

**For discussion
on 27 February 2018**

**LEGISLATIVE COUNCIL
PANEL ON DEVELOPMENT**

**Planning and Engineering Study for Housing Sites in Yuen Long South
Recommended Outline Development Plan**

Purpose

This paper briefs Members on the Recommended Outline Development Plan (RODP) for the Yuen Long South (YLS) Development Area and other key recommendations of the Planning and Engineering Study for Housing Sites in Yuen Long South – Investigation (the Study) jointly commissioned by the Planning Department (PlanD) and the Civil Engineering and Development Department (CEDD).

Background

2. The Study has adopted a three-stage community engagement (CE) to solicit public views and has incorporated those views, where appropriate, into the planning and design of the YLS Development¹.
3. We consulted the Legislative Council Panel on Development on 23 April 2013, 7 July 2014 and 26 January 2016 during the Stage 1, Stage 2 and Stage 3 CE respectively (LC Paper Nos. CB(1)862/12-13(05), CB(1)1456/13-14(08) and CB(1)452/15-16(06)). At the meeting on 26 January 2016, Members provided comments on issues including transport infrastructure and carrying capacity of West Rail; connectivity of the YLS Development with other development projects; pedestrian linkages within the YLS Development; employment opportunities, handling of brownfield operations; heritage buildings; agricultural rehabilitation, etc.
4. Taking into account Members' and public views collected during Stage 3 CE, as well as the results of the detailed planning and technical assessments including the

¹ Stage 1 CE conducted between April and June 2013 facilitated early public discussion on key issues and guiding principles. Stage 2 CE carried out between May and July 2014 engaged the public on the Preliminary Outline Development Plan. Stage 3 CE carried out from January to April 2016 sought public views on the draft RODP.

Environmental Impact Assessment (EIA), the Government has revised the development proposals for YLS Development for incorporation into the RODP. The RODP was promulgated on 8 August 2017 as a recommendation of the Study.

Major Public Views

5. The public views collected during the Stage 3 CE and our responses are set out in the Stage 3 CE Report, which can be viewed at the Study website www.yuenlongsouth.hk. Those in support of the YLS Development project considered that it would provide land to meet the territory's housing demand, while those expressing objections or reservations are mainly concerned about traffic issues, insufficient land for Small Houses, and impacts on existing uses. The major public comments are summarised below -

- (a) Urban Design and Development Density: There was support for the guiding principles, planning concept and urban design framework for the YLS Development. Some comments supported a higher density to release more space for development, but others suggested that the development density should be reduced to achieve better urban design and compatibility. Villagers were concerned about the wall effect of the proposed high-rise buildings.
- (b) Open Storage, Storage and Workshop Uses: There were queries over the location and adequacy of land reserved for proposed multi-storey buildings (MSBs), as well as feasibility of consolidating current brownfield operations in these MSBs, particularly for operations involving bulky and heavy goods and machinery. Villagers and Tong Yan San Tsuen (TYST) residents were concerned about the potential industrial/residential interface issue.
- (c) Commercial and Government, Institution and Community (GIC) Facilities: There were comments about inadequate provision of retail facilities and employment opportunities. Some commented that the proposed commercial and GIC facilities should also serve the existing residents and villagers and their provision should be in tandem with population intake. There were comments asking for reservation of more land for future religious use.
- (d) Agriculture: There were support for the preservation of active agricultural land and requests to preserve that near the TYST Interchange. Villagers from Wong Nai Tun Tsuen strongly requested not to retain the pig and

chicken farms located at the southern end of Kung Um Road as they pose environment nuisances to the surrounding residential developments.

- (e) Environment and Ecology: There were requests to retain the existing streams in the TYST area. Some expressed the view that measures to protect the egretry in Pak Sha Tsuen should be enhanced.
- (f) Transport and Infrastructure: There were grave concerns over the traffic impacts including the carrying capacity of the West Rail Line even after the implementation of the improvement measures, as well as the existing traffic congestion along Kung Um Road. Local stakeholders did not object to the proposed partial decking of Yuen Long Nullah but strongly requested to extend the scheme to Shap Pak Heung Road to resolve local traffic problems. Villagers requested improvement of village road accesses.

6. We also received comments from existing residents, farmers, operators and other stakeholders on issues relating to the implementation of the YLS Development as well as clearance, rehousing and rehabilitation arrangements.

Recommended Outline Development Plan

7. The planning and urban design proposals of the RODP and the major amendments to the draft RODP in response to the Stage 3 CE comments are summarised in the Information Digest at **Enclosure 1**. The key development parameters of the YLS Development are largely the same as those of the draft RODP and summarised as follows:

Total Development Area (hectare (ha))	224
Development Area⁽¹⁾(ha)	185
Total Population	About 88,000 (including existing population of about 2,400)
No. of New Flats	About 28,500
Housing Mix	Public ⁽²⁾ 61% : Private 39%
Employment Opportunities	About 10,500
Economic GFA (m²)	Total Commercial Floor Area : about 180,000m ² Total Storage and Workshop Use Floor Area : about 390,000m ²
Plot Ratio (PR)	Maximum domestic PR : 5 Maximum non-domestic PR : 4

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/river channels which will be retained in future and areas that will be kept intact such as those zoned “Green Belt” and “Agriculture”.
- (2) This includes Public Rental Housing and Subsidised Sale Flat.

