shui Kiu new development area prepared by the Legislative Council Secretariat (Background brief))

Submissions from deputation(s)/individual(s) not attending the meeting

(LC Paper No. CB(1)270/13-14(02) -- Submission from Ping Shan Rural Committee

LC Paper No. CB(1)270/13-14(06) -- Submission from Yick Yuen Tsuen Concern Group dated 1 November 2013

LC Paper No. CB(1)270/13-14(08) -- Submission from Shek Po Road Mei Tsuen Concern Group dated 27 October 2013

LC Paper No. CB(1)270/13-14(10) -- Submission from Civic Party dated 15 October 2013

LC Paper No. CB(1)270/13-14(11) -- Submission from Kai Hong Chui dated 24 October 2013

LC Paper No. CB(1)270/13-14(12) -- Submission from Designing

	Hong Kong Limited dated 26 October 2013
LC Paper No. CB(1)270/13-14(13)	-- Submission from The Real Estate Developers Association of Hong Kong dated 29 October 2013
LC Paper No. CB(1)270/13-14(14)	-- Submission from Tuen Mun District Council dated 29 October 2013
LC Paper No. CB(1)270/13-14(15)	-- Submission from The Hong Kong Institution of Engineers dated 31 October 2013
LC Paper No. CB(1)270/13-14(16)	-- Submission from a member of the public (陳明潔) dated 3 November 2013
LC Paper No. CB(1)270/13-14(17)	-- Submission from Association of Engineering Professionals in Society Ltd. dated November 2013
LC Paper No. CB(1)270/13-14(18)	-- Submission from Hong Kong Logistics Association dated 4 November 2013
LC Paper No. CB(1)270/13-14(19)	-- Submission from a deputation (丹桂村、和平新村寮屋居民關注組) dated 4 November 2013
LC Paper No. CB(1)321/13-14(04)	-- Submission from World Wide Fund - Hong Kong dated 30 October 2013
LC Paper No. CB(1)321/13-14(05)	-- Submission from Neighbourhood and Worker's Service Centre dated 9 November 2013
LC Paper No. CB(1)321/13-14(06)	-- Submission from Association of the New Territories Open Storage Operators Limited dated 13 November 2013)

Members noted the following submissions tabled at the meeting --

(a) Submission from the New Territories Association of Societies; and

(b) Submission from the Democratic Party.

(*Post-meeting note*: The above submissions tabled at the meeting were circulated to members vide LC Paper Nos. CB(1)338/13-14(01) and (02) on 18 November 2013.)

Meeting arrangements

2. The Chairman invited members' views on the meeting arrangements. He suggested that each deputation be given four minutes to present his/her views. Afterwards, he would invite members to express views and ask questions. The Administration would then respond to the concerns raised by deputations and members. Members raised no objection to the meeting arrangements.

Welcoming remarks by the Chairman

3. The Chairman welcomed representatives of the Administration and deputations to the meeting for an exchange of views on the Administration's proposal on the Preliminary Outline Development Plan ("PODP") formulated for the proposed Hung Shui Kiu ("HSK") New Development Area ("NDA") under the Stage 2 community engagement ("CE") exercise. He reminded deputations that when addressing the Panel during the meeting, they were not covered by the protection and immunity under the Legislative Council (Powers and Privileges) Ordinance (Cap. 382) and their written submissions were also not covered by the said Ordinance.

Oral presentation by deputations

4. A total of 21 deputations presented their views, which were summarized in the **Appendix**.

Discussion

Planning issues

5. Mr LEE Cheuk-yan asked the Administration to clarify if the proposed HSK NDA was planned to support the development of the new Qianhai area in Shenzhen. He was concerned that Hong Kong's increasing dependence on the economic development of the Mainland would weaken its own competitiveness in the long run. Dr Fernando CHEUNG also queried whether the proposed development of HSK, which would require many existing residents to move out without proper rehousing arrangements, was undertaken for the benefits of Hong Kong people.

6. SDEV said that the proposed HSK NDA had an advantage in its strategic location, which made it well linked to the Hong Kong International Airport, the Kwai Chung Container Port and Shenzhen, but any accusation that HSK or North West New Territories ("NT") was planned and developed to support the economic growth of Shenzhen was groundless. He stressed that both North East New Territories ("NENT") NDAs and HSK NDA were developed for Hong Kong people. He said that the historical background of the planning for HSK NDA showed clearly that the NDA was developed for Hong Kong people. He said that HSK had been identified under the Planning and Development Study on North West NT, completed in 2003, as a suitable location for development as an NDA to cater for the long-term development needs of Hong Kong in terms of housing and employment opportunities. In the light of a slower growth of population and housing demand at that time, the proposal of developing HSK NDA had been temporarily shelved. Later on, the "Hong Kong 2030: Planning Vision and Strategy" had revisited the need for NDAs in the NT and recommended proceeding with the development of various NDAs, including HSK NDA. The then Chief Executive had announced in his 2007-2008 Policy Address the planning for the NDAs in HSK and NENT as one of the 10 major infrastructure projects for economic growth. After commencing the HSK NDA Planning and Engineering Study in August 2011 to formulate a feasible land use framework for the proposed HSK NDA, two rounds of Stage 1 CE had been undertaken. The PODP for HSK NDA had been formulated taking into account the views received in Stage 1 CE. In July 2013, the Administration had launched a three-month Stage 2 CE to seek public comments on the PODP.

7. Mr CHENG Sze-lut, Vice Chairman, Labour Party, considered that despite SDEV's denial, NT North was to be developed for the integration of

the Mainland and Hong Kong. He was opposed to the proposed development of a mega shopping facility in the proposed HSK NDA on the ground that such development would not be conducive to nurturing local small- and medium-sized businesses. In his view, shopping mall development would only benefit large business conglomerates and chain shops.

8. Mr HO Hoi-fat, Speaker, Hung Shui Kiu New Development Joint Village Concern Group, said that in Stage 1 CE, the consultation document had not mentioned Qianhai but in Stage 2 CE, the consultation document did refer to the Qianhai City Centre. It was reasonable to infer that the planning of HSK NDA had taken into account the development of Qianhai.

9. SDEV highlighted that from the economic perspective, the planning for HSK NDA should capitalize on its advantageous location, i.e. by taking the opportunities arising from the economic activities between HSK NDA and nearby areas, including those beyond North West NT. In fact, a lot of Hong Kong people travelled daily to work in the Mainland. These people would welcome the development of an NDA in HSK, which would have good transport connections via the Kong Sham Western Highway with Shenzhen. SDEV added that, to cater for the changes in Hong Kong's economic development in the next 10 years, some sites had been reserved in the NDA for the development of new industries. In addition to developing new economic activities in the proposed HSK NDA, the Administration would look into how to address the possible impacts on the existing business operators in HSK.

Provision of employment opportunities

10. Dr CHIANG Lai-wan and Mr YIU Si-wing said that a major problem with Tin Shui Wai, an area with over-concentration of public rental housing development, was the lack of sufficient commercial activities and job opportunities, which had made it necessary for many residents travel a long distance every day to work in other districts. While welcoming the provision of 100 000 employment opportunities in the proposed HSK NDA, they requested the Administration to provide more details about such opportunities. In view of HSK's proximity to the Shenzhen Bay Immigration Control Point and the Hong Kong Wetland Park, Mr YIU opined that the natural environment and old villages in the area should be promoted as attractions to tourists from the Mainland. Pointing out that tourism development would benefit local economy, he called on the Administration to formulate a plan for tourism development in HSK.

11. Mr Albert CHAN sought deputations' views on whether a larger commercial zone should be planned in HSK NDA with a view to providing more job opportunities.

12. Sr LAU Chun-kong, Chairman of Land Policy Panel, the Hong Kong Institute of Surveyors, said that for commercial activities to flourish, the floor area of the relevant facilities must reach a critical mass, say, over six million square feet. Consideration should be given to relocating some Government offices to the proposed HSK NDA so as to promote the use of office space in the area. Supporting facilities like transportation and hotels should be planned. Citing Kowloon East as an example, Mr LAU said that the development of a commercial area would take a long time, so the land should be granted at a low premium at the initial stage to provide incentives to developers.

13. Mr Tony CHAN Tung-ngok, Co-opted Councillor, Heung Yee Kuk New Territories, said that the economic development of Hong Kong should be viewed from a macro and forward-looking perspective to take into consideration the development of the Pearl River Delta region. As the new Qianhai area would become a new financial centre and a free trade zone would be developed in Guangdong, he considered that in the next 10 or 20 years, it would be important to provide convenient cross-boundary transport facilities for the future working population of the proposed HSK NDA. He believed that, with the potential to develop hotels and facilities for providing commercial and professional services, the proposed NDA would provide ample employment opportunities for local residents. As the traditional commercial areas in Hong Kong had limited scope for further expansion due to high rentals, he held the view that it was appropriate to develop new commercial areas in the NT.

14. Mr LEE Cheuk-yan stated opposition against relying on the shops in stereotyped shopping malls in the proposed HSK NDA to provide job opportunities to local residents. He opined that the jobs offered by those shops were not conducive to promoting creativity among the young generation. He considered that more street shops should be provided in the proposed NDA to increase the vibrancy of the area and generate business opportunities.

15. In response, Deputy Director of Planning/Territorial ("DD/Planning/Territorial") advised that the proposed HSK NDA would not only be a major source of land supply to meet the housing needs of Hong

Kong in the medium- to long-term, but also a regional centre that would serve to foster the future economic development and growth of Hong Kong. As regards the employment opportunities in the proposed NDA, it was planned that a regional commercial-residential hub would be proposed around the new West Rail HSK Station. There would be a wide range of land uses including hotels, offices, retail, and private and public residential developments. Street shops would be provided in the residential areas. Under the preliminary planning, the commercial developments, logistics/special industries and Government/social services would provide 40 000, 50 000 and 10 000 employment opportunities respectively, making a total of 100 000. SDEV agreed that more street shops should be provided in the proposed HSK NDA to increase the vibrancy of the district and promote local economy.

Impact on non-indigenous villages and existing business operations

16. Noting that under the PODP, only non-indigenous villages would be cleared for the development of HSK NDA, Ms Emily LAU queried whether the non-indigenous villagers had been treated unfavorably and unfairly. She asked if the Administration had adequate communication with these villagers on the development project and how their concerns would be addressed. Dr KWOK Ka-ki sought explanation from the Administration on why only non-indigenous villages were affected.

17. SDEV said that the PODP for HSK NDA had been drawn up by the Planning Department ("PlanD") based on their professional knowledge. PlanD had considered a set of relevant factors, including the geographical, ecological and economic features of the area, to arrive at the optimal planning of the NDA. The objective of Stage 2 CE was to listen to the views of all stakeholders, including non-indigenous villagers, on the PODP. He assured members that the Administration would strive to minimize the impact of the HSK NDA project on the existing residents. Taking into account the views received in Stage 2 CE, the Administration would further examine the measures to be taken, apart from the compensation and rehousing arrangements under the existing mechanism, to address the concerns of affected residents and business operators.

18. DD/Planning/Territorial added that out of the 29 villages in the area covered by the proposed HSK NDA, five non-indigenous villages would be affected as they were located either at or in close proximity of the future town centre of the NDA, the proposed West Rail HSK Station or the sites required for transport infrastructure and public facilities. The other

non-indigenous villages were not affected. For instance, all the non-indigenous villages located to the south of Castle Peak Road would be retained. The Administration had visited the affected villages during Stage 1 and Stage 2 CE and explained to the villagers the HSK NDA project.

19. Mr HO Hoi-fat, Speaker, Hung Shui Kiu New Development Joint Village Concern Group, said that as only non-indigenous villages would be cleared to make way for the project, it would be difficult for the Administration to dismiss the suspicion that there was discrimination against non-indigenous villages.

20. In response to Mr Abraham SHEK's enquiry on whether the planning for the proposed HSK NDA had adopted a people-oriented approach, SDEV stressed that the impact of the NDA project on the existing residents would be an important consideration as the Administration took forward the project. He clarified that the status of a village, whether it was an indigenous or non-indigenous one, was not the major critical factor to be taken into consideration in formulating the PODP.

21. Referring to the views of Hung Uk Tsuen Merchants Association that some local factories were not suitable for relocation to industrial buildings or industrial estates, Ms Emily LAU asked about the Administration's plan to assist the concerned operators. Dr KWOK Ka-ki sought details of the assistance that the Administration would render to the business operators whom the NDA project would affect.

22. Noting that under the PODP, a Logistics and Technology Quarter would be designated to accommodate logistics facilities, Mr LEE Cheuk-yan cast doubt on the scope for further development of the logistics industry in Hong Kong in the next 10 years, given the tough competition from the neighbouring cities. He was worried that the planned job opportunities in the logistics industry would not materialize. In view of the lack of job opportunities in Tin Shui Wai ("TSW") at present, he suggested that the Administration should introduce measures to facilitate the development of the logistics industry in TSW so as to provide jobs in the near future.

23. SDEV said that the Administration was mindful of the views and demand of the existing business operators in HSK and more details about the arrangements to address the impacts on the existing business operators would be worked out in the next stage of the Study. DD/Planning/Territorial supplemented that the present operation of port back-up/open storage services in HSK were land extensive and had caused environmental

problems and nuisances to the residents nearby. The plan for the proposed HSK NDA was to facilitate the development of high value-added industries to sustain the economic competitiveness of Hong Kong. The Administration noted the views that some land should be reserved for use as container yards. In HSK NDA, the proposed Logistics and Technology Quarter was located near Kong Sham Western Highway, which would provide direct connection through the transport corridor to the airport and the Mainland. The operation of logistics and technology industries there should cause only minimal impact on the residents in the NDA. As regards the proposal to develop logistics industry in TSW, she said that the impact of the operation of the logistics industry on the local environment and residents had to be considered carefully. To provide more jobs for TSW residents, the Administration would explore the enhancement of the connectivity between HSK NDA and TSW. Under the PODP, an area for commercial-cum-residential use would be developed near the West Rail TSW Station with a view to increasing job opportunities for TSW residents.

(The Chairman directed that the meeting be extended for 15 minutes.)

Compensation and rehousing arrangements

24. Dr Fernando CHEUNG was of the view that the planning for HSK NDA was designed in the context of the development of the Pearl River Delta region. Under the plan of the Administration, NT North and HSK would be developed to support the economic growth in Shenzhen. However, with the focus placed on economic benefits, the planning for HSK NDA had not adopted a people-oriented approach. During the planning process, the Administration had not given due regard to the impact of the development on the existing residents, farmers and business operators. The affected residents/farmers were very worried about their future as they had received no information about compensation, rehousing or relocation arrangements from the Administration. Noting that special compensation and rehousing packages for the residents and business operators to be affected by the Kwu Tung North and Fanling North NDAs development projects would be arranged, Dr CHEUNG and Dr KWOK Ka-ki asked if the Administration would do the same for the affected residents in HSK. They were concerned that many of them might not be eligible for rehousing to public rental housing units under the existing arrangement. Dr CHEUNG also asked whether village resite arrangements would be made for the villages to be cleared for the proposed HSK NDA project.

25. SDEV reiterated that the focus of Stage 2 CE was to collect views on the POPD for HSK NDA. The Administration would work out the details on compensation, rehousing, and agricultural rehabilitation in the next stage of the Study. He considered it unfair to say that HSK NDA was developed purely to support the development of the Pearl River Delta region and the integration of Hong Kong and Shenzhen. He stressed that, as laid down in the vision statement for the project, the favourable location of HSK NDA would enable development of the area in promoting economic activities including support to airport and port services, and in turn the logistics industry, which accounted for a significant share in Hong Kong's economy.

26. SDEV acknowledged that compensation and rehousing was an important issue in the implementation of the HSK NDA project. Given that the PODP might be revised with reference to public views collected during Stage 2 CE, it would be premature at this stage to set out the details of the compensation and rehousing arrangements. Taking into account that the villages to be affected had not yet been finalized, discussing these issues with the villagers at this stage might also arouse unnecessary worries. In finalizing the development plan for the NDA, the Administration would ensure that the impact on the existing residents and business operators would be minimized and more details on compensation and rehousing arrangements would be worked out in the next stage of the Study.

27. Mr LEE Cheuk-yan was dissatisfied that the Administration had turned a blind eye to the concerns of the affected residents and business operators in HSK. He did not agree that providing details on the compensation and rehousing arrangements would arouse unnecessary worries. The affected residents and farmers were concerned that they would not be compensated and rehoused fairly. He asked if SDEV would visit the affected villagers to listen to their views. In reply, SDEV said that he had visited HSK as well as Yuen Long South.

28. Mr Tony CHAN Tung-ngok, Co-opted Councillor, Heung Yee Kuk New Territories, said that a new mechanism for the handling of resumption of land from non-indigenous villagers had been adopted for the clearance of Choi Yuen Village in 2010. Heung Yee Kuk New Territories had provided assistance to the genuine farmers affected to continue their farming practices. He suggested that consideration might be given to making reference to the case of Choi Yuen Village on future resumption of farmland.