Major Features of the Revised Proposals

8. The revised proposals are summarised as follows:

Positioning

- (a) The YLS Development will be an extension of Yuen Long New Town. Through comprehensive planning and various proposed transport infrastructure, the YLS Development project will transform and release the development potential of brownfield sites (100 ha) to a new town extension connected to the existing Yuen Long New Town and the planned Hung Shui Kiu New Development Area (HSK NDA). The YLS Development will provide a total of about 28,500 new flats with supporting infrastructure and community facilities to help meet the territory’s housing needs in the medium to long term.

Regeneration of Degraded Land

- (b) The YLS Development project has included some 100 ha brownfield sites being used for open storage, warehouses, vehicle repair workshops, logistics operations, container storage, vehicle parking, vehicle body building workshops and rural workshops and intermingled with some licenced structures, squatters and other temporary structures. A summary of the situation of the brownfield sites as revealed in a questionnaire survey conducted from February to June 2016 is at **Enclosure 2**. Through comprehensive planning, the development potential of the degraded rural land for housing and other uses with supporting infrastructure and community facilities will be optimised and YLS will be transformed into a green and liveable community. On the other hand, we have reserved about 11 ha of land in the northern part of the YLS Development Area in the RODP for certain brownfield operations to be consolidated into MSBs in a more land efficient manner. The site may also be used to accommodate some open-air operations practically not feasible for moving into MSBs.

Planning and Urban Design Framework

- (c) The planning and urban design framework is formulated with regard to the unique context of YLS: the natural and rural character embracing YLS on three sides especially Tai Lam Country Park and the mountain range to the south with marked contrast against the urban development at Yuen Long New Town.
- (d) Five Planning Areas with Activity Nodes and Spine: there are three distinctly planned Residential Communities with different development intensities, each served by an activity node comprising mixed commercial and residential developments, public transport interchanges (PTIs) and community facilities. The revitalised Yuen Long Nullah and the open space network alongside, together with the two activity nodes along Kung Um Road, will form a key activity spine. The Employment Belt with storage and workshop uses are located close to Yuen Long Highway (YLH) for quick access of freight traffic to the highway through the planned road system. The Green Zone is designated in the southern part of the TYST area to preserve the existing agricultural land and natural assets.
- (e) Gradation of Building Height: the development intensity and building height profile decreases gradually from north to south. The development intensity near Yuen Long New Town is the highest with plot ratios up to 5 and gradually decreases to 2.4 in the south. This built form helps integration with Yuen Long New Town and transition to the Tai Lam Country Park in the south. A lower development intensity of plot ratios 1 and 1.5 is adopted in the TYST area to respect the adjacent existing well-established low-density residential communities.
- (f) Blue-green Network: the preservation of the existing natural and rural landscape (farmland in the TYST area, secondary woodland and watercourses) and the proposed blue-green features (revitalised nullahs, hillside river corridor, retention lake, reedbed/retention pond, open space, etc.) form a blue-green network integrated with cycle track and pedestrian walkway networks. View corridors and breezeways are designated along the blue-green network and main roads.
- (g) Open Space System: district open spaces are planned in each of the three Residential Communities and linked up by the local open spaces and green spaces.

Creating an Integrated Community with Diversity

- (h) The YLS Development will provide different housing types. The community is supported by commercial uses (located at the mixed-use developments and the lower floors of the majority of the housing developments), community and recreational facilities (such as clinic, market/shops, sports centre, schools, open space, etc.) at conveniently accessible locations and the required utilities (such as sewerage), electricity substation, etc.). The Employment Belt, the commercial and community uses will provide about 10,500 employment opportunities.
- (i) Existing natural and rural landscape and the well-established residential communities in YLS as well as the adjacent village communities have been carefully integrated into the RODP. The rural landscape setting has been incorporated in the urban fabric and the planning and urban design framework. Open space or low-density uses are planned near the retained well-established residential communities for a harmonious environment. The activity nodes, community facilities and open space are all planned near the existing villages for their shared uses and village access to YLS will be improved. Besides, building setback and buffer are proposed near villages.

Respecting the Natural Environment

- (j) In addition to the tapering of development intensities and building heights southward to blend in with the rural setting in the south and the preservation of various natural and rural features mentioned in paragraphs 8(e) and 8(f) above, measures have been proposed to protect the egret in Pak Sha Tsuen and egrets' major flightlines. They include designation of non-building and low building areas and open space on the RODP to lead the egrets to the retained active farmland and the watercourses; creation of potential new foraging grounds including the hillside river corridor, retention lake, revitalised nullahs and reedbed; as well as planting of stands of bamboo and sizeable trees as potential nesting substrates at appropriate locations such as the retention lake alongside the hillside river corridor.

Improving Connectivity and Mobility

- (k) The YLS Development will be well connected with Yuen Long New Town and HSK NDA. Traffic to Yuen Long New Town will travel through the modified TYST Interchange and the proposed slip roads parallel to YLH which facilitates access to West Rail Yuen Long Station. The connection to HSK NDA will be enhanced through the modified Tin Shui Wai West

(TSWW) Interchange as well as the possible connection to West Rail Tin Shui Wai Station in HSK NDA by the Environmentally Friendly Transport Services (EFTS), which is under further study. Besides, PTIs will be provided at each of the three activity nodes and near West Rail Yuen Long Station to provide public transport services.

- (l) The Government is undertaking a study on the Tuen Mun Western Bypass which will connect Tuen Mun and the Kong Sham Western Highway according to the latest alignment. This would help provide the YLS Development with an additional external transport linkage. The Government has also submitted a funding application to the Finance Committee of the Legislative Council for carrying out a feasibility study on Route 11 connecting the Northwest New Territories with the urban areas.
- (m) As mentioned above, both the TYST and TSWW Interchanges will be modified to provide direct access to YLH. A new district distributor will be constructed running north-south through the development area connecting TYST with the area along Kung Um Road. Kung Um Road and Kiu Hing Road will be upgraded to standard two-lane roads, which will connect to the new slip road parallel to YLH mentioned in paragraph 8(k) above, to improve the existing traffic conditions and provide access to West Rail Yuen Long Station. Comprehensive cycle track and pedestrian walkway networks have been planned throughout the development area and for connection to systems outside the YLS Development to promote walking and cycling across the YLS Development and in the wider area.

Building for Liveability and Resilience

- (n) The existing nullahs will be revitalised to reach their full potential as an attractive public space and will function as part of the sustainable drainage system to cope with climate change. For road safety and to meet traffic need, partial decking design is proposed for the northern section of Yuen Long Nullah while allowing opportunities for revitalisation, and the southern section will be fully revitalised without decking. The existing concrete-lined trapezoidal Yuen Long Nullah will be revitalised as an aesthetically pleasant view corridor with soft and hard landscaping. Pedestrian spine along both sides of the Nullah promotes walkability and connectivity.
- (o) We would reuse treated sewage effluent (TSE) as reclaimed water in YLS and adjacent developments for non-potable uses such as toilet flushing as far as possible. A small amount of TSE will be separately discharged to the

reedbed adjoining the sewage treatment works for further polishing before entering the revitalised Yuen Long Nullah for creation of water bodies.

- (p) In response to climate change, several flood retention facilities are proposed in the YLS Development to control effectively the peak runoff to the downstream existing drainage systems in Yuen Long and Tin Shui Wai areas. Apart from the revitalised nullahs and retention tank, the hillside river corridor with retention lake by collecting rainwater runoff from hillsides and the reedbed/retention pond by storing water will form a protective barrier for the future development downstream. We will explore water-friendly elements in the design of the retention lake to echo with the revitalisation of water bodies policy. In addition, Sustainable Drainage System such as bio-retention swales, rain garden, rainwater harvesting, porous pavement, etc. would also be pursued to enhance the resilience in flood control and stormwater management in the YLS Development.
- (q) Green transport is promoted through the planned comprehensive cycle track and pedestrian walkway networks. A cycle-friendly and walking-friendly environment will be created with a walkable neighbourhood. Furthermore, land has been reserved for the EFTS in YLS Development with connection to the EFTS of HSK NDA (under further study), providing a sustainable transportation with low carbon emission.
- (r) Green neighbourhood and green building design would be promoted. Energy efficient building design would be encouraged including the use of recycled and low embodied-carbon construction materials and adoption of green building design for government buildings. Waste management plan would be adopted and source separation of recyclables and disposal of municipal solid waste would be explored.

Technical Assessments

9. The relevant technical assessments, including the EIA prepared under the EIA Ordinance, demonstrate that the YLS Development is technically feasible in traffic and transport, drainage and sewerage, ecology, environment, water supply and public utilities, air ventilation, landscape and visual, and sustainable development aspects. The EIA report of the Study was approved with conditions by the Director of Environmental Protection in November 2017.

Implementation Programme and Way Forward

10. To complete the Study, the consultants are in the course of finalising the various technical assessments and preparing the Final Report. The statutory process for amending the relevant Outline Zoning Plans will commence after the completion of the Study in around end 2018. Meanwhile we are aiming to complete the feasibility study of the MSBs for brownfield operators within 2018. We have also commenced the detailed design for Stage 1 works and the first population intake is targeted for 2027/2028. A detailed implementation programme with phasing and packaging of works for the YLS Development is being formulated. The YLS Development project is expected to be completed by 2038.

11. We will take into account public comments received during the Stage 3 CE in formulating the implementation arrangements, including the implementation mode, the compensation arrangements for eligible households and business undertakings, as well as rehousing arrangements for eligible households. To assist the affected farmers, the Government will proactively identify suitable government land and landowners who are willing to sell or lease their land for agricultural rehabilitation, and carry out matching under the Special Agricultural Land Rehabilitation Scheme amongst others. Details of these implementation arrangements will be announced in due course.

Advice Sought

12. Members are invited to note the YLS RODP and other related information.

Attachments

Enclosure 1 Information Digest on Yuen Long South Development Area

Enclosure 2 Summary of Current Situation of Brownfield Operations in Yuen Long South Development Area

**Development Bureau
Planning Department
Civil Engineering and Development Department
February 2018**



元朗南

房屋用地規劃及工程研究

PLANNING AND ENGINEERING STUDY FOR HOUSING SITES IN YUEN LONG SOUTH



資料摘要
INFORMATION
DIGEST

二零一七年八月 | AUGUST 2017

ARUP

簡介 Introduction

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

通過全面規劃，元朗南將發展成為一個綠色和宜居的社區，以及提供土地應付香港的中長期房屋需要。

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

Through comprehensive planning, YLS will be transformed into a green and liveable community and provide land to meet the medium to long term housing need of Hong Kong.