Agricultural rehabilitation

29. Ms Emily LAU, Mr LEE Cheuk-yan and Dr KWOK Ka-ki sought details of the Administration's measures to assist the existing farmers in HSK who wished to continue their farming practices. They cautioned the Administration that, for the implementation of both the HSK NDA and the NENT NDAs projects, agricultural rehabilitation was a contentious issue which had to be dealt with seriously. Dr KWOK asked if the Development Bureau ("DEVB") and the Food and Health Bureau ("FHB") had coordinated with each other on the policy to support the development of local agricultural industry.

30. SDEV said that under the existing agricultural rehabilitation policy, which was under the purview of FHB, the Administration would offer assistance to affected farmers by matching them with landowners who were willing to sell/rent their farmland. The Administration was mindful that the existing policy was inadequate for addressing the demand of affected farmers. DEVB was working with FHB on new measures to facilitate agricultural rehabilitation.

31. Ms Emily LAU invited the deputations to express views on the Administration's policy on agricultural rehabilitation. Mr NG Hei-man, Assistant Campaign Manager, the Conservancy Association, asked the Administration whether DEVB and FHB were working on special agricultural rehabilitation arrangements for HSK NDA or a general policy applicable to all farmers affected by land development projects. He opined that, to facilitate the discussion of the general public and LegCo Members on agricultural rehabilitation, the Administration should provide information about the number of farmers affected by the HSK NDA project and the amount of active and abandoned farmlands in the area covered by the project.

32. SDEV confirmed that DEVB and FHB were working on the enhancement of agricultural rehabilitation arrangements from a policy perspective.

(To allow more time for discussion, members agreed to further extend the meeting for 15 minutes.)

Transport and accessibility

33. Mr Albert CHAN said that in the past, the Administration had disregarded the interests of residents in the process of developing new towns in NT West, such as Tuen Mun and Tin Shui Wai, by failing to provide adequate transport and other infrastructure/community facilities. He cautioned the Administration that such planning blunder should not be repeated in the proposed HSK NDA. Pointing out that in the urban areas, one mass transit railway station was provided for a population cluster size of 50 000 to 80 000, he queried why only one railway station would be provided in HSK NDA, where the population size would be over 200 000. Mr LEE Cheuk-yan expressed concern about the capacity of the West Rail to cope with the new population in HSK NDA and other housing development projects in Yuen Long.

34. Mr HO Hoi-fat, Speaker, Hung Shui Kiu New Development Joint Village Concern Group, said that according to his estimation, out of the new population of 175 000 in the proposed HSK NDA, over 80 000 people would have to travel out of the NDA for work every day and the existing capacity of the West Rail would not be able to accommodate the increased passenger flow during peak hours.

35. Dr Kenneth TANG Siu-sing, Representative of the Hong Kong Institute of Planners, said that the future residents of HSK NDA would have relatively easy access to three stations of the West Rail, namely, the existing Tin Shui Wai Station, Siu Hong Station and the proposed HSK Station. According to the Administration's consultation document, around 45% of the residents in the future HSK NDA would live within 500 metres of a railway station or a transport hub. He suggested that, if more railway stations were needed but could not be accommodated in the NDA, a convenient feeder bus service should be provided for the residents.

36. Acting Chief Engineer/Project 1 (New Territories North and West), Civil Engineering and Development Department ("ACE/Project 1(NTNW)/CEDD") advised that the Highways Department ("HyD") had commissioned a consultancy study on the review and update of the Railway Development Strategy 2000 in March 2011 with a view to meeting the transport needs of Hong Kong in the coming years. The study also covered the transport needs arising from the proposed development of HSK NDA. It was expected that the results of the study would be published in early 2014. According to the information provided by the MTR Corporation Limited, during peak hours, the West Rail now served some 50 000 passengers per

direction per hour. Subject to enhancements to the signaling system for increasing the service frequency and with the launch of the 8-car system, the West Rail could handle up to 75 000 passengers per direction per hour at peak hours. As regards the timing for the construction and commissioning of the West Rail HSK Station, ACE/Project 1(NTNW)/CEDD advised that it would be subject to the progress of the HSK NDA project. Subject to the implementation mechanism and programme of HSK NDA, it was scheduled that the station would be commissioned in the early stage of the HSK NDA development, if at all possible, before the first intake of population in the NDA. As regards the feeder service to the proposed stations, the Administration had made provision in the road network within the NDA for the operation of an environmentally-friendly transport system. The Administration would take into account the views collected in Stage 2 CE in taking forward the planning of transport facilities in the NDA. DD/Planning/Territorial added that improvements would be made to the north-south accessibility within the NDA so that more jobs provided locally would be taken up by the local residents and the need for cross-district transport would be minimized.

37. The Chairman asked if the Administration had considered developing a new mass transit system connecting Tuen Mun and Tsuen Wan. In reply, ACE/Project 1(NTNW)/CEDD said that he would convey the suggestion to the Transport and Housing Bureau and HyD.

Community facilities to be provided in the proposed Hung Shui Kiu New Development Area

38. In the light of the complaints against the nuisances caused by residents' performances in the Tin Shui Wai Park, Dr CHIANG Lai-wan urged the Administration to consider suitable provision of open space and performing venues for the future residents in HSK NDA. She also suggested that markets selling affordable food to the residents should be provided.

Concluding remarks

39. SDEV assured members that the Administration would consider the views received at the meeting and study whether adjustments to the layout of HKS NDA could be made to address the concerns of members and deputations.

40. In concluding the meeting, the Chairman thanked the deputations for expressing various views and concerns on the PODP for HSK NDA. He

asked the Administration to take the views of the deputations into consideration when working out the way forward for the proposal.

II Any other business

41. There being no other business, the meeting ended at 11:55 am.

Council Business Division 1
Legislative Council Secretariat
19 February 2014

Appendix

Panel on Development

Special meeting on Saturday, 16 November 2013 at 9:00 am
Meeting to receive views on the Hung Shui Kiu New Development Area Planning and Engineering Study
Summary of views and concerns expressed by deputations/individuals

No.	Name of deputation/individual	Major views and concerns
1.	Green Sense	• The deputation's views were detailed in its submission (LC Paper No. CB(1)321/13-14(01)).
2.	Hung Shui Kiu New Development Joint Village Concern Group	• The deputation's views were detailed in its submission (LC Paper No. CB(1)270/13-14(01)).
3.	推動天水圍經濟大聯盟	• Tin Shui Wai residents welcomed the proposal to develop HSK NDA. It was believed that the development would bring more job opportunities for those in Tin Shui Wai who had been suffering from insufficient employment opportunities in the district. However, the planning population of the proposed HSK NDA should be reduced. Otherwise, the community facilities and employment opportunities in the NDA might not be sufficient to cater for the demand of the large population. • It would be undesirable for shops to be provided only in public housing estates. Street shops should be planned for creating more business opportunities and building a better social network for the residents.

No.	Name of deputation/individual	Major views and concerns
		• To facilitate residents in Tin Shiu Wai to go to work in the commercial areas in the south of the NDA, good connectivity between Tin Shui Wai/ the northern part of the NDA and the southern part of the NDA should be planned.
4.	Lok Ma Chau China - Hong Kong Freight Association	• The HSK NDA project would have a great impact on the logistics and freight industries as the area in HSK for the operation of port back-up and open storage services would be reduced from 192 hectares to 62 hectares. • The proposal to relocate the logistics and freight industries in HSK to multi-storey buildings was not practical, as some facilities, such as container yards, could not be accommodated in an indoor environment. The HSK NDA project should not be proceeded at the expense of the livelihood of operators of the logistics and transport industries and their employees. • If operators of the logistics and transport industries in HSK were required to relocate to Government land, the short duration of the tenancy agreements and the open tender arrangement would affect the sustainable development of the industries. The Administration should ensure that appropriate arrangements for replacement sites and assistance would be provided to the operators.
5.	The Hong Kong Institute of Planners	• The deputation's views were detailed in its submission (LC Paper No. CB(1)321/13-14(02))

No.	Name of deputation/individual	Major views and concerns
6.	Hung Uk Tsuen Merchants Association	• The deputation's views were detailed in its submission (LC Paper No. CB(1)270/13-14(03)).
7.	The Hong Kong Institute of Surveyors	• The deputation's views were detailed in its submission (LC Paper No. CB(1)270/13-14(04)).
8.	The Conservancy Association	• The deputation's views were detailed in its submission (LC Paper No. CB(1)270/13-14(05)).
9.	元朗起動	• The deputation supported in principle the development of the proposed HSK NDA to provide more housing land to improve the living conditions of Hong Kong people. • The Administration should work out a reasonable public-private housing mix in the NDA as well as an appropriate geographical distribution of the residential buildings to ensure diversity. The "Hong Kong Property for Hong Kong People" policy should apply to private housing as far as practicable. A comprehensive planning for future housing development in Yuen Long, including HSK and Yuen Long South, was desirable, taking into account the interests and demand of different stakeholders. • The Administration should provide more information on the breakdown of the planned 100 000 employment opportunities to ensure that there would be no mis-match between the new jobs and the local residents. Sufficient land should be provided for promoting local economy.

No.	Name of deputation/individual	Major views and concerns
10.	Tin Sum Sun Tsuen Concern Group	• The deputation's views were detailed in its submission (LC Paper No. CB(1)270/13-14(07)).
11.	反對香港「被規劃」行動組	• The proposed HSK NDA was another instance of "selling out Hong Kong". Given its proximity to Qianhai, the NDA was to complement the development of Qianhai and facilitate the integration of China and Hong Kong. Several studies undertaken by the Administration had highlighted the role of HSK NDA in supporting the economic development of the western part of Shenzhen. With the plan to develop a special industry area, hotels and a mega shopping facility in HSK NDA, it was obvious that the NDA was not planned for Hong Kong people.
12.	Heung Yee Kuk New Territories	• The deputation supported in principle the HSK NDA project but the Administration had to address the concerns of the affected villagers and business operators. • In-situ village resite, relocation assistance and allowances should be provided. Ex-gratia compensation for land resumption should adopt the rate for Zone A, similar to the arrangement for the NENT NDAs project. Issuance of land exchange entitlements to the affected landowners should also be considered. • In addition to consulting the relevant District Councils, the Administration should listen to the views of the Ha Tsuen, Ping Shan and Tuen Mun Rural Committees.
13.	Mr CHAN Kin-cheung	• He supported the development of the proposed HSK NDA as part of the

No.	Name of deputation/individual	Major views and concerns
		development of NT West. • The provision of transport infrastructure facilities in NT West would remain insufficient if only one new railway station would be constructed to serve HSK NDA, which would have a population of more than 200 000. Consideration might be given to constructing a spur line of the West Rail to connect HSK with North Tin Shui Wai. The Northern Link and a railway between Tuen Mun and Tsuen Wan would enhance the connectivity of North West NT. • Sufficient employment opportunities should be provided for local residents in HSK NDA.
14.	Mr LEUNG Chi-ming	• More employment opportunities should be provided in the proposed HSK NDA to avoid repeating the planning blunder in Tin Shui Wai. The town centre of the NDA could be developed into a hotel area instead of a shopping mall so as to minimize the nuisances caused to local residents. • The planning of HSK NDA could adopt more local characteristics. Green living should be promoted, say, with the provision of a cycle track. • The NDA should be planned according to professional guidelines. The Administration should not give an impression to the public that non-indigenous villages were treated unfairly in the process of developing HSK NDA. The Administration should consult and listen to the views of the affected non-indigenous villagers to address their concerns, including their requests for village resite.

No.	Name of deputation/individual	Major views and concerns
15.	Hong Kong Professionals and Senior Executives Association	• The deputation's views were detailed in its submission (LC Paper No. CB(1)321/13-14(03)).
16.	馮玉玲女士	• As a Tin Shui Wai resident, she welcomed the implementation of the HSK NDA project, which was believed to increase job opportunities for Tin Shui Wai residents. There were insufficient employment opportunities and supporting facilities in Tin Shui Wai. As a result, residents of Tin Shui Wai suffered a lot. • In Tin Shui Wai, there were only shopping malls but not street shops. Without activities on the streets, the area lacked vitality. Street shops should be provided in the proposed HSK NDA.
17.	Ms Vivian SHEK Wai-him	• In the proposed NENT NDAs and HSK NDA, people would have limited choices in life style, as the Administration would transplant the urban life style to the NDAs. Many non-indigenous villagers, who chose to live in HSK many years ago to enjoy the rural life style, would be forced to give up their way of living. • The limited amount of land designated for agricultural use under the PODP could not address the demand of existing farmers to continue their farming activities. Moreover, such land was surrounded by buildings. The Administration should reserve more land in NT for agricultural use so that people could have an alternative way of living and provide safe and healthy food to the community.

No.	Name of deputation/individual	Major views and concerns
18.	關注綜援低收入聯盟	• Hong Kong had a low self-sufficiency rate, at less than 2%, in terms of food provision. A lot of people were on the waiting list for the Administration's arrangement for agricultural rehabilitation. Under the POPD, agricultural land in HSK would be reduced. Such planning had not taken into account the aspiration of the existing farmers for continuing their farming practices in HSK. • Local economy, such as operation of street shops and large bazaars, should be developed to generate more job/business opportunities for the residents. • The Administration should consult the affected non-indigenous villagers on the HSK NDA project, respond to their views and address their demand.
19.	土地正義聯盟	• The Administration should conduct a comprehensive consultation with the affected residents, farmers and business operators in HSK and strive to address their needs and demand. • There was no information from the Administration on the social costs arising from the implementation of the proposed HSK NDA project. In the consultation document, there was no reference to any social impact assessment on the project. Some tenants had already been evicted from HSK by landowners when the Administration was conducting studies on the NDA. • The large piece of farmland between Tin Sum Sun Tsuen and San Sang

No.	Name of deputation/individual	Major views and concerns
		San Tsuen had high ecological value. It should not be cleared for developing housing but should be reserved for agricultural use. It was not appropriate to develop the farmland at the north of Shek Po Tsuen to a town park. Instead, it should be retained as farmland to provide job opportunities and increase the self-sufficiency rate of food provision.
20.	Labour Party	• With the development of a railway and residential sites, the HSK NDA project would benefit the parties with vested interests, such as the MTR Corporation Limited and private developers. The interests of the existing residents, farmers and business operators in HSK would be sacrificed as they would be forced to change their life styles or discontinue their business/work. • Situated beside the Kong Sham Western Highway, the proposed HSK NDA was planned to support the development of Qianhai in Shenzhen. The luxury apartments and shopping malls to be provided in the NDA were to serve the executives with high pay. All in all, the project would widen the gap between the rich and the poor.
21.	The Chartered Institute of Logistics & Transport in Hong Kong	• The deputation's views were detailed in its submission (LC Paper No. CB(1)270/13-14(09)).

Confirmed Minutes of the 197th Meeting of the Advisory Council on the Environment held on 9 December 2013

Present:

Prof Paul LAM, JP (Chairman)
Dr Gary ADES
Dr Dorothy CHAN, BBS
Mr Oscar CHOW
Prof FUNG Tung
Dr Billy HAU
Dr HUNG Wing-tat, MH
Mr Anthony LOCK
Prof John NG
Miss Yolanda NG, MH
Prof Nora TAM, BBS, JP
Dr Alfred TAM
Dr Eric TSANG
Prof Jonathan WONG, MH
Ms Pansy YAU
Prof Ray YEP
Prof Ignatius YU
Mr Andrew LAI (Secretary)

Absent with Apologies:

Prof CHAU Kwai-cheong, JP (Deputy Chairman)
Prof LI Xiang-dong
Dr Carrie WILLIS, SBS, JP
Mr Luther WONG
Dr Eric YIP

In Attendance:

Ms Anissa WONG, JP	Permanent Secretary for the Environment/ Director of Environmental Protection
Mr Y K CHAN	Assistant Director (Conservation), Agriculture, Fisheries and Conservation Department (AFCD)
Mr LING Chi-tack	Assistant Director of Planning/Technical Services, Planning Department (PlanD)
Ms Esther LI	Principal Information Officer, Environmental Protection Department (EPD)
Miss Evelyn LEUNG	Chief Executive Officer (CBD), EPD

Ms Joanne CHIN	Executive Officer (CBD), EPD
Ms Daicie TONG	Executive Manager (CBD), EPD

In Attendance for Item 3:

Hon Bernard CHAN, GBS, JP	Chairman, Council for Sustainable Development (SDC)
Prof Nora TAM, BBS, JP	Convenor, Support Group on Municipal Solid Waste Charging, SDC
Ir Kenny WONG	Principal Consultant, The Hong Kong Productivity Council (HKPC)
Mr Tommy MARTIN	Associate Consultant, HKPC
Mr Samson LAI	Assistant Director (Waste Management Policy), EPD

In Attendance for Item 4:

Mr Edward CHAN	Chief Engineer/Project 1 (NTN&W), Civil Engineering and Development Department
Ms April KUN	Chief Town Planner/Studies & Research, PlanD
Mr Y S LEE	Senior Town Planner/Studies & Research 4, PlanD
Mr Y W YEUNG	Project Director, AECOM Asia Company Ltd
Mr P K LEE	Deputy Project Manager, AECOM
Mr Laurent CHEUNG	Associate Director (Air and Noise), AECOM
Ms Polly CHIK	Environmental Consultant (Ecology), AECOM

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Item 4: Hung Shui Kiu New Development Area Planning and Engineering Study – Preliminary Outline Development Plan and Stage Two Community Engagement
(ACE Paper 19/2013)

28. The Chairman informed that the discussion would be divided into the open Presentation and Question-and-Answer Session and the closed Internal Discussion Session. A Member declared that he was a member of the Expert Panel of Hung Shui Kiu New Development Area and Engineering Study commissioned the Civil Engineering and Development Department (CEDD) and PlanD. Three Members advised that the organizations which they had close connection had submitted comments on the engagement document. The meeting agreed that they could stay on and participate in the discussion.