現況
Existing Conditions



擬議發展
Proposed Development

目錄 Contents

- 第一部分 簡介
Part 1 Introduction
- 第二部分 社區參與
Part 2 Community Engagement
- 第三部分 元朗南的定位、願景及指導原則
Part 3 Positioning, Vision and Guiding Principles for Yuen Long South
- 第四部分 建議發展大綱圖
Part 4 Recommended Outline Development Plan
- 第五部分 規劃概念及城市設計大綱
Part 5 Planning Concept and Urban Design Framework
- 第六部分 主要特色
Part 6 Main Features
- 第七部分 五個規劃區
Part 7 Five Planning Areas
- 第八部分 技術評估及發展時間表
Part 8 Technical Assessments and Development Schedule
- 第九部分 實施安排
Part 9 Implementation Arrangement

主要議題和指導原則
Key Issues and Guiding Principles

初步發展大綱圖
Preliminary Outline Development Plan

建議發展大綱草圖
Draft Recommended Outline Development Plan

建議發展大綱圖
Recommended Outline Development Plan

研究初議階段
INCEPTION PHASE

方案制定階段
OPTION FORMULATION PHASE

選取方案評估階段
PREFERRED OPTION ASSESSMENT PHASE

建議方案階段
RECOMMENDED OPTION PHASE

第一階段社區參與
STAGE 1 COMMUNITY ENGAGEMENT
(2013年4月至6月
April to June 2013)

第二階段社區參與
STAGE 2 COMMUNITY ENGAGEMENT
(2014年5月至7月
May to July 2014)

第三階段社區參與
STAGE 3 COMMUNITY ENGAGEMENT
(2016年1月至4月
January to April 2016)

我們在此
We are here!

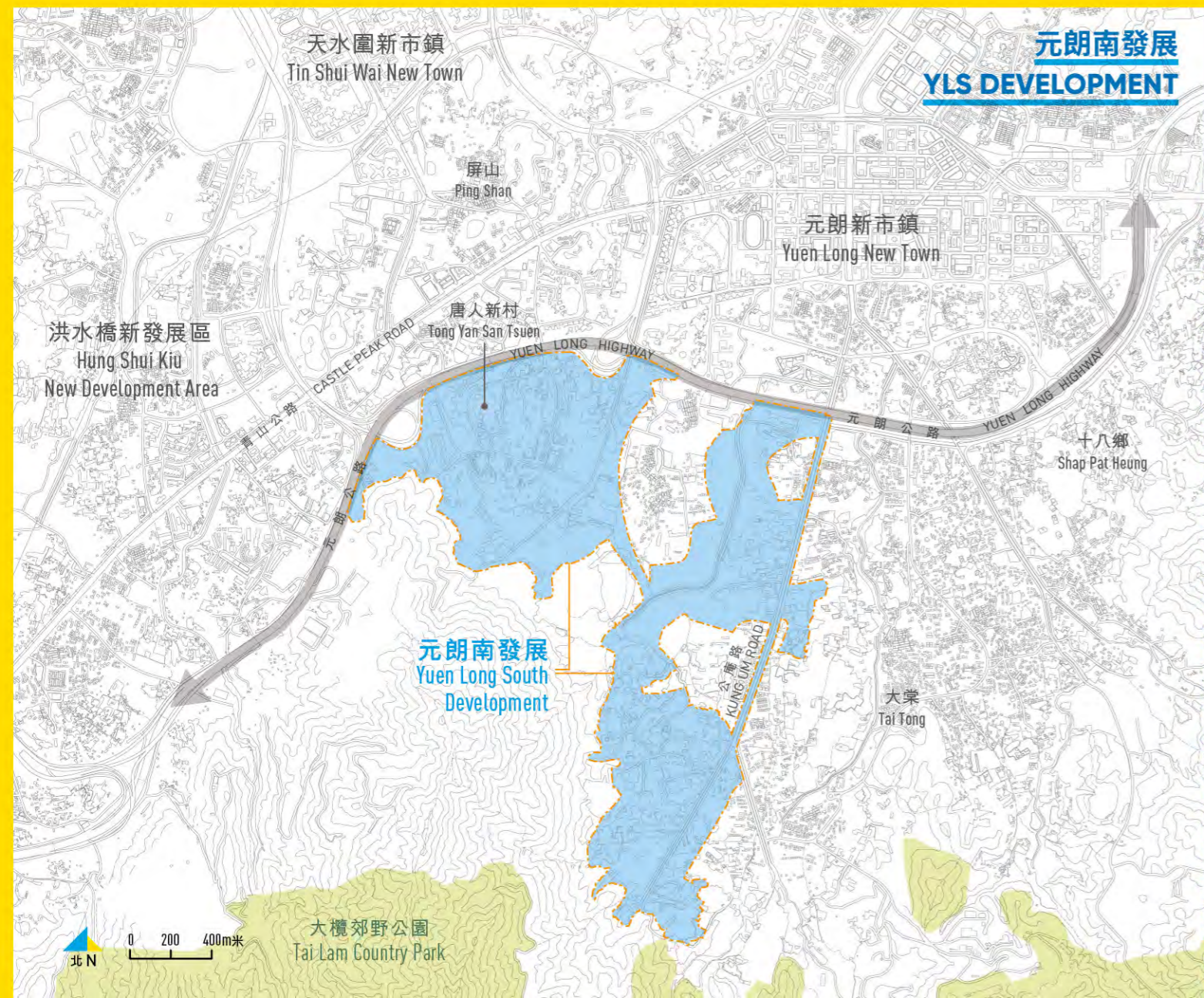
簡介 Introduction

元朗南發展位於元朗新市鎮的南面，大致在元朗公路和公庵路之間。除了元朗新市鎮外，天水圍新市鎮及洪水橋新發展區位於其西北面，而大欖郊野公園位於其南面。發展主要覆蓋唐人新村及沿公庵路兩個主要部分。

元朗南發展區現時主要用作棕地用途包括露天貯物場、倉庫及鄉郊工業，並夾雜鄉郊式居所、住宅用地、農地及禽畜養殖場。

The YLS Development is located to the immediate south of Yuen Long New Town, largely bounded by Yuen Long Highway and Kung Um Road. Apart from Yuen Long New Town, Tin Shui Wai New Town and the Hung Shui Kiu New Development Area (HSK NDA) are located to its northwest, while Tai Lam Country Park is located to its south. The development covers two main parts, one in the Tong Yan San Tsuen area and the other in the area along Kung Um Road.

YLS development area is predominantly occupied by brownfield operations including open storage yards, warehouses, rural industrial uses, intermingled with rural settlements, residential use, agricultural land and livestock farms.



社區參與 Community Engagement

我們十分重視公眾對元朗南規劃及發展的意見。本研究舉行了三個階段的社區參與。透過廣泛的社區參與活動，包括公眾論壇、焦點小組會議、簡報會、書面意見、巡迴和流動展覽，我們聽取了不同持分者的意見。社會普遍支持元朗南發展計劃，以提供土地應付本港的房屋需求和改善環境。我們亦收到有關規劃及城市設計、生態及環境、交通影響及基礎設施配套和實施安排的意見。發展建議已因應公眾的意見作出適當的修改。在第三階段社區參與收集到的主要公眾意見撮要於第30至31頁。

We treasure very much public views on the planning and development of YLS. Three stages of community engagement (CE) were conducted during the Study. Public views have been solicited from different stakeholders through extensive community engagement activities including public forums, focus group meetings, briefing sessions, written submissions and roving and mobile exhibitions.

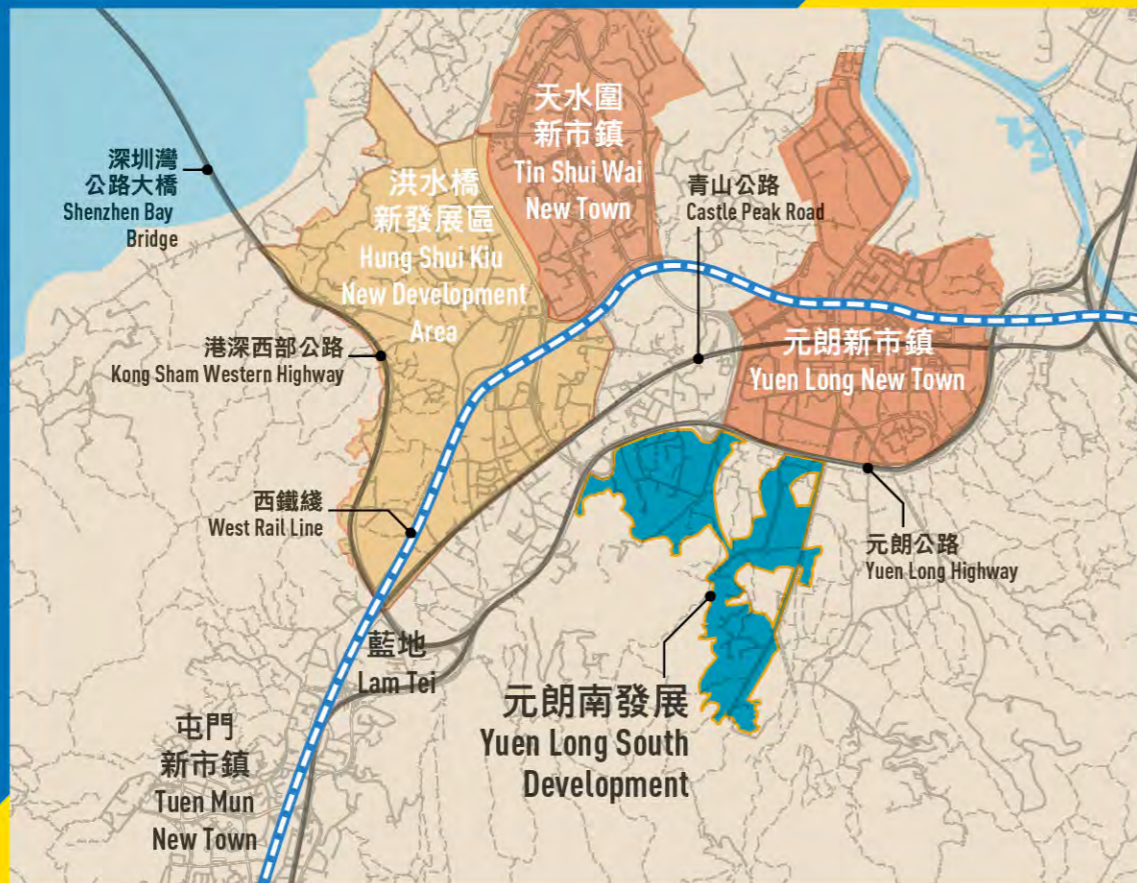
There is general support from the community for the YLS Development project for providing land to meet the territory's housing demand and to improve the environment. We also received views on planning and urban design, ecology and environment, traffic impact and infrastructure provision as well as implementation arrangements. The development proposals have been suitably amended taking account of the public comments. A summary of the key public views received in Stage 3 CE is provided at pages 30 to 31.