[The project team joined the meeting at this juncture.]

Presentation Session (Open Session)

29. Mr Edward Chan informed Members that the Stage Two Community Engagement on the Hung Shui Kiu New Development Area (HSK NDA) planning and engineering study was completed in October 2013 and the preliminary environmental impact assessment was undertaken based on HSK NDA Preliminary Outline Development Plan (PODP). Mr P K Lee briefed Members on the PODP of the project.

Question-and-Answer Session (Open Session)

30. Regarding the designation of the Logistics Quarter in the PODP, a Member pointed out that at present many containers were stored there illegally. The Government should rectify the situation rather than legitimizing such land use by designating the area as "Other Specified Uses" (OU) whereby it would basically be used as open storage (OS) area for containers. From planning perspective, the area should not be designated as a backup for container yards as it was not close to the existing container terminals in Tsing Yi and Kwai Chung. He considered that the OU area should be located further towards Tuen Mun area given the development of the new Tuen Mun-Chek Lap Kok Link and Qianhai.

31. Mr Edward Chan replied that the Special Industry Logistics Facility area was proposed in the northwestern portion of the HSK NDA as it was close

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to Kong Sham Western Highway (KSWH). It was anticipated that most of the heavy vehicles from the Logistics Quarter to the Mainland, container ports or the Hong Kong International Airport would use the proposed distributor roads underneath KSWH which would lead directly to KSWH, Tuen Mun Western Bypass and Tuen Mun-Chek Lap Kok Link rather than to go around by using other road networks in the area. Mr Chan further advised that only the major road networks were shown in the present POPD. More details on the internal and external connection roads would be shown in the Recommended Outline Development Plan (RODP) scheduled for public consultation in 2014.

32. In response to a Member's question on whether the area of village type development had been expanded under the PODP, Mr Alan Macdonald said that the "Village Type Development" ("V") zone designated under the PODP was same as that of the current outline zoning plans (OZPs), and no expansion to the "V" zone plan was proposed. He shared the concern about the heavy truck traffic in the area, which inevitably would affect the surrounding village type and residential developments. Various buffer zones had been planned around the particularly sensitive types of developments; and in response to the comments from local villagers and residents, expansion to some of these buffer zones was being considered. As regards road safety, he assured that the transport system would be designed to discourage heavy vehicles from accessing the residential area.

33. On the provision of open space in the HSK NDA, Ms April Kun said that about 70 ha of open space were proposed in the PODP for the planned population of 218 000, which was above the 40-ha requirement under the *Hong Kong Planning Standards and Guidelines*. Moreover, another 75 ha of green belts were proposed in the PODP. In reply to the Member's enquiry about the provision of open space in the southern part of the site, Mr Alan Macdonald said that the southern portion of the NDA to the east of Castle Peak Road was characterized by existing clustered villages and private developments. A number of education and Government facilities including open space were also present. Given the presence of these well established communities and limited land for further major developments, substantial intensification of development in this area was not contemplated. A buffer area zoned "Green Belt" along southeastern edge of the NDA would be retained to separate the developments from Yuen Long Highway. A Town Park was also proposed in the heart of the NDA and another open space was proposed along the Tin Shui Wai (TSW) river channel to enhance the living quality of the neighbourhood.

Action

Private residential developments in the NDA would also be required to provide adequate local open space within their own lots. More details on the open space would be provided in the next planning stage.

34. A Member remarked that more details should be provided on the qualitative aspects of the project and how the unique identity of the HSK NDA could be realized in urban design and planning. He suggested that the report should cover the following aspects –

(a) Response to climatic requirements in terms of micro climate and the urban climatic map situation;

(b) Quality of public spaces conducive to a pleasant people-oriented community;

(c) Sustained social interactions by integrating public spaces with recreational facilities, natural reserves and riverine neighbourhood in the area; and

(d) Energy-efficient designs and green infrastructure/buildings.

35. In response, Mr Edward Chan said that the proposal to remove Tin Ying Road between the HSK NDA and TSW would help the integration of the two areas. The proposed open space along the TSW river channel and the Town Park would provide a relaxing environment. Further consideration would be required on the possibility of using district cooling system as the area was not close to the seafront. They would also consider the re-use of treated effluents for flushing and other purposes in the next planning stage. Mr Alan Macdonald supplemented that they would work out the design parameters to enhance connectivity of these open spaces, with the riverine network as the backbone of an open space framework. As regards the local climatic issues, they had been working carefully on the layout and orientation of buildings that would be well ventilated and provide a pleasant environment. More details would be available in the next stage.

36. A Member suggested the project team to fully address the spatial allocation, nature-human relationship and use of social space by people in the report so that the HSK NDA could qualify as a people-oriented community.

37. A Member enquired about the existing land use of the HSK NDA and the planned changes in future. He was also concerned about the improvement to the landscape and the comparison of the present project with the Northeast New Territories NDA. Another Member pointed out that as the area was fragmented, he suggested the project team to link up the water channels,

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greenbelt areas and open spaces with green corridors, and green 'bridges'. The project team could work with the Drainage Services Department which had experience working with consultants and local NGOs in rehabilitating concreted river channels and returning them to their natural form. Further consideration could also be given to provide farmland in the NDA, having regard to the growing demand of community farming as a leisure activity.

38. A Member said that the present PODP had failed to give details on how the HSK NDA project could develop towards building a people- oriented community, balancing living and working communities as well as fostering future developments and economic growth as envisioned. She advised that habitat fragmentation was very damaging to ecological values of the NDA, and the proposed solution of buffer planting of local species might not improve the situation. The Member also pointed out that it was not clear as to how the proposed setback could protect the egretry as suggested. Another Member remarked that greenbelts were generally not properly managed as they were not under the jurisdiction of AFCD or the Leisure and Culture Services Department. These lands were prone to be affected by invasive plant species and/or dumping of construction waste. He echoed the Member's concerns on the sustainability of the egretry given the planned developments in the surrounding area, and would watch out for further details on the mitigation measures when the environmental impact assessment report was completed. Another Member followed that more details on the spatial distribution of the greenbelts, extent of agricultural land and the concept of merging farmland with the urban area were required.

39. The Chairman summed up that Members expressed concerns that the vision of the HSK NDA project was not clear enough, and that they would like to have more innovative planning in the aspects of ecology, conservation and nature-human interface etc. Mr Alan Macdonald replied that the NDA project was a mega development plan where not all the details had been shown in the PODP. Views/comments raised by Members at the meeting would be considered and incorporated wherever practicable in the next planning stage. He assured Members that their team had experience in conducting surveys on ecology and other aspects of the environment in identifying different resources on the site, and would integrate the findings in the plan as far as practicable. There should be a balance between environmental concerns and various development objectives like residential developments and transport infrastructure.

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40. Mr P K Lee said that much of the area within the HSK NDA, especially the area to the north of Castle Peak Road, was already much disturbed by various industrial, port pack-up/OS uses. The plan was to make the NDA a better environment for living and work. Under the PODP, the proposed Special Industries would be located to the northwestern portion of the NDA. This would eliminate the existing industrial/residential interface problems and avoid producing adverse environmental impacts on adjacent developments, including the nearby villages. The district cooling system would be reviewed in the next stage. A detailed air ventilation assessment would be conducted when preparing the RODP. He also pointed out that according to the survey, the areas around the egretry in San Sang San Tsuen were currently mainly for factory and OS uses. They would further study how to protect the birds' flight path from the egretry to the foraging ground.

41. A Member suggested that the following information should be provided in the next planning stage –

(a) the extent that the infrastructure was sustainable in terms of resources, energy and ecology;

(b) the extent that the plan would respond to climate change, in terms of resilience and adaption to climate change; and

(c) the extent that the social and environmental aspects were taken into account in bringing improvement to the livability of the new town.

42. The Chairman thanked the project team for the presentation, and invited them to provide the information to address Members' concerns at the next round of consultation.

附錄丙 / Appendix C

第二階段社區參與公眾論壇意見概覽 (2013 年 9 月 7 日) / Summary of Comments received at Public Forum held on 7 September 2013

洪水橋新發展區規劃及工程研究
第二階段社區參與
2013 年 9 月 7 日論壇－意見摘要

編號	意見
1	<u>策略性地位及發展理據</u>
1.1	洪水橋在新界西北部，可利用現有和擬建的公路，方便連貫香港國際機場、深圳前海和香港各地，是有發展香港經濟的策略性地位。
1.2	新發展區是為深圳前海發展而設，是否可以促進原區經濟?方便內地專才來港工作，還是為本港提供就業機會呢?
1.3	政府應檢討人口及移民政策，控制人口增長速度，停止接收每日 150 名內地單程證來港人士，減低收地及發展新發展區的需要。
2	<u>規劃模式</u>
2.1	建議圍繞擬建的西鐵洪水橋站為混合式發展，充份發展土地潛力。
2.2	公營房屋用地面積太大，需要分割成小塊發展。
2.3	為什麼發展區不把流浮山包括在內?
2.4	發展及人口密度過高
2.5	「政府、機構或社區」土地用途不足
2.6	新展區的發展密度過高可能重現天水圍新市鎮的過往問題
3	<u>基建配套</u>
3.1	擔心發展區內交通配套不足，不能應付二十一萬多人口和十萬個就業。
3.2	增加十七萬五千人口，會使現有道路堵塞。
3.3	廢除天影路會逼使重型車輛使用屏廈路，影響附近民居。
3.4	現有的交通工具包括西鐵、輕便鐵路、公共巴士在繁忙時已經很擁擠，增加那麼多人口和就業，又取消天影路，會導致到屯門和元朗的交通,更加擠塞。
3.5	廈村村民質疑當局徵收太多鄉村土地興建道路，大部份土地屬私人業權。
3.6	由於洪水橋新發展區的發展密度過高，建議西鐵接駁至區內未能解決區內的交通問題
4	<u>就業機會</u>
4.1	質疑未來十萬個就業如何估算出來，並應進一步提供資料關於就業職位類別，因為現在區內貨櫃業、露天倉及相關行業也有五至六萬的職位，發展會使現有工人失業。
4.2	天水圍、元朗、屯門和洪水橋地區居民多不是專業人士，所提供的職業如何說明天水圍居民就業?
5	<u>與保留村落環境關係</u>
5.1	新發展區圍繞保留現有的村落，影響進出村落的道路，同時新發展區地勢比較高，會對保留的村落造成水浸問題。
5.2	政府應該同步接駁村屋污水管，改善村落的衛生環境及排污設施。

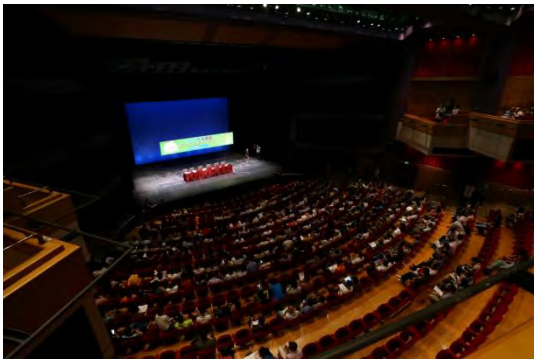
編號	意見
5.3	石埗村代表說新發展區的建議在該村旁邊建設公園和醫院，局限該村的發展，希望當局放寬村屋高度限制?
5.4	擬建的規劃發展太靠近保留現有村落，影響保留村落的發展，要求預留空間讓原居民村擴展及興建更多村屋。另外興建高層樓宇時，會影響現有村屋的結構安全及形成屏風效應影響現時鄉郊的廣闊環境。
5.5	反對任何工程及發展影響廈村現有的風水里，並堅決予以保守。
5.6	廈村鄉需要持續發展，並同意新發展區發展。
5.7	建議取消村內綠化帶。
5.8	應考慮保留的村落如何與新發展融合。
5.9	應擴大現時的「鄉村式發展」土地用途，以滿足原居民對小型屋宇的未來需求。
6	<u>補償、安置和落實安排</u>
6.1	亦園村全村反對被清拆。村代表和村民說在當地建立了親情和友情，不願意離開。老人家習慣了低密度的鄉郊生活，不能適應在多層公共屋邨單位的生活模式。
6.2	為何清拆亦園村，但是亦園路和青山公路交接的靈糧堂卻被保留?
6.3	亦園村寮屋及其它受影響村落居民希望原區安置。
6.4	新發展區發展一定有人會被犧牲，但是要給他們照顧和賠償。
6.5	不明白為怎麼沙洲里 II 村是非原居民村?村界是如何界定？
6.6	不同意採用使用多年的賠償安置寮屋安排。
6.7	露天倉營運者說，過去二十到三十年為香港的經濟作出貢獻，在新界西北部作後勤基地。新發展區把現有的 192 公頃物流和露天倉用地縮減為 62 公頃，確實不能維持現在的營運。方案沒有提供其他土地作補償。另外建議的多層式物流運作只適合大規模營運，質疑是否優惠大地產商或集團。另外現在地區的工人技術低、收入低，如果沒有安置，肯定會被淘汰。
6.8	政府的補償和安置措施應該統一，即採納進行高鐵項目時徵收菜園村土地和最近公佈的新界東北新發展區的特惠補償安排。
6.9	反對收取私人土地後拍賣，應給予土地業權人申請換地的權利或機會。
6.10	討論文件沒有提到收地價錢、賠償和安置安排。
6.11	政府問責官員及高層應出席公眾論壇就廈村鄉和屏山鄉作出解釋和討論，希望民政事務總署和地政總署出席講述安置和補償安排。
6.12	應容許私人參與發展。
6.14	反對徵收祖堂土地，該類土地屬私人擁有，政府無權徵收。

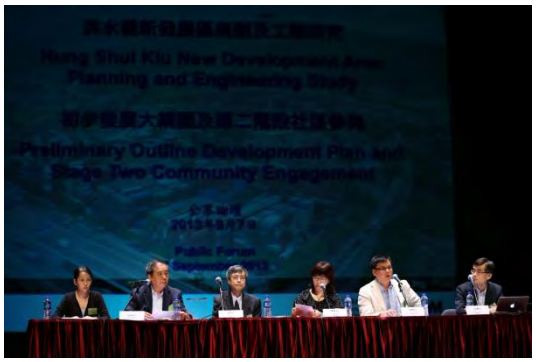
附錄丁 / Appendix D

第二階段社區參與公眾論壇相片集 (2013 年 9 月 7 日) / Photos taken at Public Forum held on 7 September 2013

附錄丁 - 相片集 一公眾論壇 (2013 年 9 月 7 日)

Appendix D - Photos taken at Public Forum held on 7 September 2013




Hung Shui Kiu New Development Area
Planning and Engineering Study
Preliminary Outline Development Plan and
Stage Two Community Engagement
Public Forum