元朗南的定位 Positioning of Yuen Long South

元朗南將發展為元朗新市鎮的擴展部分。透過擬議交通基礎設施，元朗南將會更直接及方便地與元朗新市鎮及洪水橋新發展區連接。擬議的新市鎮擴展部分為我們其中一個主要土地發展項目，將容納約88,000人口及提供約28,500個新增住宅單位，以應付本港中長期房屋需求。

YLS will be an extension of Yuen Long New Town. Through the proposed transport infrastructure, YLS will be connected to Yuen Long New Town and HSK NDA more directly and conveniently. The proposed new town extension, as one of our major land development projects, will accommodate a total population of about 88,000 and provide a total of about 28,500 new flats to address the territory's housing needs in the medium to long term.



願景 Vision

建立一個
可持續發展、綠色及宜居的社區
提升基礎設施配合未來發展及改善現有環境。

To create a
SUSTAINABLE, GREEN AND LIVEABLE COMMUNITY
providing enhanced infrastructure for the future development and improving the environment.

指導原則 Guiding Principles

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



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



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



4 保留常耕農地
Preserving active agricultural land



5 締造可持續發展及宜居生活社區
Creating a sustainable and liveable neighbourhood



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

建議發展大綱圖 Recommended Outline Development Plan

土地用途分佈 LAND USE BUDGET

發展區總面積
Total Development Area

約
About **224** 公頃
ha

32% 住宅及混合用途
Residential and
Mixed Use
60 公頃
ha

貯物及工場
Storage &
Workshop **9.7** 公頃
ha

露天貯物
Open Storage **1.4** 公頃
ha

6% 貯物及工場
Storage and Workshop
11 公頃
ha

政府、機構或
社區
G/I/C **15** 公頃
ha

公用設施
Public Utilities **5.5** 公頃
ha

新建道路
New Roads **4.8** 公頃
ha

美化市容地帶
Amenity **6.5** 公頃
ha

山邊河道、
觀景單車徑及
蘆葦床/蓄洪池
Hillside River
Corridor, Scenic Cycle
Track and Reedbed/
Retention Pond **10** 公頃
ha

46% 公共設施
Public Facilities
85 公頃
ha

地區休憩用地
District Open Space **16** 公頃
ha

鄰舍休憩用地
Local Open Space **13** 公頃
ha

16% 休憩用地
Open Space
29 公頃
ha

發展用地
Development
Area
約
About **185** 公頃
ha

其他
Others
約
About **39** 公頃
ha

現有道路及河道
Existing Roads and
River Channels **5** 公頃
ha

農業
Agriculture **10** 公頃
ha

綠化地帶
Green Belt **10** 公頃
ha

保留現有的發展
Retained Developments **14** 公頃
ha

增加房屋供應 INCREASING HOUSING SUPPLY

人口 Population

約
About **88,000**

*包括新增人口約85,400人及現有人口約2,400人
*Including new population of about 85,400 and
existing population of about 2,400

新增住宅單位數量 No. of New Housing Flats

約
About **28,500**

61% **39%**
公營房屋**
Public Housing** 私人房屋
Private Housing

**包括租住公屋及資助出售單位
**Including Public Rental Housing and Subsidised Sale Flat

支持地區經濟 SUPPORTING LOCAL ECONOMY

就業機會 Job Opportunities

約
About **10,500**

商業樓面面積 Commercial Floor Area

約
About **180,000** 平方米
sqm

貯物及工場用地樓面面積 Storage and Workshop Floor Area

約
About **375,200** 平方米
sqm

露天貯物用地土地面積 Open Storage Land Area

約
About **14,000** 平方米
sqm

天水圍新市鎮
Tin Shui Wai New Town

天水圍站
Tin Shui Wai Station

屏山
Ping Shan

朗屏站
Long Ping Station

元朗站
Yuen Long Station

經洪水橋新發展區連接
至西鐵天水圍站的環保
運輸服務示意走線
(正進一步研究)
Indicative Corridor of EFTS with
Possible Connection to West Rail
TSW Station via the EFTS of the
Hung Shui Kiu New Development
Area (Under Further Study)