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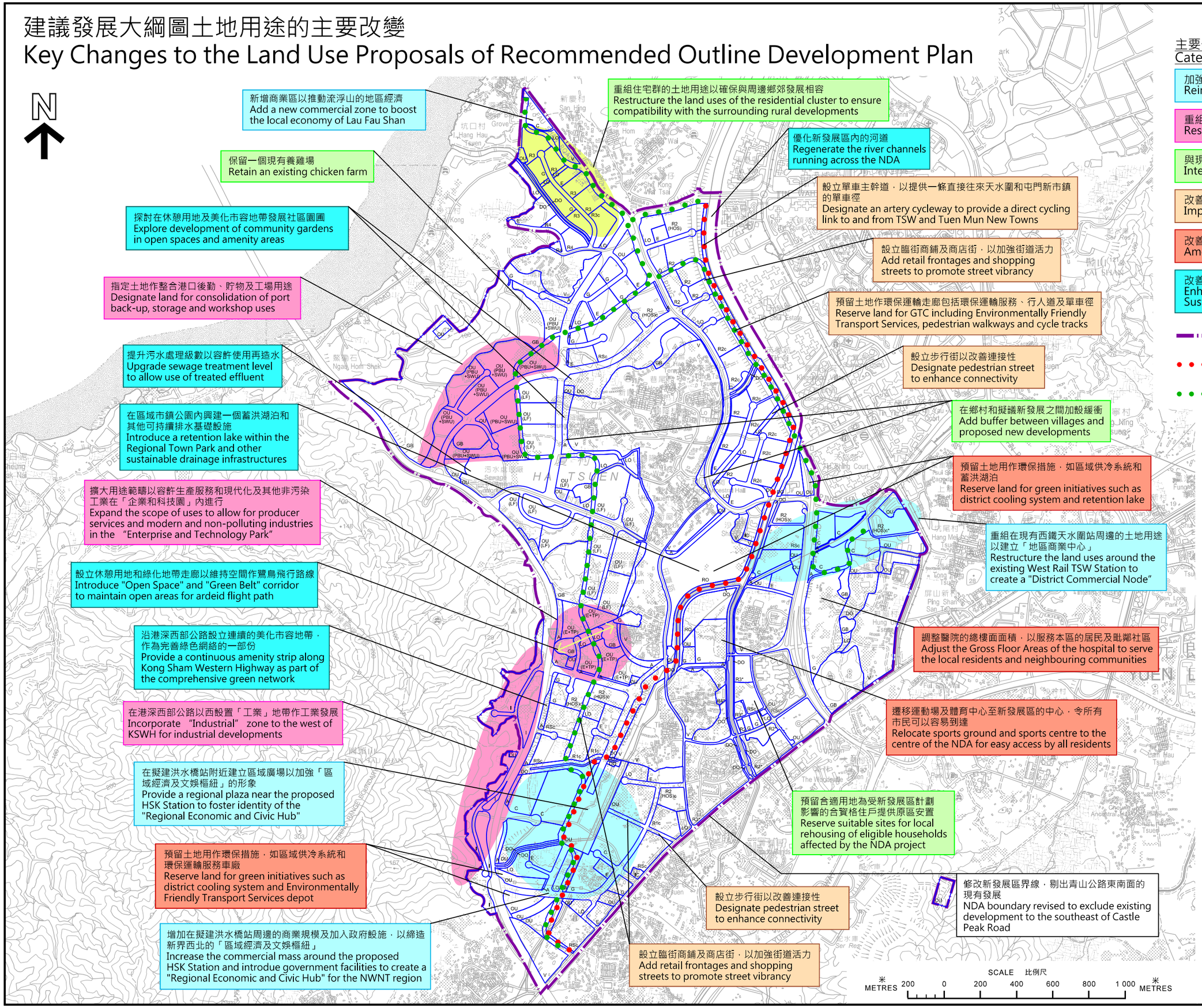
附錄戊 / Appendix E

主要改變 / Key Changes

建議發展大綱圖土地用途的主要改變
Key Changes to the Land Use Proposals of Recommended Outline Development Plan



主要修訂類別
Categories of Key Changes

- 加強商業中心 Reinforcing Commercial Nodes
- 重組特殊工業區 Restructuring Special Industry Quarter
- 與現有發展的融合 Integrating with Existing Developments
- 改善連接性和可達性 Improving Connectivity and Accessibility
- 改善政府、機構或社區設施供應 Ameliorating Provision of G/IC Facilities
- 改善生態和締造可持續的環境 Enhancing Ecology and Creating Sustainable Environment

- 洪水橋新發展區界線 Hung Shui Kiu NDA Boundary
- 擬議單車主幹道 Proposed Artery Cycleway
- 擬議環保運輸走廊 Proposed Green Transit Corridor (GTC)

各種土地用途
Schedule of Uses

C	商業 Commercial
R1c	住宅發展密度第一區 (包括商業用途) Residential – Zone 1 (with commercial)
R2	住宅發展密度第二區 Residential – Zone 2
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
R3c	住宅發展密度第三區(包括商業用途) Residential – Zone 3 (with commercial)
R4	住宅發展密度第四區 Residential – Zone 4
RSc	公共屋宇 – 租住公屋(包括商業用途) Special Residential (with commercial)
R2(HOS)	住宅發展密度第二區(居屋) Residential – Zone 2 (Home Ownership Scheme)
R2(HOS)c	住宅發展密度第二區(居屋) (包括商業用途) Residential – Zone 2 (Home Ownership Scheme) (with commercial)
G	政府 Government
IC	機構或社區 Institution or Community
E	教育 Education
GB	綠化地帶 Green Belt
RO	區域休憩用地 Regional Open Space
DO	地區休憩用地 District Open Space
LO	鄰舍休憩用地 Local Open Space
V	鄉村式發展 Village Type Development
I	工業 Industry
A	美化市容地帶 Amenity Area
OU	其他指定用途 Other Specified Uses
OU (PBU+SWU)	其他指定用途 (港口後勤、貯物及工場用途) Other Specified Uses (Port Back-up, Storage and Workshop Uses)
OU (LF)	其他指定用途 (物流設施) Other Specified Uses (Logistics Facility)
OU (E+TP)	其他指定用途 (企業及科技園) Other Specified Uses (Enterprise and Technology Park)

* 土地用途及發展密度按照現時分區計劃大綱圖的規定
Land use and development intensity based on the provisions in current Outline Zoning Plans

附圖 / Figures

Plot File by: CHENRH 2014/4/24
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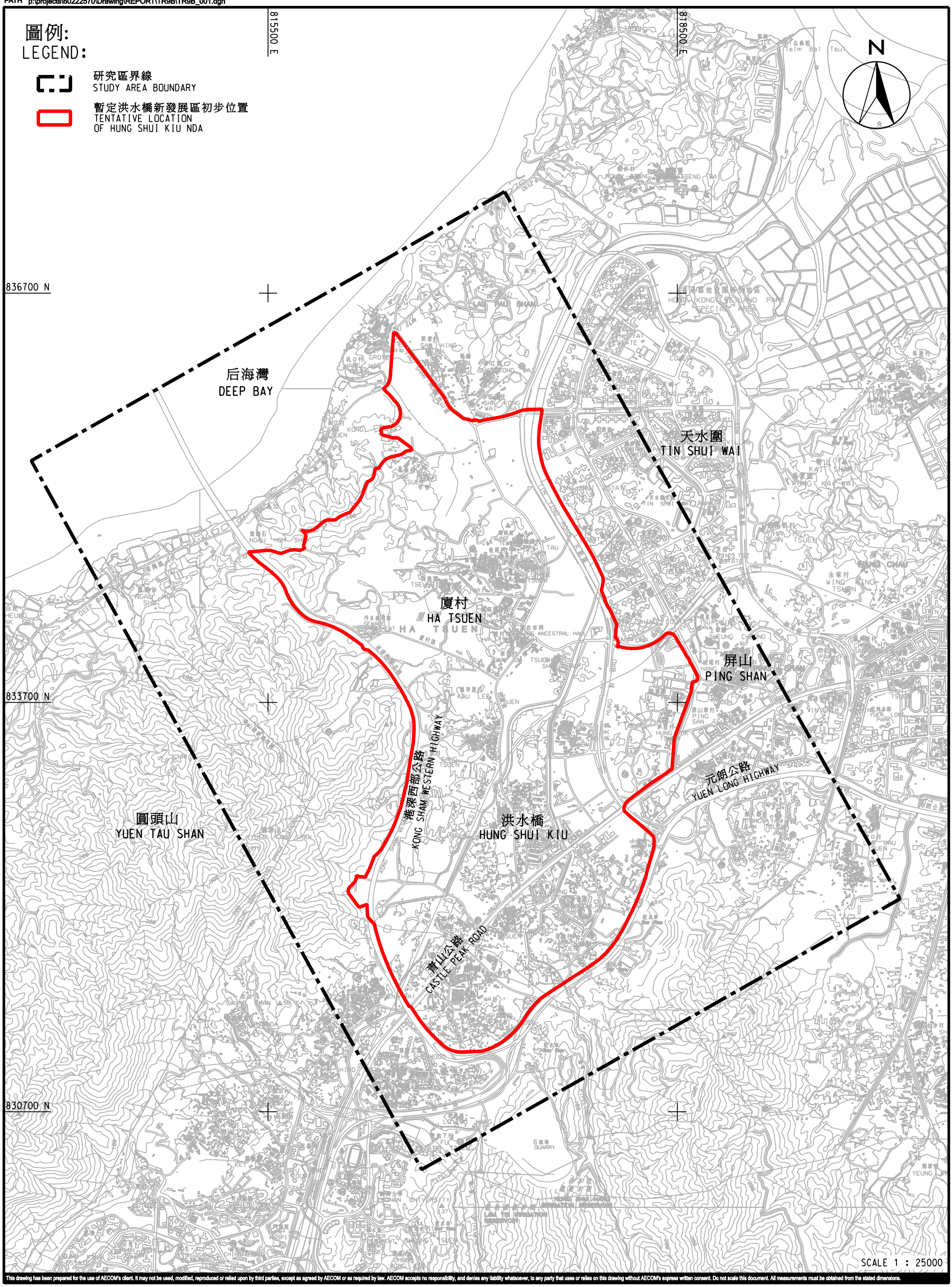


HUNG SHUI KIU NEW DEVELOPMENT AREA
PLANNING AND ENGINEER STUDY - INVESTIGATION

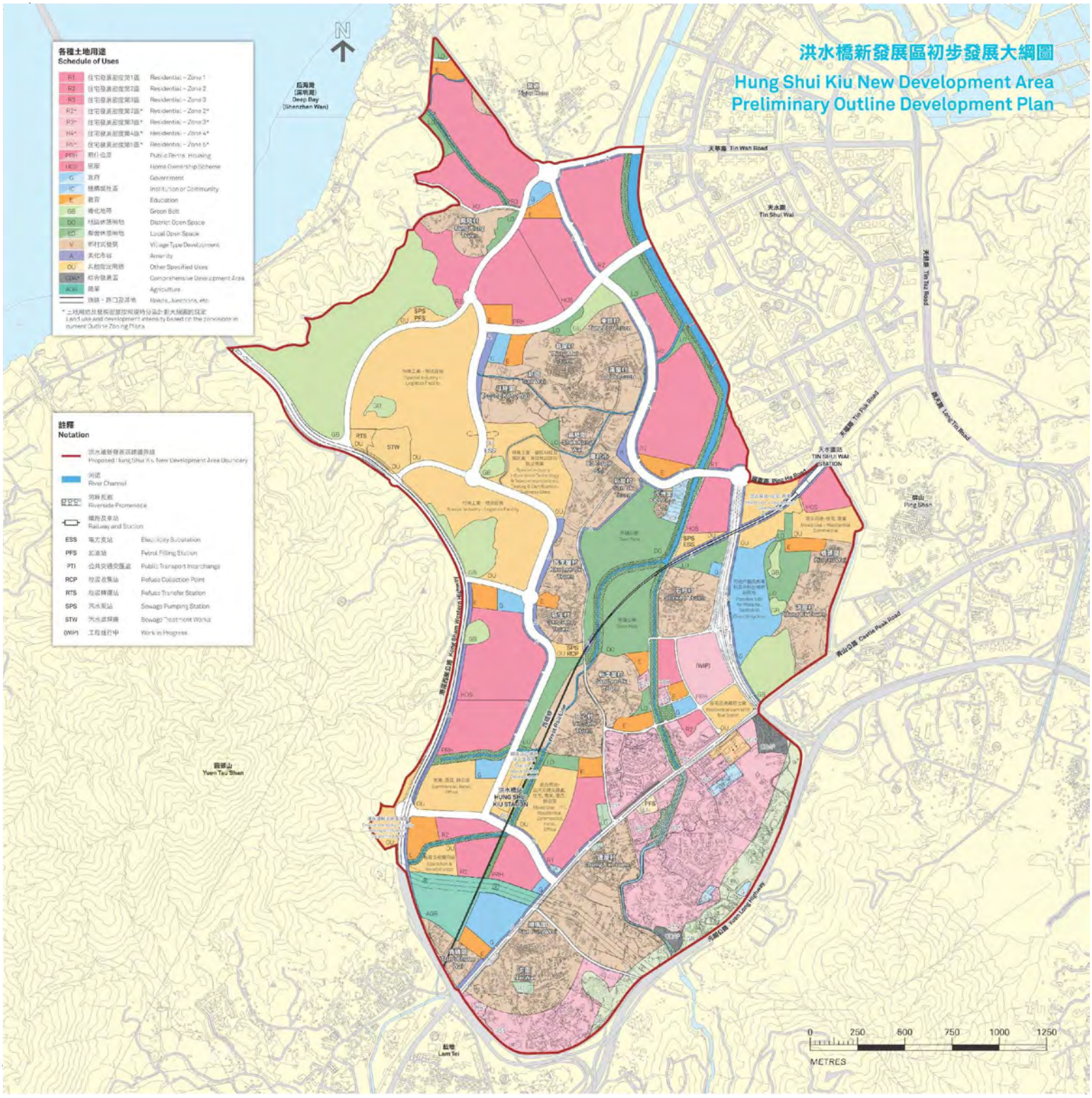
AGREEMENT NO. CE 2/2011 (CE)

PROPOSED STUDY AREA BOUNDARIES

AECOM

Project No.: 60222570 Date: APR. 2014

60222570/FIGURE 1.1



附圖 1.2　洪水橋新發展區「初步發展大綱圖」

Figure 1.2　Hung Shui Kiu New Development Area - Preliminary Outline Development Plan

附件3
Enclosure 3

規劃署
Planning Department

土木工程拓展署
Civil Engineering and Development Department

AECOM

洪水橋新發展區
規劃及工程研究
Hung Shui Kiu New Development Area
Planning and Engineering Study

第三階段 社區參與摘要
Stage 3 Community Engagement Digest

二零一五年六月
June 2015

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研究概覽
STUDY OVERVIEW

研究背景

「香港2030：規劃遠景與策略」（下稱「香港2030研究」）建議開拓新發展區，當中包括洪水橋新發展區，以應付香港長遠的房屋和發展需要。

土木工程拓展署聯同規劃署於二零一一年八月委聘顧問進行「洪水橋新發展區規劃及工程研究」（下稱「本研究」），為新發展區的發展制定可行的土地用途綱領。

社區參與

本研究採用開放及協作的方式，進行三個階段的社區參與計劃，把公眾的意見納入新發展區的規劃和設計當中。我們現正進行第三階段社區參與，旨在收集公眾對建議發展大綱圖的意見。我們非常重視你的看法和意見。

Background of the Study

The "Hong Kong 2030: Planning Vision and Strategy" (the HK2030 Study) recommended proceeding with New Development Areas (NDAs) including the Hung Shui Kiu (HSK) NDA to address the long-term housing and development needs of Hong Kong.

The "HSK NDA Planning and Engineering Study" (the Study) was commissioned by the Civil Engineering and Development Department (CEDD) and the Planning Department (PlanD) in August 2011 to formulate a feasible land use framework for the development of the NDA.

Community Engagement

The Study has adopted an open and collaborative three-stage Community Engagement (CE) Programme to incorporate public views into the planning and design of the NDA. We are now at the Stage 3 CE to seek public views on the Recommended Outline Development Plan (RODP). We treasure very much your views and comments.







研究流程
Study Task Flow

研究過程
Study Process

社區參與計劃
Community Engagement Programme

展開本研究
Commencement of the Study

更新基線資料及檢討主要課題
Baseline Update & Review of Key Issues

確立指導原則
Establish Guiding Principles

制定初步發展大綱圖
Formulate Preliminary Outline Development Plan

- 編製及分析第二階段社區參與活動所收集到的意見
- 進行規劃及技術評估
- 解決規劃及工程問題
- Compile and analyse comments from Stage 2 Community Engagement
- Conduct planning and technical assessments
- Resolve planning and engineering issues

制定建議發展大綱圖
Formulate Recommended Outline Development Plan

確定建議發展大綱圖
Finalise the Recommended Outline Development Plan

確定發展藍圖
Finalise Layout Plans

第一階段社區參與 Stage 1 Community Engagement

首輪： 討論主要課題和訂定洪水橋新發展區的社區願景
次輪： 討論有關洪水橋新發展區的策略性角色、以人為本的社區、可持續發展及落實機制等主要課題

1st Round:
Discuss key issues and build community vision for the HSK NDA
2nd Round:
Discuss major topics relating to strategic roles of the HSK NDA, people-oriented communities, sustainable development and implementation mechanism

第二階段社區參與 Stage 2 Community Engagement

討論初步發展大綱圖
Discuss the Preliminary Outline Development Plan

第三階段社區參與 Stage 3 Community Engagement

討論建議發展大綱圖
Discuss the Recommended Outline Development Plan

我們在此
We are here

第二階段社區參與概覽
Overview of Stage 2 Community Engagement

在舉行第二階段社區參與期間，公眾就初步發展大綱圖進行了廣泛的討論。收集到的公眾意見已作綜合分析，連同研究小組的回應已輯錄在第二階段社區參與報告中，並上載到本研究的網站**www.hsknda.gov.hk**。收集到的公眾意見既有支持亦有反對洪水橋新發展區計劃，要點載述如下。

The Preliminary Outline Development Plan (PODP) was widely discussed by the public during the Stage 2 CE. Public views collected have been consolidated and analysed in the Stage 2 Community Engagement Report, with the Study team's responses provided. The report is available at the Study website **www.hsknda.gov.hk**. Both supporting and objecting views on the HSK NDA project were received. A gist is set out below.

新發展區的需要及定位
Need and Positioning of the NDA

新發展區應協助滿足香港的房屋需要及推動香港的經濟發展，並應配合香港人的需要。

The NDA should help meet the housing need and promote economic development of Hong Kong and shall cater for Hong Kong people's need.