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

洪水橋
新發展區
Hung Shui Kiu
New Development
Area

唐人新村
Tong Yan San Tsuen

元朗公園
Yuen Long Park

元朗新市鎮
Yuen Long New Town

十八鄉
Shap Pat Heung

北 N
0 200 400米

- 圖示 LEGEND
- 發展區 Development Area
 - 鄰近發展區的認可殯葬區 Permitted Burial Ground near the Development Area
 - 蘆葦床/蓄洪池 Reedbed/Retention Pond
 - 郊野公園 Country Park
 - 河道 River Channel
 - 主要道路 Key Road
 - 發展區內具較高生態價值的河溪 Watercourse of Higher Ecological Value within the Development Area
 - 鄰近發展區的自然河溪 Natural Stream near the Development Area
 - 環保運輸服務 (正進一步研究) Environmentally Friendly Transport Services (EFTS) (Under Further Study)
 - 擬議道路改善工程 (有待進一步研究) Proposed Road Improvement Works (Subject to Further Studies)
 - 現有輕鐵站 Existing Light Rail Station
 - 現有西鐵站 Existing West Rail Station
 - 擬議公共運輸交匯處 Proposed Public Transport Interchange
 - 蓄洪湖 Retention Lake
 - 蓄洪缸 Retention Tank

土地用途地帶 LAND USE ZONING

- 公共房屋 - 租住公屋 (包括商業用途) Special Residential - Public Rental Housing (with Commercial)
- 住宅發展 (資助出售房屋包括商業用途) Residential (Subsidised Sale Flats with Commercial)
- 住宅發展 (包括商業用途) Residential (with Commercial)
- 住宅發展 Residential
- 住宅發展第五區 (現有發展區) Residential - Zone 5 (Existing Development Area)
- 其他指定用途 (混合發展) Other Specified Uses (Mixed Use)
- 鄉村式發展 Village Type Development
- 其他指定用途 (貯物用途) Other Specified Uses (Storage Use)
- 其他指定用途 (露天貯物) Other Specified Uses (Open Storage)
- 其他指定用途 (貯物及工場用途) Other Specified Uses (Storage and Workshop Uses)
- 其他指定用途 (污水處理廠) Other Specified Uses (Sewage Treatment Works)
- 其他指定用途 Other Specified Uses
- 其他指定用途 (山邊河道及觀景單車徑) Other Specified Uses (Hillside River Corridor with Scenic Cycle Track)
- 政府 Government
- 機構或社區 Institution or Community
- 教育 Education
- 地區休憩用地 District Open Space
- 鄰舍休憩用地 Local Open Space
- 美化市容地帶 Amenity
- 農業 Agriculture
- 綠化地帶 Green Belt

建議發展大綱圖在第33頁 RODP at Page 33

大欖郊野公園
Tai Lam Country Park

規劃概念及城市設計大綱

Planning Concept and Urban Design Framework

元朗南三面被自然和鄉郊景色環繞，特別是大欖郊野公園及南面的山脈，為發展區營造了一個開闊的自然景觀背景，與元朗新市鎮的景觀截然不同。考慮到元朗南及周邊這些獨特的地理景觀特色，我們制定了規劃概念及城市設計大綱。

The natural and rural character embracing YLS on three sides especially Tai Lam Country Park and the mountain range to the south creates a stunning natural landscape backdrop to the development area, with marked contrast against the urban development landscape at Yuen Long New Town. The planning and urban design framework is formulated with regard to this unique geographical context of YLS and its surroundings.

1 五個規劃區照顧多元需要

5 PLANNING AREAS ACCOMMODATING DIVERSITY

發展區內有三個各有特色、不同發展密度的住宅區。作貯物和工場用途的「就業帶」則靠近元朗公路，讓貨運交通方便快捷地連接公路系統。劃設的「田園地帶」則保留現有的常耕農地和天然資源，並利用觀景單車徑連接唐人新村及公庵路一帶的發展。