洪水橋新發展區會規劃為香港的新市鎮及新界西北的區域樞紐，提供土地以應付香港中長期房屋及經濟發展的需要。

The HSK NDA is planned to be a new town for Hong Kong and a regional hub in the North West New Territories (NWNT) providing land to meet the housing and economic development needs of Hong Kong in the medium to long term.

經濟發展及就業機會
Economic Development and Employment Opportunities

新發展區應為該區帶來更多商業活動和就業機會，以及提供多元化的就業機會。應把握擬建洪水橋鐵路站所帶來的利便，以創造具規模的商業活動。應鼓勵開設臨街商店，而不單是建立大型購物商場，以培育本地商業活動和增添街道的活力。應推行政策落實擬議的特殊工業。

The NDA shall bring more commercial activities and employment opportunities to the district with the provision of diversified employment opportunities. Opportunity brought by the proposed HSK Railway Station should be capitalised to create a critical mass for commercial activities. Street shops, instead of just mega shopping malls, should be promoted to nurture local businesses and enhance street vibrancy. Policies for materialising the proposed special industries should be introduced.

洪水橋新發展區將闢設各類推動經濟的土地用途，包括辦公室、零售、酒店及特殊工業，將帶來各式各樣的就業機會。洪水橋新發展區將開設臨街商店及設立本地經濟中心，以促進地區的活力及本地經濟。

A wide range of economic land uses including offices, retail, hotels and special industries will be introduced into the HSK NDA. They will bring a wide array of employment opportunities. Street shops and local economic nodes will be provided to foster district vibrancy and local economy.

社會組合、社區設施及運輸基礎設施與連接
Social Mix, Community Facilities and Transport Infrastructure and Connectivity

新發展區應為一個多樣化社區，提供均衡的公私營房屋組合，以改善天水圍新市鎮以公營房屋為主的情況，並應與天水圍、屯門、元朗以及市區互相融合。新發展區應提供足夠的社會和社區設施及便捷的公共運輸服務。公眾對西鐵線和新界西北的策略性公路日益嚴重的擠塞情況表示極大關注。

The NDA should allow for a diverse community with a balanced public-private housing mix and redress the dominance of public housing in Tin Shui Wai (TSW) New Town. It should be well integrated with TSW, Tuen Mun and Yuen Long as well as the urban area. There should be sufficient social and community facilities as well as convenient public transport services. There is grave concern about exacerbation of the congestion of West Rail Line and strategic highways in the NWNT.

洪水橋新發展區會規劃為一個以人為本及均衡的社區，配以足夠的社會和社區設施及完善的運輸基礎設施及行人道和單車徑網絡，連接鄰近的社區。天水圍與洪水橋的房屋組合整體而言將規劃得更為平衡。在規劃所需的運輸基礎設施時會採用一個策略性及全面的方法，以應付於新界西北增加的交通流量。

The HSK NDA is planned for a people-oriented and balanced community with well supported social and community facilities, and comprehensive transport infrastructure and pedestrian walkway and cycle track networks linking the neighbouring communities. A more balanced housing mix for TSW and HSK as a whole will be planned. A strategic and holistic approach is adopted in planning the needed transport infrastructure to cope with the increased traffic in the NWNT.

生態、環境及文化遺產
Ecology, Environment and Cultural Heritage

應妥善保育自然、生態及文化資源，以及在規劃新發展區時提倡本地特色。應提倡綠色生活、環保運輸服務和可持續排水系統。在生態保育、節能及自然與人類共融方面，應有更創新的規劃。

Natural, ecological and cultural resources should be conserved properly and local characters should be promoted in planning the NDA. Green living, Environmentally Friendly Transport Services (EFTS) and sustainable drainage system should be promoted. There should be more innovative planning in the aspects of ecological conservation, energy conservation and nature-human interface.

洪水橋新發展區將會是一個提倡可持續生活、配有先進基礎設施及採納創新環保措施的綠色城市。根據發展建議，現有具自然、文化及景觀價值的資源已受到充分的尊重、保存及融合。

The HSK NDA will be a green city promoting sustainable living, deploying advanced infrastructure and adopting innovative green initiatives. Existing valuable natural, cultural and landscape resources have been duly respected, preserved and integrated under the development proposals.

對現有居民、業務經營者及務農人士的影響
Impact on Existing Residents, Business Operators and Farmers

反對歧視非原居村民，並促請當局盡早公布補償及安置安排，亦有一些人提出「不遷不拆」的要求。遷移港口後勤及露天貯物用途會影響一連串的貨櫃運輸活動，削弱本港港口的競爭力。一些港口後勤及露天貯物和工業用途並不能遷入多層大廈內。應提供適當的協助予受影響的務農人士，讓他們繼續務農。在初步發展大綱圖上建議的「農業」地帶被建築物所包圍，不適宜作農業用途。

There was opposition to discrimination against non-indigenous villagers and urge for early announcement of compensation and rehousing arrangements while some requested 'no removal and no demolition'. Displacement of port back-up and open storage (PBU/OS) uses would affect the whole chain of container movement hampering Hong Kong port's competitiveness. Some PBU/OS and industrial uses could not be accommodated in multi-storey building. Proper assistance to affected farmers to continue farming should be offered. The proposed "Agriculture" zone on the PODP surrounded by buildings was not suitable for agricultural use.

洪水橋新發展區的規劃已盡可能減少對現有發展的影響。然而，為配合新發展區的全面規劃，一些現有的構築物、業務營運及農地將無可避免地受到影響。政府會為所有受新發展區影響的合資格住戶／經營者／務農人士制定合適的安排。青山公路以南不受洪水橋新發展區工程影響的土地，現在並不包括在新發展區範圍內。

The planning of the HSK NDA has minimised impact on the existing developments as far as possible. Nevertheless, it is inevitable that some existing structures, business operations and farmland will be affected to cater for the comprehensive planning of the NDA. The Government will devise suitable arrangements for all eligible households/operators/farmers affected by the NDA development. The area to the south of Castle Peak Road not affected by the HSK NDA works is now excluded from the NDA.

實施模式 Implementation Approach

有些回應支持政府採用 「傳統新市鎮發展模式」，以實施新發展區計劃，另一些持份者則建議讓市場力量發展或按公私營合作模式實施，並容許換地。

Some supported the Government to adopt the Conventional New Town (CNT) approach to implement the NDA, while some stakeholders recommended leaving the NDA to be developed through market forces or implementing it by way of public-private partnership, allowing land exchange for development.

政府會小心考慮所有相關因素後才決定洪水橋新發展區的實施模式。

The Government will carefully consider all relevant factors before making the decision on the implementation mode for the HSK NDA.

新發展區的願景
VISION FOR THE NDA

我們的新市鎮和新界西北的區域經濟及文娛樞紐
Our New Town and Regional Economic and Civic Hub for the NWNT

洪水橋新發展區將會是香港新一代新市鎮。洪水橋新發展區除了為香港供應中長期的房屋及其他土地外，由於位處新界西北的策略性位置，並與天水圍、屯門和元朗緊密連繫，新發展區亦將作為新界西北的「區域經濟及文娛樞紐」。 在全港層面上，洪水橋新發展區將為促進香港的經濟增長賦予動力。

The HSK NDA will be the next generation new town for Hong Kong. Apart from providing housing and other land supply in Hong Kong in the medium to long term, the HSK NDA, being strategically located in the NWNT and well connected to TSW, Tuen Mun and Yuen Long, will also serve as a "Regional Economic and Civic Hub" for the NWNT. At the territorial level, the HSK NDA will give impetus to foster Hong Kong's economic growth.

我們致力將現有大範圍的貨櫃貯存、建築物料/機器貯存、修車場、回收場、鄉郊工場等用途，改為更合適的用途及更好的土地利用，以利香港未來發展。

We aspire to turn the existing vast extent of container storage, construction material/machinery storage, car repair workshops, recycling yards, rural workshops, etc. to more optimal uses and better land utilisation for future development of Hong Kong.

新發展區的定位
POSITIONING OF THE NDA

秉承締造一個可持續發展、以人為本和均衡社區的規劃原則，洪水橋新發展區會是一個新一代的新市鎮，為約215,000總人口提供一個適宜生活、工作、學習和遊樂的理想地方。新發展區會提供約60,100個新住宅單位，容納約173,000新人口，以及為各項商業及特殊工業用途和政府、機構或社區設施提供發展空間。新發展區的公私營房屋組合為51：49，有助解決天水圍新市鎮公私營房屋組合失衡的情況(如包括天水圍新市鎮在內，整體房屋組合將為69：31)。

作為區域經濟及文娛樞紐，洪水橋新發展區會創造約150,000個新就業機會，以及提供大量的商業設施和配套服務予居於新發展區及來自天水圍、屯門、元朗和擬議的元朗南發展項目的居民使用。

洪水橋新發展區毗鄰深圳，特別是深圳灣管制站、前海及蛇口一帶，並高效連接大珠江三角洲地區。現有港深西部公路和可能興建以連接新發展區和擬議屯門西繞道的公路，會將洪水橋新發展區連接到屯門至赤鱲角連接路、香港國際機場、葵青貨櫃碼頭和港珠澳大橋及其香港口岸。此外，亦會規劃連接新發展區至市區的新策略性公路基礎設施，以應付新界西北長遠的發展需要。擬建洪水橋站會為新發展區提供便捷及高效的集體運輸。

在全港層面上，洪水橋新發展區將為促進香港的經濟增長賦予動力。利用其處於香港與深圳主要貨運和客運路線的策略性位置，新發展區將提供空間以容納不同的經濟用途，包括辦公室(提供專業及其他生產服務等)、零售、酒店及不同工業用途(包括物流、創新科技及檢測認證)。

新發展區的發展能幫助改善全港人口和職位在空間上的不平均分布，為鄰近的天水圍新市鎮提供新的就業機會，並供鄰近地區有效地享用其基礎設施和政府、機構或社區設施。

Adhering to the planning principles for creating a sustainable, people-oriented and balanced community, the HSK NDA will be the next generation new town providing a desirable place to live, work, learn and play for a total population of about 215,000. It will provide about 60,100 new housing flats for a new population of about 173,000. It will also offer development spaces for various commercial and special industrial uses, and Government, Institution or Community (G/IC) facilities. With a public-private housing mix of 51:49, the NDA will help redress the imbalanced housing mix of the TSW New Town (the overall ratio will become 69:31 with TSW New Town included).

Being a regional economic and civic hub, the HSK NDA will create about 150,000 new employment opportunities, and a large amount of commercial facilities and supporting services for people living in the NDA, TSW, Tuen Mun and Yuen Long as well as the proposed Yuen Long South (YLS) development project.

The HSK NDA is close to Shenzhen, particularly Shenzhen Bay Control Point, Qianhai, and Shekou and efficiently linked with the Greater Pearl River Delta region. Kong Sham Western Highway (KSWH) and the possible highway connecting the NDA with the proposed Tuen Mun Western Bypass (TMWB) will connect the HSK NDA to the Tuen Mun/Chek Lap Kok Link, the Hong Kong International Airport, Kwai Tsing Container Terminals, and the Hong Kong-Zhuhai-Macao Bridge and its Boundary Crossing Facilities. New strategic highway infrastructure connecting the NDA with the urban area will also be planned to address the long-term development needs of NWNT. The proposed HSK Station allows convenient and efficient access to the NDA.

At the territorial level, the HSK NDA development will give impetus to foster Hong Kong's economic growth. Given its strategic location on major freight and passenger routes between Hong Kong and Shenzhen, space will be provided in the NDA to accommodate economic uses including offices (for professional and other producer services, etc.), retail, hotels and various industrial uses (including logistics, innovation & technology, and testing & certification).

The development of the NDA will help reduce the imbalance in the spatial distribution of population and jobs in the territory, provide new employment opportunities for the adjacent TSW New Town and enable effective sharing of infrastructure and G/IC facilities with the adjoining areas.

發展建議
DEVELOPMENT PROPOSALS

增加房屋供應 Increasing Housing Supply

房屋組合 *Housing Mix*

人口 *Population*

約 About 215,000
（包括新增人口 173,000 及現有和已落實發展項目的人口約 42,000）
(including new population of 173,000 and population of about 42,000 from existing and committed developments)

新住宅單位數量
No. of New Housing Flats
約 About 60,100

人口 Population	住宅單位* Housing Units
私人 Private 46%	私人 Private 49%
公營 Public 54%	公營 Public 51%

* 與天水圍新市鎮整體的房屋組合為69（公營）：31（私人）
Together with the TSW New Town, the ratio would be: public 69% vs private 31%

支持新界西北區經濟 Supporting NWNT Region Economy

就業 *Employment*
約 About 150,000
（商業 Commercial 74,000/
特殊工業 Special Industry 60,000/
社區服務 Community Services 16,000）

商業樓面面積
Commercial Floor Area
2,073,000
平方米 sqm

工業及特殊工業用途樓面面積
Floor Area for Industrial and Special Industrial Uses
3,493,000 平方米 sqm

土地用途分佈 *Land Use Budget*

新發展區總面積
Total NDA Area
約 about 714 公頃 ha

經濟 Economic — 107 公頃ha — 24%

- 24 公頃 ha 商業（辦公室、酒店和零售） Commercial (offices, hotels and retail)
- 37 公頃 ha 物流設施 Logistics Facilities
- 24 公頃 ha 港口後勤、貯物及工場用途 Port Back-up, Storage and Workshop Uses
- 9 公頃 ha 企業及科技園 Enterprise and Technology Park
- 13 公頃 ha 工業 Industrial

公共設施 Public Facilities — 89 公頃ha — 20%

- 30 公頃 ha 政府、機構或社區（不包括教育） Government, Institution or Community (other than Education)
- 26 公頃 ha 教育及相關用途 Education and Related Uses
- 33 公頃 ha 公用設施、加油站、環保運輸服務車廠等 Public Utilities, Petrol Filling Station, EFTS Depot, etc

住宅 Residential — 87 公頃ha — 20%

- 87 公頃 ha 住宅和商業/住宅 Residential and Commercial /Residential

休憩用地 Open Space — 62 公頃ha — 14%

- 17 公頃 ha 區域休憩用地 Regional Open Space (RO)
- 26 公頃 ha 地區休憩用地 District Open Space (DO)
- 19 公頃 ha 鄰舍休憩用地 Local Open Space (LO)

新建道路及美化地帶 New Roads and Amenity — 97 公頃ha — 22%

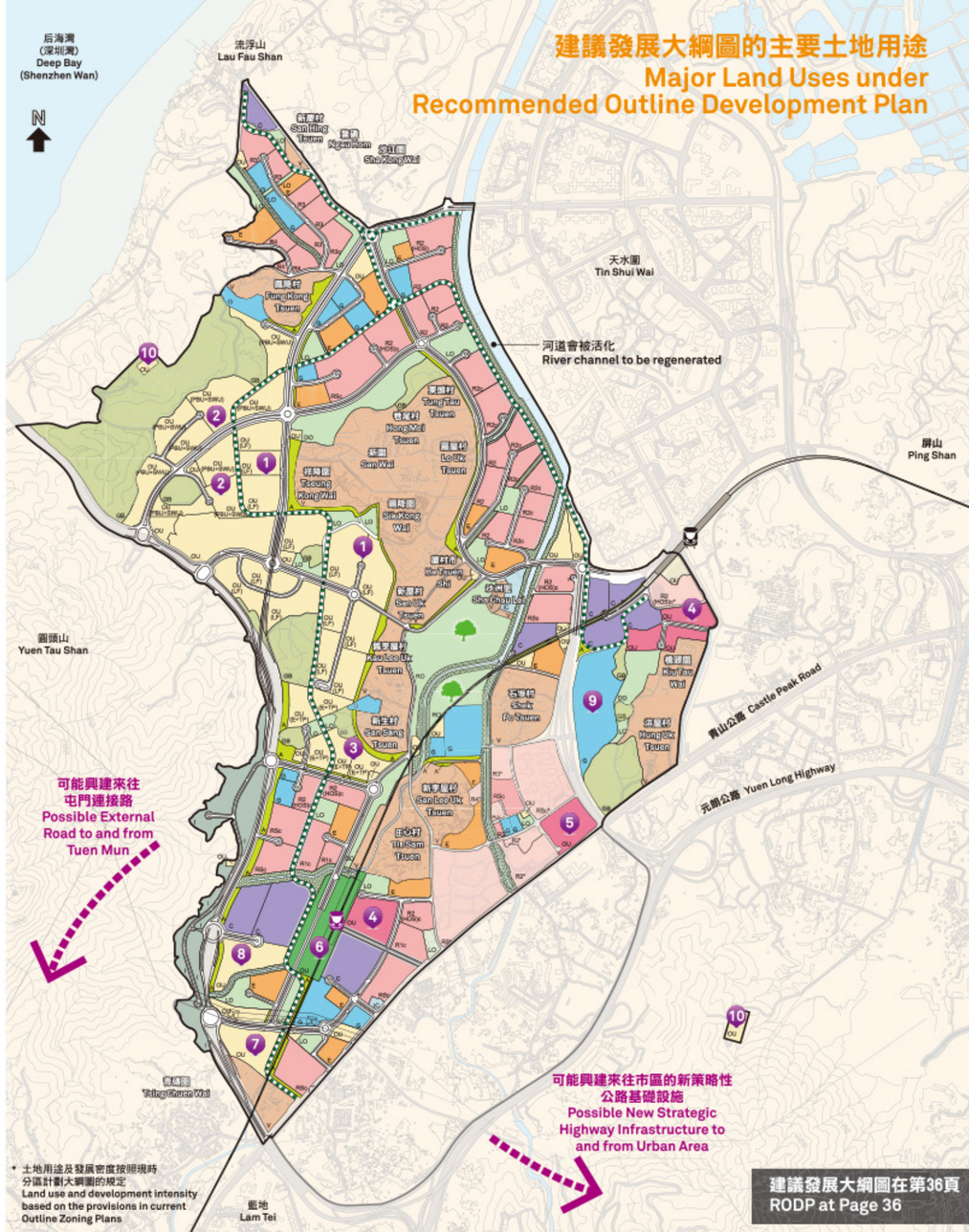
- 82 公頃 ha 新建道路 New Roads
- 15 公頃 ha 美化市容地帶 Amenity Area

其他 Others [272 公頃ha]

- 63 公頃 ha 現有道路及河道 Existing Roads and River Channels
- 58 公頃 ha 綠化地帶（保留的山丘及斜坡） Green Belt (Preserved Knolls & Hillslopes)
- 151 公頃 ha 保留現有/已落實的發展（包括鄉村） Retained Existing/ Committed Developments (incl. villages)

圖例
Legend

- 洪水橋新發展區界線 HSK NDA Boundary
- 規劃區 Planning Scheme Area
- C 商業 Commercial
- R 住宅 Residential
- RS 公共屋宇 — 租住公屋 Special Residential - Public Rental Housing
- HOS 居屋 Home Ownership Scheme
- I 工業 Industrial
- OU 其他指定用途 — 商業及住宅發展 Other Specified Uses - Commercial & Residential Development
- OU 其他指定用途 Other Specified Uses
- OU 其他指定用途 — 區域廣場 Other Specified Uses - Regional Plaza
- V 鄉村式發展 Village Type Development
- G 政府 Government
- IC 機構或社區 Institution or Community
- E 教育 Education
- GB 綠化地帶 Green Belt
- RO 區域休憩用地 Regional Open Space
- 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 Amenitiy Area
- 河畔長廊 Riverside Promenade
- 道路、路口及其他 Roads, Junctions, etc.
- 環保運輸走廊 Green Transit Corridor
- 擬建洪水橋站 Proposed Hung Shui Kiu Station
- 現有西鐵天水圍站 Existing West Rail Tin Shui Wai Station
- 區域市鎮公園 Regional Town Park
- 1 物流設施 Logistics Facilities (LF)
- 2 港口後勤、貯物及工場用途 Port Back-up, Storage and Workshop Uses (PBU+SWU)
- 3 企業和科技園 Enterprise and Technology Park (E+TP)
- 4 商業及住宅發展 Commercial & Residential Development
- 5 商業及住宅發展（包括輕鐵設施） Commercial and Residential Development (with Light Rail Facilities)
- 6 區域廣場 Regional Plaza
- 7 環保運輸服務車廠 Environmentally Friendly Transport Services Depot
- 8 教育及相關用途 Education & Related Uses
- 9 醫院和專科及分科診療所 Hospital, Specialist Clinic/Polyclinic
- 10 食水配水庫及 / 或沖厠水配水庫 Fresh Water Service Reservoir and / or Flushing Water Service Reservoir



建議發展大綱圖在第36頁
RODP at Page 36

規劃概念及城市設計框架
Planning Concept and Urban Design Framework

洪水橋毗連天水圍新市鎮及屯門新市鎮，西面是青綠的圓頭山巒，而東南面的大欖郊野公園及其山麓則有翠綠景致，北面是饒富自然和鄉郊特色的后海灣和流浮山。連接天水圍與后海灣的河道，由南至北流經這個新發展區。西鐵線則把該區分為東南和西北兩部分。洪水橋新發展區的整體規劃概念和城市設計框架以此獨特背景制定。

Hung Shui Kiu is located next to TSW New Town and Tuen Mun New Town. The Yuen Tau Shan mountain ranges in the west form a green backdrop while Tai Lam Country Park and its foothills provide a green landscape scene in the southeast. Deep Bay and Lau Fau Shan, with natural and rural setting, flank the NDA in the north. A river channel connecting TSW and Deep Bay runs through the area from the south to the north. The West Rail Line bisects the area into the southeast and northwest portions. The overall planning concept and urban design framework of the HSK NDA draws upon this distinct setting.

市中心位於擬建洪水橋站四周，配以區域廣場，將作為新界西北的「區域經濟及文娛樞紐」。擬議的第二樞紐設於西鐵天水圍站附近，以建造成一個「地區商業中心」。這兩個樞紐將成為新發展區的主要活動中心，其規劃和設計將加強新市鎮的特色，城市結構的識別性和活力。

The Town Centre is planned around the proposed HSK Station. Together with a Regional Plaza, it will serve as the "Regional Economic and Civic Hub" for the NWNT. A secondary node is proposed to be located near the West Rail TSW Station to form a "District Commercial Node". They will become the key activity nodes of the NDA, with the planning and design fostering the identity, legible urban structure and vibrancy for the new town.

建議商業與住宅混合發展和較高密度的住宅發展集中在鐵路站的500米範圍內。另建議商業樞紐外圍及新發展區東北面用作發展住宅，並配備各種社區設施。

Mixed commercial and residential developments and higher density residential developments are proposed to cluster within the 500m catchment of the railway stations. Areas skirting the commercial nodes and in the northeastern part of the NDA are proposed for residential developments with various community facilities.

位於新發展區西北部的擬議「物流、企業和科技區」可作特殊工業(包括扶助創新科技和檢測認證的現代、非污染工業)及現代物流設施等。此區鄰近港深西部公路和可能興建以連接新發展區至擬議屯門西繞道的公路，將可直接連繫多條策略性公路，並鄰近深圳灣管制站。這個重要的經濟和就業中心將通過完善規劃的環保運輸走廊，有效地連接鐵路站、商業樞紐和住宅羣。

At the northwestern part of the NDA, the proposed "Logistics, Enterprise and Technology Quarter" is for accommodating special industry (including modern and non-polluting industries complementing innovation & technology and testing & certification), and modern logistics facilities, etc. As it is located near KSWH and the possible highway connecting the NDA with the proposed TMWB, and will have direct access to the strategic highways and will be located close to the Shenzhen Bay Control Point. This important economic and employment node will be efficiently linked up with the railway stations, the commercial nodes and residential clusters by a comprehensively planned Green Transit Corridor (GTC).

土地用途框架
Land Use Framework

採用梯級式的高度和發展密度輪廓，最高高度和密度的發展集中在鐵路站附近的商業樞紐，逐漸向流浮山和后海灣地區降低。

A stepped height and development intensity profile is adopted, with the developments of the highest height and density, concentrated at the commercial nodes near the railway stations and descending towards the Lau Fau Shan and Deep Bay areas.

擬議的區域市鎮公園和主要的康樂設施位於新發展區中央，將建設為社區和康樂活動中心。建議沿河道發展為結合休憩用地、行人道和單車徑的綜合系統，形成一條綠化幹道，有利設立貫穿新發展區南北向的主要通風廊，亦會與鄰近的天水圍新市鎮融為一體。

The proposed Regional Town Park, together with major recreational facilities, are located in the centre of the NDA to create a social and recreational hub. An integrated open space, pedestrian walkway and cycle track system is proposed along the river channel to form a green spine, and to facilitate the creation of a major breezeway penetrating the NDA in a south-north direction. It will also enable better integration with the adjacent TSW New Town.

建議沿現有風水帶設立兩條由東至西及東北至西南互相交錯的觀景廊，在視覺上連繫屏山文物區及廈村。

Two intersecting east-west and northeast-southwest visual corridors, aligned with the existing fung shui lanes, are proposed to provide visual linkages to the Ping Shan heritage precinct and Ha Tsuen.

環保運輸走廊、單車主幹道及完善的單車徑和行人道網絡，將有助新發展區內和與鄰近新市鎮的往來和連繫，並可創造一個以集體運輸為本、方便騎單車和易於步行的城市。除了西鐵、輕鐵和路面運輸系統外，長遠而言，在環保運輸走廊內的環保運輸服務，無論是採用以軌道式的系統及／或電動巴士行走(有待進一步可行性研究)，將可加強新發展區與各區的連繫。

Mobility and connectivity within the NDA and with nearby New Towns will be enhanced through the GTC, an artery cycleway and a comprehensive cycle track and pedestrian walkway network to create a transit based, cycle friendly and walkable city. Subject to further feasibility study, an EFTS within the GTC, which may take the form of rail-based system and/or electric buses in the long term, will enhance movement in the NDA and with other districts in addition to the West Rail, Light Rail and the road based transport system.

規劃多項環保措施，把新發展區建造成一個適宜居住、工作、學習和遊樂的綠色新市鎮。

A number of green initiatives will be planned to make the NDA a green new town to live, work, learn and play.

城市設計框架
Urban Design Framework

特色亮點
Feature Highlights

締造一個綠色城市 Creating a Green City

洪水橋新發展區將會是一個綠色城市。我們會在城市規劃、城市設計、運輸和環保基礎設施各方面建議採用可持續及節約能源的策略，以達致高效率、減少碳排放及可持續的生活。

The HSK NDA will be a green city. We propose to introduce sustainable and energy saving strategies in respect of town planning, urban design, transportation and green infrastructure to achieve efficiency, carbon emission reduction and sustainable living.

1. 以鐵路為本發展及綠色交通 Rail-based Development and Green Mobility

緊密發展及易於步行的城市 Compact and Walkable City

- 集中人口、主要經濟活動及主要社區設施在可步行前往集體運輸及公共運輸樞紐的範圍
- 建立可輕易到達日常生活所需的本地社區，以提倡步行
- 完善、方便及具吸引力的行人道系統
- Concentrate population, key economic activities and major community facilities within walking distance of mass transit and public transport nodes
- Create local communities with easily accessible daily necessities to promote walking
- A comprehensive, convenient and attractive pedestrian walkway system

環保運輸走廊 Green Transit Corridor

- 環保運輸走廊包括環保運輸服務、行人道和單車徑，連接住宅羣與「物流、企業和科技區」、鐵路站及主要社區設施，減少道路交通量和碳排放
- GTC encompassing EFTS, pedestrian walkways and cycle tracks will connect the residential clusters with the "Logistics, Enterprise and Technology Quarter", railway stations and key community facilities to minimise road traffic and carbon emission

完善的單車和行人網絡
Comprehensive Cycling and Pedestrian Network

- 完善的行人和單車網絡設有配套設施，如地下單車停泊處、單車租用系統、行人天橋、過路設施、休息地點等，以提倡步行及騎單車
- Comprehensive pedestrian and cycling networks with supporting facilities such as underground cycle parking areas, bicycle rental system, footbridges, crossing facilities and rest areas, etc. to promote walkability and cycle friendliness

2. 全面水資源管理 Total Water Management

三級污水處理 Tertiary Level Sewage Treatment

- 擴建和提升部分新圍污水處理廠至三級處理水平，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
- 探討利用污泥消化過程中產生的生物氣體發電
- Expand and partially upgrade San Wai Sewage Treatment Works to tertiary treatment level allowing treated sewage effluent to be polished for reuse, thus minimising the need for long-distance effluent export
- Explore the use of biogas produced from sludge digestion for electricity generation

再造水系統 Treated Effluent Reuse System

- 探討使用再造水作非飲用水用途如沖廁及灌溉
- Explore the use of treated sewage effluent for non-potable purposes such as toilet flushing and irrigation

3. 固體廢物管理 Solid Waste Management

廢物分類及回收 Waste Sorting and Recycling

- 設立社區環保站於垃圾轉運站，作環保教育及方便收集社區內的回收物料，發揮協同效應以達到更好的運作效率及環境的可持續性
- Co-locate Community Green Station with the refuse transfer station for environmental education purpose and convenient collection of recyclables from the local community, providing synergy to achieve better operational efficiency and environmental sustainability

廢物管理 Waste Management

- 探討採用自動廢物收集系統及有機廢物處理設施
- Explore adoption of automatic refuse collection system and organic waste treatment facilities

4. 可持續排水系統 Sustainable Drainage System

區域市鎮公園內的蓄洪湖泊 Retention Lake in Regional Town Park

- 利用蓄洪湖泊作整體排水系統的調節工具及作微氣候的冷卻工具，並通過與休憩用地系統的設計融合，供公眾享用
- Retention lake as a regulating measure to overall drainage system and as a micro climate cooling mechanism through integrated design with the open space system for public enjoyment

雨水收集 Rainwater Harvesting

- 收集雨水作非飲用水用途
- Collect rainwater for non-potable purposes

活化河道 Regeneration of River Channels

- 取消貼近河道的天影路，採用完善的河道活化設計，以活化洪水橋新發展區的河道系統，同時改善河道生態系統，並在河畔長廊闢設行人道和單車徑
- 通過伸延長廊至整條河道，連接到區域市鎮公園和區域廣場，並闢設走廊作各類活動，為河畔注入活力
- 活化後的河道是主要的綠化幹道、通風廊和觀景廊，並可加強社區之間及與鄰近天水圍新市鎮的融合
- Revitalise the river channel system of the HSK NDA by removing Tin Ying Road abutting the channel and adopting comprehensive regeneration design along the whole system. The ecological system in the channel will be enhanced and riverside promenade with pedestrian walkways and cycle tracks introduced
- Inject vitality to the riverside by extending the promenade all along the river channels linking with the Regional Town Park and Regional Plaza and creating corridors for activities
- Regenerated river channels will be the major green spines, breezeways and view corridors and enable better integration between different neighbourhoods and with the adjacent TSW New Town

5. 環保節能 Green Energy Saving

區域供冷系統 District Cooling System

- 探討在非住宅發展項目使用區域供冷系統
- Explore the use of District Cooling System for non-domestic developments

節能社區/建築物 Energy Efficient Neighbourhood/Building

- 鼓勵環保社區設計、建築設計及物料和節能裝置
- 鼓勵所有新建築物獲取綠建環評的認證
- Encourage environmentally friendly neighbourhood design, building design and materials, and energy-saving installations
- Promote certification under BEAM Plus for all new buildings

資訊與通訊科技平台
Information and Communication Technology (ICT) Platform

- 設立資訊與通訊科技平台協調不同的城市功能，提升城市管理及利便居民與商業活動
- Establish ICT platform to coordinate different city functions to enhance city management and convenience of residents and business activities

社區耕作 Community Farming

- 探討在休憩用地及美化市容地帶發展社區園圃，以提倡綠色生活
- Explore development of community gardens in open space and amenity areas to promote green living

促進經濟活力和就業 Fostering Economic Vibrancy and Employment

洪水橋新發展區將會是一個經濟及就業樞紐。位處香港與深圳之間主要的貨運和客運路線及鄰近策略性運輸基礎設施的策略性位置，洪水橋新發展區可提供空間作不同的經濟活動，預計能創造約150,000個不同性質和類型的職位。

The HSK NDA will be an economic and employment node. Strategically located on major freight and passenger routes between Hong Kong and Shenzhen and the adjoining strategic transport infrastructure, the HSK NDA is planned to accommodate different economic activities. It is expected to create about 150,000 jobs of different nature and profiles.

1. 區域經濟及文娛樞紐 Regional Economic and Civic Hub

利用擬建洪水橋站的策略性位置，鐵路站周邊地區將會組合為區域樞紐，作辦公室、酒店、零售設施和其他商業用途，以及設有政府辦公室的區域文娛中心，總樓面面積合共約1,263,000平方米。有關建議有助紓緩附近元朗及屯門新市鎮已非常擠迫的市中心。區域文娛中心亦規劃有新的裁判法院及社區會堂。

To capitalise on the strategic location of the proposed HSK Station, areas around the station are structured to become a regional hub for offices, hotels, retail facilities and other commercial uses as well as a regional civic node with government offices, generating a total gross floor area of about 1,263,000 m². This helps relieve the already congested town centres of nearby Yuen Long and Tuen Mun New Town. The regional civic node is also planned with a new magistracy and a community hall.

2. 地區商業中心 District Commercial Node

為了加強商業規模以服務新發展區及鄰近的天水圍新市鎮，西鐵天水圍站附近的地區會整合為一個總樓面面積約達676,000平方米設有商場及辦公大樓的地區中心。

To enhance the commercial mass for serving the NDA and the neighbouring TSW New Town, an integrated district node with shopping malls and office towers with a gross floor area of about 676,000 m² is planned around West Rail TSW Station.

3. 本地零售群 Local Retail Clusters

每個社區將提供臨街商店和本地零售服務，以滿足區內居民的日常生活需要。在新發展區北緣增設的商業地帶，可作小型商業發展，亦可配合流浮山的旅遊活動。

Street shops and local retailing services will be provided in each neighbourhood to meet needs of local daily life. A commercial zone is introduced at the northern edge of the NDA for a small commercial development which also complements the tourism activities in Lau Fau Shan.

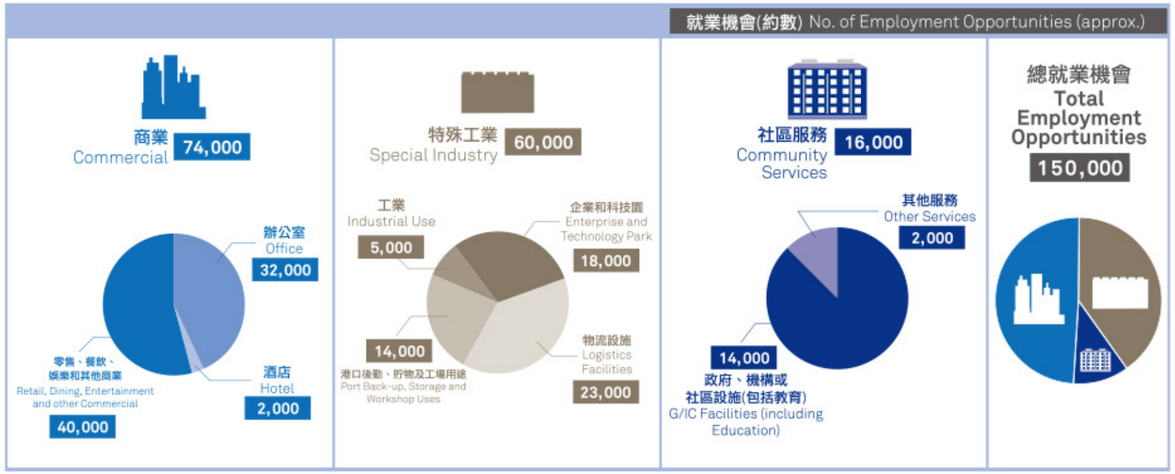
4. 增強街道活力 Enhancement of Street Vibrancy

為了增添街道的活力和提倡步行，建議在「區域經濟及文娛樞紐」和三條商店街內設置臨街商店。為了提高視覺美感，建議採用梯級式平台設計，並把平台一樓沿商店街後移。

To promote street vibrancy and walkability, retail frontages at the "Regional Economic and Civic Hub" and three shopping streets lined with retail frontages are proposed. To enhance visual amenity, terrace podium design requiring setback of the first floor of podia along the shopping streets is proposed.

5. 物流、企業和科技區及工業區 Logistics, Enterprise & Technology Quarter and Industrial Zone

- 新發展區西北部直接連接港深西部公路的地區，指定作「物流、企業和科技區」和工業區，為不同種類的工業／特殊工業用途提供發展空間
- 已預留約37公頃的土地作現代物流設施，配合香港發展為區域配送中心
- 約9公頃的土地指定為企業和科技園，配合不同類型的創新科技用途，包括研究中心、檢測認證、資料儲存中心、現代工業及其他相關行業和非污染工業用途
- 在新發展區西緣近港深西部公路約13公頃的土地，規劃為工業地帶，作一般工業用途
- The northwestern part of the NDA with direct access to the KSWH is designated as "Logistics, Enterprise & Technology Quarter" and Industrial Zone to provide development spaces for accommodating a wide range of industrial/special industrial uses
- About 37 ha of land has been reserved for modern logistics facilities to complement the development of Hong Kong as a Regional Distribution Centre
- About 9 ha of land is designated for Enterprise and Technology Park to accommodate a variety of innovation and technology uses, including research centre, testing & certification use, data centre, modern industries and other related businesses and non-polluting industrial uses
- An approximately 13 ha industrial zone is planned at the western fringe of the NDA near KSWH for general industrial uses



融入自然、文化和景觀資源於消閒空間
Integrating Leisure Space with Natural, Cultural and Landscape Resources

洪水橋新發展區會是一個融入自然、文化和景觀資源的休閒生活地方。洪水橋新發展區會注入與現有的自然、文化和景觀資源融合的消閒和康樂空間，以建立一個綠色和藍色的綜合網絡。

The HSK NDA will be a place for leisure pursuit integrated with natural, cultural and landscape resources. Leisure and recreational spaces optimising the existing natural, cultural and landscape resources are introduced within the HSK NDA to form an integrated green and blue network.

1. 河畔長廊 Riverside Promenade

經活化的優質河畔長廊將成為整個休憩用地系統的主要支柱，以此發展出一系列附屬的休憩用地。

The regenerated river channels and high quality riverside promenades form the spine of the open space framework from which a series of ancillary open spaces developed.

2. 區域市鎮公園 Regional Town Park

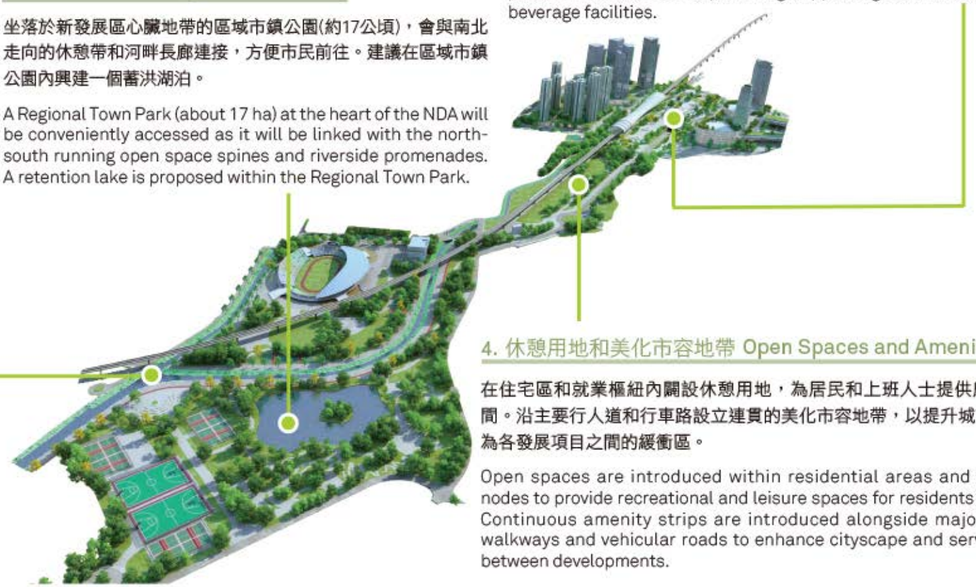
坐落於新發展區心臟地帶的區域市鎮公園(約17公頃)，會與南北走向的休憩帶和河畔長廊連接，方便市民前往。建議在區域市鎮公園內興建一個蓄洪湖泊。

A Regional Town Park (about 17 ha) at the heart of the NDA will be conveniently accessed as it will be linked with the north-south running open space spines and riverside promenades. A retention lake is proposed within the Regional Town Park.

3. 區域廣場 Regional Plaza

位於擬建洪水橋站前方的區域廣場(約8公頃)，是高密度「區域經濟及文娛樞紐」內重要的舒展及悠閒空間。區域廣場除了作為公眾交流的文娛空間，亦提供消閒、零售和餐飲等配套設施。

The Regional Plaza (about 8 ha) in front of the proposed HSK Station is an important breathing and leisure space within the high density "Regional Economic and Civic Hub". The Regional Plaza serves as a civic space for public interaction while providing supporting leisure, retail, food and beverage facilities.



4. 休憩用地和美化市容地帶 Open Spaces and Amenity Strips

在住宅區和就業樞紐內闢設休憩用地，為居民和上班人士提供康樂和消閒空間。沿主要行人道和行車路設立連貫的美化市容地帶，以提升城市景觀，並作為各發展項目之間的緩衝區。

Open spaces are introduced within residential areas and employment nodes to provide recreational and leisure spaces for residents and workers. Continuous amenity strips are introduced alongside major pedestrian walkways and vehicular roads to enhance cityscape and serve as buffers between developments.

5. 生態和文物徑 Eco and Heritage Trails

位於洪水橋新發展區內的廈村及屏山傳統村落，歷史可追溯至宋代。在新發展區內所有法定古蹟及其他歷史建築會被保留，並建議以文物徑連貫不同的歷史景物。另外，亦建議增設生態徑連接區域市鎮公園和圓頭山的遠足徑。這些生態和文物徑將鋪設特色地面以作識別，及盡可能在兩旁植樹。

Within the HSK NDA, the traditional villages in Ha Tsuen and Ping Shan could be traced back to the Song Dynasty. All declared monuments and other historic buildings within the NDA would be preserved. A heritage trail is proposed to interlink the heritage features. An eco-trail is proposed to link up the Regional Town Park with the hiking trails in Yuen Tau Shan. The trails would be identified with special paving and abutted with trees wherever possible.

6. 風水帶及觀景廊 Fung Shui Lanes and Visual Corridors

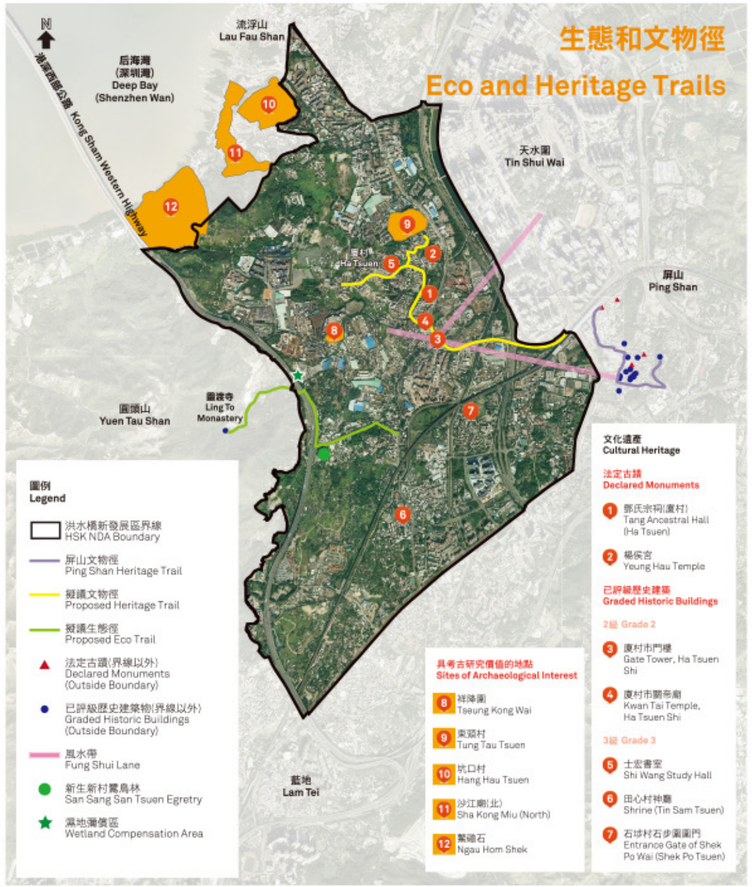
通過排列新的行人道、休憩用地及道路，兩條風水帶可提供兩條由東至西及東北至西南互相交錯的觀景廊，在視覺上連繫屏山文物區及廈村。

Two fung shui lanes will provide two intersecting east-west and northeast-southwest visual corridors connecting to the Ping Shan heritage precinct and Ha Tsuen. They are aligned along new pedestrian street, open space and roads.

7. 自然資源 Natural Resources

在洪水橋新發展區內和附近的自然景觀，如山丘、圓頭山、林地、新生新村鷺鳥林及鷺鳥的飛行路徑和后海灣幹線項目的濕地彌償區，已保留及納入適當的土地用途地帶，並由一個綜合綠色網絡連接起來。

Natural features within and in the surroundings of the HSK NDA such as knolls, mountain backdrop of Yuen Tau Shan, woodlands, the San Sang San Tsuen Egretry and its associated flight path, and wetland compensation area for the Deep Bay Link project have been preserved, incorporated under appropriate land use zones and connected by an integrated green network.



善用運輸基礎設施和改善流動性
Optimising Transport Infrastructure and Improving Mobility

洪水橋新發展區將會是一個具有良好連繫、易達、以行人為本和方便騎單車的城市。為了讓洪水橋新發展區可持續發展，其中一個主要規劃概念是要減少新增的交通量。在新發展區內提供多元化的職位有利本區就業，有助減少對區外的交通需求。儘管如此，新發展區內將會設立完善的道路網絡，連接新發展區至香港各區和周邊地區，亦會鼓勵使用公共交通工具、騎單車和步行。

The HSK NDA will be a connected, accessible, pedestrian oriented and cycle friendly city. To allow for a sustainable development of the HSK NDA, one of the key planning concepts is to minimise traffic generation. The provision of diversified jobs within the NDA facilitating local employment will help reduce external traffic demand. Notwithstanding, there would be a comprehensive transport network connecting the HSK NDA with different parts of the territory and surrounding areas. The use of public transport, cycling and walking will also be promoted.

1. 區外連接 External Connectivity

以鐵路為本的公共運輸系統 Rail-based Public Transport System

- 擬建洪水橋站與現有西鐵天水圍站通過集體運輸連接新發展區和市區。主要商業活動和較高密度的住宅發展將集中在鐵路站500米範圍內
- The proposed HSK Station and the existing West Rail TSW Station connect the NDA with the urban area through mass transit. Key commercial activities and higher density residential developments are concentrated around 500m of the railway stations

區外道路網絡 External Road Network

- 港深西部公路、青山公路和元朗公路將連接新發展區至深圳及全港各處
- 可能興建的新策略性公路基礎設施連接新發展區至市區，以配合新界西北地區新增的交通量
- 可能興建連接新發展區和擬議屯門西繞道的公路
- 四個公共運輸交匯處有助乘客轉換不同模式的公共交通工具
- KSWH, Castle Peak Road and Yuen Long Highway will link up the NDA with Shenzhen and different parts of the territory
- Possible new strategic highway infrastructure connecting the NDA with the urban area will be planned to cope with the increased traffic in the NWNT region
- Possible highway connecting the NDA with the proposed Tuen Mun Western Bypass
- Four Public Transport Interchanges (PTI) to facilitate interchange between different modes of public transport

2. 區內連接 Internal Connectivity

完善的運輸網絡 Comprehensive Transport Network

- 利用完善的運輸網絡及多種環保運輸模式，包括完善的區內道路網絡、專用的環保運輸走廊、單車徑、行人道和步行街，配合區內車輛和行人的流動
- 環保運輸走廊會與行車路系統分隔，避免交界處出現爭路情況
- 所有新增人口和就業將會集中在公共運輸樞紐的200至300米範圍內
- A comprehensive transport network with a number of green transport modes including comprehensive local road networks, an exclusive GTC, cycle tracks, pedestrian walkways and pedestrian streets to cater for internal vehicular and pedestrian movements
- GTC separated from the vehicular road system will avoid junction conflicts
- All new population and employment will be within 200m - 300m of a public transport node

區內道路網絡 Internal Road Network

- 新的主要幹路和地區幹路有利新發展區內東西及南北方向來往的車流，為天水圍的居民前往各就業區提供方便的連接
- 隨著提供新的道路網絡，取消天影路後將不會影響區內的交通暢達程度
- New primary and district distributors to facilitate east-west and north-south movements within the NDA, and provide convenient access for TSW residents to travel to various employment zones
- With the new road networks, accessibility will not be affected even with the removal of Tin Ying Road

3. 提供單車徑和行人設施，以提高流動性及方便步行
Provision of Cycle Track and Pedestrian Facilities to Promote Mobility and Walkability

- 一個完善的單車徑和行人道網絡將連接整個洪水橋新發展區，可作消閒用途及方便日常往來
- 行人道結合休憩用地及美化市容地帶系統，以建造一個舒適的步行環境
- 沿河畔長廊及西鐵線下連貫的行人道提供南北走向無車阻隔的連接
- 沿河道及連接「區域經濟及文娛樞紐」的單車主幹道，將提供往來天水圍與屯門新市鎮的直接單車路線
- 沿環保運輸走廊興建的單車徑，可加強各活動地點之間的南北向流動，讓騎單車人士可安全而順暢地騎單車
- 單車停泊處和單車租用系統鄰近鐵路站／公共運輸交匯處和主要活動地點，方便使用單車和公共交通工具

- A comprehensive cycle track and pedestrian walkway network will connect the whole HSK NDA for leisure and everyday commuting
- Pedestrian walkways will integrate with the open space and amenity area systems to create a pleasant pedestrian environment
- Continuous pedestrian walkways along riverside promenades and under the elevated West Rail Line will provide north-south vehicle-free connections
- An artery cycleway running along the river channel and connecting to the "Regional Economic and Civic Hub" will provide a direct cycling link to and from TSW and Tuen Mun New Towns
- Cycle tracks within the GTC will enhance the north-south movement between activity nodes and give cyclists a safe and smooth ride
- Cycle parking areas and bicycle rental system close to railway stations/ PTIs and major activity nodes will facilitate the use of bicycles and public transport







發展特色分區
Development Character Areas

新發展區內有五個發展特色分區，各有不同的特色和功能。

There are five Development Character Areas (DCAs) each with a defined character and function within the HSK NDA.

DCA1 河畔和鄉村區
Riverine and Village Neighbourhood

「河畔和鄉村區」位於流經天水圍及被活化後的河道旁，該發展特色分區提供優質的住宅區及河畔公共空間。河道經活化後，河道的生態系統得以改善，而河畔亦會加設河畔長廊。

The "Riverine and Village Neighbourhood" is located alongside the regenerated river channel which flows towards and along TSW. This DCA provides quality residential neighbourhood and riverine public spaces. With the river regeneration, the river ecology system will be enhanced and riverside promenade will be provided.

1 在河畔發展住宅大廈，坐擁河畔長廊景致。

Residential buildings will be developed at the riverside, commanding scenic views of the riverside promenade.

2 取消現有天影路，沿活化後的河道加設河畔長廊，以改善河畔環境。河畔長廊將提供零售及餐飲設施，以增添河畔長廊的活力。河畔長廊亦會闢設行人道及單車徑，讓市民在悠閒的環境中散步及騎單車。

With the removal of Tin Ying Road, a promenade along the regenerated river channel is planned to enhance the riverside environment. Retail and dining facilities will be provided to promote vibrancy of the promenade. Pedestrian walkways and cycle tracks are planned alongside the promenade to allow strolling and cycling in a relaxed environment.

3 闢設連貫的美化市容地帶／休憩用地／非建築用地，以維持新發展和現有鄉村的寬闊走廊。

Continuous amenity strips/open space/non-building areas are added to maintain a spacious corridor between new developments and existing villages.

4 區域市鎮公園將成為區域地標，結合河畔長廊，提供休閒及康樂用途。

The Regional Town Park will become a regional landmark, which will be integrated with the riverside promenade for providing leisure and recreational uses.

DCA2 灣景區 Bayview Neighbourhood

眺望后海灣及圓頭山優美景緻的「灣景區」，主要作發展住宅及政府、機構或社區設施。採用梯級式建築物密度和高度輪廓，以調和與流浮山和后海灣地區周邊的自然和鄉郊環境。

The "Bayview Neighbourhood" overlooking the beautiful scenery of Deep Bay and Yuen Tau Shan is mainly for residential development and G/IC facilities. A stepped building intensity and building height profile is adopted to harmonise with the surrounding natural and rural environment near Lau Fau Shan and Deep Bay.

1

規劃地區商業中心連停車場設施以服務該區，及配合流浮山的旅遊活動。接駁西鐵天水圍站的環保運輸服務的終點站亦設於此處。

A local commercial centre with car parking facility is planned for serving the neighbourhood and complementing the tourism activities in Lau Fau Shan. The EFTS linking the West Rail TSW Station will terminate at this point.

2

在該區北部規劃優質的私人住宅發展，以配合流浮山和后海灣地區的鄉郊特色。

Quality private residential developments are planned in the north to complement the rural character of the Lau Fau Shan and Deep Bay area.

3

高密度的公營房屋發展聚集在該區南部，而北部則為較低密度的發展，建構梯級式的高度輪廓。

High density public housing developments are concentrated in the southern portion and lower density developments in the north to create a stepped building height profile.

4

預留土地作社會及社區設施，包括體育中心、安老院、小學及中學。

Sites are reserved for the provision of social and community facilities including a sports centre, residential care homes for the elderly, primary schools and secondary schools.

5

河道以東的土地適合發展長者房屋及教育設施。

The area to the east of the stream would be suitable for development of elderly housing and educational facilities.

DCA3 物流、企業和科技區
Logistics, Enterprise and Technology Quarter

「物流、企業和科技區」與策略性運輸走廊連接，指定作物流設施、企業和科技園、工業區，以及提供土地作整合港口後勤、貯物及工場用途。這些用途將會是洪水橋新發展區就業的主要來源，幫助擴闊香港的經濟基礎。部分在棕地上營運的作業無可避免會因推展洪水橋新發展區而受到影響，但對整體及地區經濟仍有貢獻。政府會探討在合適地點發展多層工業大廈或其他善用土地的方式，以提供空間或設施，作這些受影響作業之用。

The "Logistics, Enterprise and Technology Quarter" easily accessed by strategic transport corridors is designated for logistics facilities, an Enterprise and Technology Park, an industrial zone, as well as to provide land for consolidating port back-up, storage and workshop uses. These uses will be a major source of employment generation within the HSK NDA, and broaden Hong Kong's economic base. Some brownfield operations will inevitably be affected by the implementation of HSK NDA, but they are still contributing to our local and overall economy. The Government would explore providing space or facilities to accommodate some of the affected brownfield operations, through development of multi-storey industrial compounds or other land-efficient means at suitable locations.

1

規劃物流設施(約37公頃)以提供高增值的現代物流服務/設施。「香港港口發展策略2030研究」建議加快發展新界區的物流設施。洪水橋新發展區內的物流設施直接連接策略性公路如港深西部公路，可輕易通往香港國際機場、葵青貨櫃碼頭及深圳。

Logistics facilities (about 37 ha) are planned for high value-added modern logistics services/facilities. The Study on the Strategic Development Plan for Hong Kong Port 2030 suggested to expedite development of logistics facilities in the New Territories. The location in the HSK NDA enjoys direct access to strategic roads including the KSWH, which could easily be connected to the Hong Kong International Airport, Kwai Tsing Container Terminals as well as Shenzhen.

2

新發展區北緣預留作港口後勤、貯物及工場用途 (約24公頃)， 包括作可能興建的多層工業大廈，以有效的土地運用方式，安置部份受影響的棕地作業。此用地直接與策略性公路連接，能減少重型車輛在新發展區內行走。

The northern fringe of the NDA is reserved for port back-up, storage and workshop uses (about 24 ha), including the possible multi-storey industrial compounds for accommodating some of the affected brownfield operations in a land-efficient manner. The direct access to strategic highways would minimise movements of heavy vehicular traffic within the NDA.

3

洪水橋市中心北面的地區規劃為企業和科技園(約9公頃)，以容納不同類型的經濟用途，例如創新科技、檢測和認證、資料儲存中心、現代工業及其他相關行業和非污染工業用途。

The area to the north of the HSK town centre is planned for an Enterprise & Technology Park (about 9 ha) to accommodate a variety of economic uses, such as innovation and technology uses, testing & certification use, data centre use, modern industries and other related businesses and non-polluting industrial uses.

4

在港深西部公路下的現有濕地彌償區、祥降圍具考古研究價值的地點和新生新村鷺鳥林及鷺鳥的飛行路徑會保留在「綠化地帶」和休憩用地內。

Existing wetland compensation area under the KSWH, Tseung Kong Wai Site of Archaeological Interest and San Sang San Tsuen Egretry and its associated flight path will be retained and preserved in the "Green Belt" zones and open spaces.

5

港深西部公路以西的土地劃作「工業」地帶 (約13公頃)，該地帶不單提供土地作一般工業發展，並可重新分配工業活動的布局，以騰出在洪水橋新發展區內位於中心位置的土地。

An "Industrial" zone (about 13 ha) is introduced at the western fringe of the NDA across KSWH. The zone will not only provide land for general industrial development, but also help redistribute industrial activities to free up land at more central location within the HSK NDA.

DCA4 區域經濟及文娛樞紐
Regional Economic and Civic Hub

在擬建洪水橋站周邊的「區域經濟及文娛樞紐」將成為洪水橋新發展區的主要市中心及新界西北的區域樞紐，提供不同種類的土地用途，包括辦公室、酒店、零售設施和私人及公營房屋，亦加入了區域廣場、文娛中心和一系列的社會及社區設施。主要的規劃及城市設計目標是突顯區域樞紐的形象、創造容易識別的城市結構、提供方便的連繫及加強城市的活力。

The "Regional Economic and Civic Hub" around the proposed HSK Station will be the major town centre of the HSK NDA and the regional hub for NWNT. A wide range of uses including offices, hotels, retail facilities and public and private residential developments will be provided. A Regional Plaza, a civic node and a range of social and community facilities are planned. Fostering identity of the regional hub, legible urban structure, convenient access and urban vibrancy will be key planning and urban design objectives for the area.

1

區域廣場的設計會與擬建洪水橋站、兩旁的大型商業中心及公共運輸交匯處的設計相融合。為了增添區域廣場的生氣和活力，面向區域廣場的商業地帶會加設臨街商店。

Good design integration between the Regional Plaza with the proposed HSK Station, shopping complexes and PTIs on both sides would be adopted. To enhance vibrancy and vitality of the Regional Plaza, retail frontages would be provided on the sides of the commercial sites lining the plaza.

2

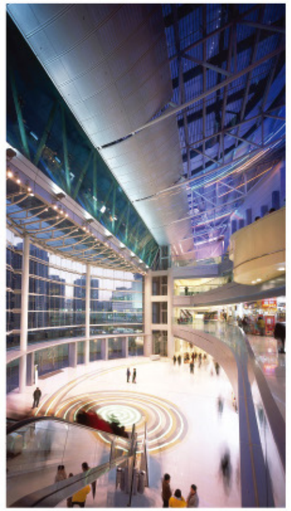
河畔長廊作為地區休憩用地，連接擬建洪水橋站、區域廣場、住宅區及商業區。

District open space in the form of riverside promenade will link up the proposed HSK Station, Regional Plaza, residential areas and commercial areas.

3

文娛中心設有政府辦公室、社區會堂和裁判法院，服務新發展區及新界西北的居民。

A civic node co-locating government offices, a community hall and a magistracy is planned for residents of the NDA and the NWNT.



4

沿環保運輸走廊及連接區域廣場的步行街設立商店街，兩旁設有臨街商店，以鼓勵步行和增添街道的活力。為了提高視覺美感，建議採用梯級式平台設計，把平台一樓沿商店街後移。

Shopping streets along the GTC and pedestrian corridor linking to the Regional Plaza will be provided with shop frontages to promote walkability and street vibrancy. Terrace design requiring setback of first floor of podia along the shopping streets is recommended to enhance visual amenity.

5

設有酒店、商場及辦公室的大型商業中心，不單服務新發展區的居民，更服務整個新界西北區。

Commercial complexes with hotels, shopping malls and offices will serve not only local residents but also the whole NWNT region.

6

在擬建洪水橋站的西南方預留土地作「教育及相關用途」，發展專上教育用途。

Land to the southwest of the proposed HSK Station is reserved for 'Education and Related Uses' for post-secondary education use.

DCA5 地區商業中心 District Commercial Node

位於西鐵天水圍站南鄰的「地區商業中心」，將會發展成為洪水橋新發展區的第二中心點，設有商業發展、私人及公營房屋發展項目和不同的社區及社會設施，並為天水圍新市鎮提供額外的商業及社區設施。

Located to the immediate south of the West Rail TSW Station, the "District Commercial Node" with commercial developments, private and public residential developments, and various community and social facilities will be developed as a secondary focal point of the HSK NDA. It can also serve the needs of TSW New Town for additional commercial and community facilities.

1

重建橋頭圍工業區作住宅及商業混合發展，以充分利用公共交通工具可達的土地，滿足房屋及其他發展需要。

The Kiu Tau Wai industrial area redeveloped for mixed residential and commercial developments to optimise the use of land accessible by public transport to meet housing and other development needs.

2

西鐵天水圍站以西發展設有辦公大樓及商場的商業中心。

Development of commercial complexes with office towers and shopping malls to the west of West Rail TSW Station.

3

俯瞰河道和區域市鎮公園的商業地帶作酒店和零售用途。

The commercial site overlooking the river channel and the Regional Town Park for hotel and retail development.

4

預留合適用地予受洪水橋新發展區計劃影響的合資格清拆戶作原區安置。

Suitable sites to be reserved for local rehousing of eligible clearees affected by the HSK NDA project.

5

新發展區內附設專科及分科診療所的醫院，不單服務本區的居民，亦可服務毗鄰社區的居民。

A hospital with specialist clinic/polyclinic to serve not only local residents of the NDA but also those in the neighbouring communities.

6

洪屋村和橋頭圍旁邊現有的小山會被保留，亦會規劃休憩用地供居民使用。

The existing knolls wil be preserved and open space will be planned next to Hung Uk Tsuen and Kiu Tau Wai to serve residents.

技術評估
TECHNICAL ASSESSMENTS

研究小組已完成第二階段技術評估，結果顯示洪水橋新發展區計劃在技術上是大致可行的。擬議道路網絡及鐵路設施能應付新發展區的發展所帶來的交通需求。在排水和排污方面，建議的措施包括合適的土地平整、排水工程，以及新建造的污水處理廠等。至於其他方面，例如供水和空氣流通，在技術上亦可行。就建議發展大綱圖進行的環境評估研究，並沒有發現任何技術上不可解決的問題，我們會整合各項正在進行的環境評估研究的結果，並會根據《環境影響評估條例》（環評條例）進行環境影響評估，亦會供公眾查閱。我們會採取適當的緩解措施，避免對環境造成不良影響。所有按新發展區的發展而進行的指定工程項目將會嚴格遵守環評條例的規定。

The Study Team has completed the second stage technical assessments. The results have demonstrated that the HSK NDA development is broadly feasible. The proposed road networks and railway facilities will be able to meet the traffic demand arising from the NDA development. For drainage and sewerage aspects, the proposed measures include appropriate site formation, drainage works and new sewage treatment works, etc. Other aspects such as water supply and air ventilation are also technically feasible. Given the environmental assessment studies for the RODP have not identified any technically insurmountable problems, an Environmental Impact Assessment (EIA) under the EIA Ordinance with public inspection will be carried out in order to consolidate the results of various on-going environmental assessment studies. Appropriate mitigation measures will be adopted to avoid adverse environmental impacts. All designated projects under the NDA development will strictly comply with the requirements of the EIA Ordinance.

實施安排
IMPLEMENTATION ARRANGEMENT

為確保適時有序地發展洪水橋新發展區，政府會參考古洞北/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，政府會收回需要作新發展區的土地，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。

洪水橋新發展區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。政府會為所有受新發展區發展影響的居民制訂合適的安排。其中，政府計劃為受影響並合資格的住戶提供原區安置，就此會預留適當用地。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。

政府會探討合適安排，透過在適當地點發展多層工業大廈或其他善用土地的方式，以搬遷部分受影響的棕地作業。政府亦會探討合適的安排，以處理對現有工業樓宇的影響。

為積極協助受計劃影響的務農人士，政府會採用古洞北/粉嶺北新發展區的特殊農地復耕計劃，積極和優先為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及建議後，政府會為上述擬議的洪水橋新發展區實施安排制定進一步的細節。

To ensure timely and orderly implementation of the HSK NDA, the Government will consider the "Enhanced Conventional New Town" approach as the implementation mode, drawing reference to that adopted for the Kwu Tung North and Fanling North (KTN/FLN) NDAs, under which the Government will resume land required for the NDA while allowing the processing of land owner's applications for land exchange over individual sites planned for private developments subject to meeting specified criteria and conditions.

The planning of the HSK NDA 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 NDA development. In this connection, the Government plans to provide local rehousing to the eligible affected households and suitable sites would be reserved for this purpose. The Government would also consider special compensation and rehousing arrangements for the affected clearees, making reference to the compensation and rehousing package for the KTN/FLN NDAs.

The Government will explore suitable arrangements for relocating some of the affected brownfield operations through development of multi-storey industrial compounds or other land-efficient means at suitable locations. The Government will also explore suitable arrangement to address the impacts on existing industrial buildings.

To proactively assist the farmers affected by the project, the special agricultural rehabilitation scheme as announced for the KTN/FLN NDAs, by providing proactive and priority assistance in matching of farmers and agricultural land owners, would be adopted.

The Government will work out further details of the above implementation arrangement for the HSK NDA project in the next stage, in the light of the views and suggestions collected in Stage 3 CE.

未來路向
WAY FORWARD

洪水橋新發展區將會分階段發展。我們現時的目標是讓首批人口在2024年入伙，並在2037年完成整體發展。我們會考慮第三階段社區參與所收集到的公眾意見及建議，在下一階段制定詳細發展時間表及分階段計劃。制定發展時間表時，我們將確保會為新發展區的入住居民適時提供各項社區設施及基礎設施。

The HSK NDA will be developed in stages. Our current target is to have the first population intake by 2024 and full development of the NDA by 2037. We shall formulate detailed development timetable and staging plan at the next stage, in light of the public views and suggestions collected in the Stage 3 CE. In drawing up the development schedule, we will ensure timely provision of various community facilities and infrastructure in tandem with the population intake of the NDA.

您的意見 Your Views

我們歡迎您分享意見及提議。

我們誠意邀請您就洪水橋新發展區的建議發展大綱圖提出寶貴意見。

在確定建議發展大綱圖及制定發展藍圖時，我們會仔細分析和考慮從第三階段社區參與活動中收集到的公眾意見。

We welcome you to share your views and suggestions.

We sincerely invite you to express your views on the RODP of the HSK NDA.

We will carefully analyse and consider the public views received from the Stage 3 CE in the finalisation of the RODP and the subsequent formulation of Layout Plans.

洪水橋新發展區研究小組 Hung Shui Kiu New Development Area Study Team

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您亦可瀏覽本研究的網頁，了解更詳盡的背景資料：

For details of the Study, please visit our Study website:

http://www.hsknda.gov.hk