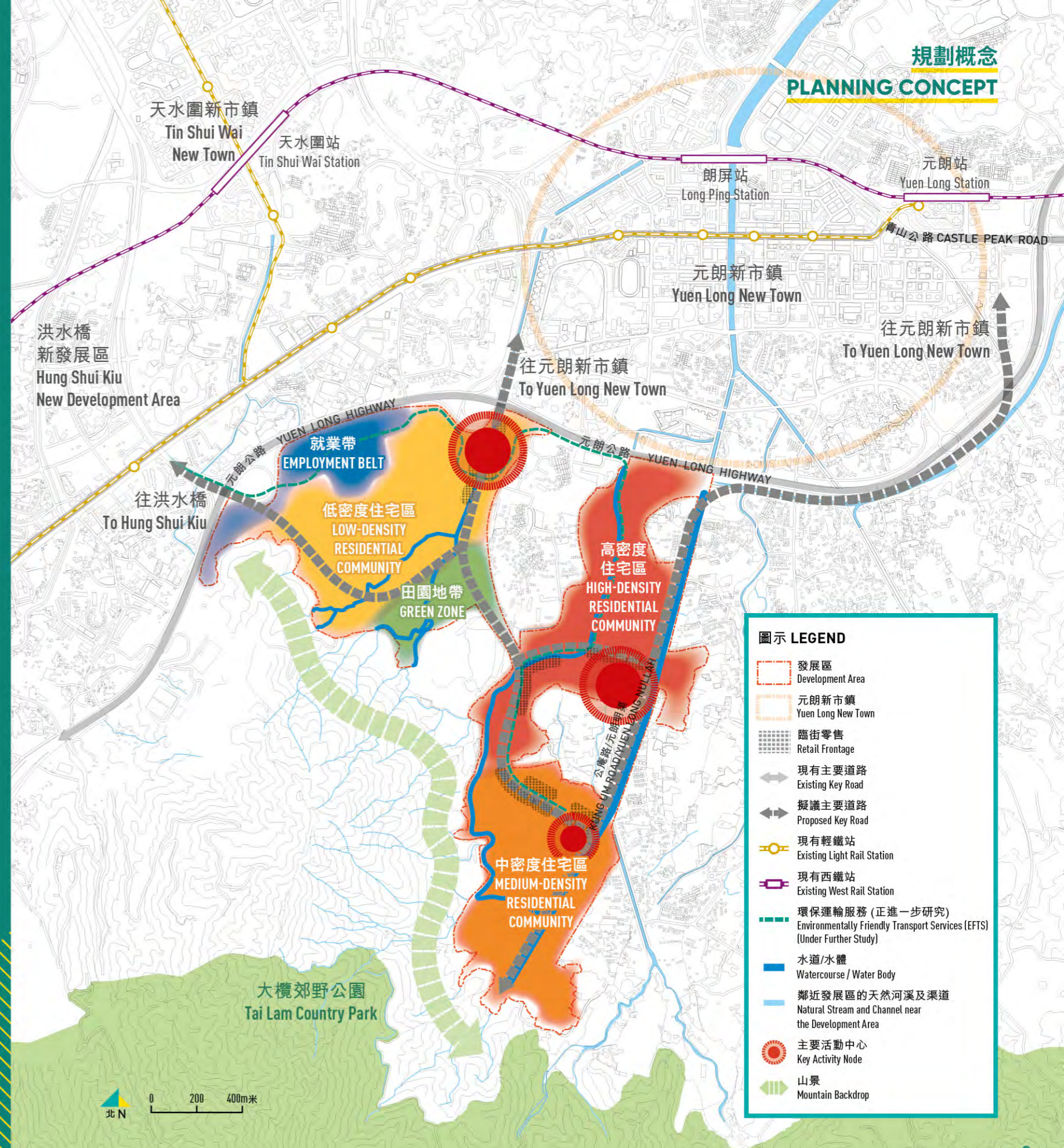
There are three distinctly planned residential communities with residential developments of different development intensities. The Employment Belt where storage and workshop uses are located is close to Yuen Long Highway for quick access of freight traffic to the highway system. The Green Zone is designated to preserve the existing active agricultural land and natural assets, linking the Tong Yan San Tsuen and Kung Um Road areas by the Scenic Cycle Track.

2 活動中心及走廊

ACTIVITY NODES AND SPINE

每個住宅社區會設有一個主要活動中心，規劃了混合商住發展，設有公共運輸交匯處，並配以社區設施和休憩空間。而位於唐人新村交匯處附近的中心將會成為元朗南的「門廊」。另外兩個沿公庵路的活動中心連同活化後的元朗明渠及休憩空間網絡構成一條主要的活動走廊。活動中心一帶的適當位置及沿主要道路可設置街舖，鼓勵街頭活動。

Each of the three residential communities is served by a key activity node. The nodes are characterised by mixed commercial and residential developments incorporated with public transport interchange (PTI) and complemented by community facilities and open space. The node near the Tong Yan San Tsuen Interchange will become the "Gateway" of YLS. The other two nodes along Kung Um Road together with the revitalised Yuen Long Nullah and open space network form a key activity spine. Retail frontage at appropriate locations of the activity nodes and along main roads would be incorporated to encourage street-level activities.



3 層遞的建築物高度輪廓 GRADATION OF BUILDING PROFILE

我們採用由北向南遞減的階梯式建築高度和發展密度。在元朗新市鎮附近的發展密度最高，地積比率可高至5。南面的地積比率降至2.4。向南遞減的發展密度和建築物高度令元朗南發展的建築物高度輪廓與較高發展密度的元朗新市鎮結合，並與南面的鄉郊環境和大欖郊野公園融合。唐人新村規劃作低密度發展，地積比率為1和1.5，以配合現有發展成熟的低密度和低矮住宅發展。

A stepped building height and development intensity profile decreasing gradually from north to south is adopted. Near Yuen Long New Town, the development intensity is the highest with plot ratios up to 5. The plot ratio is reduced to 2.4 in the south. The tapering of development intensities and building heights southwards allow better integration with denser development at Yuen Long New Town while facilitating transition and blending in with the rural setting and the Tai Lam Country Park in the south. Low-density developments of plot ratios 1 and 1.5 are planned in the Tong Yan San Tsuen area to respect the existing well-established low-density and low-rise residential developments.

4 藍綠網絡 BLUE-GREEN NETWORK

藍綠網絡塑造了元朗南的特色。元朗南內有各種自然景觀和水體，這些景觀充分展現「藍綠」概念。「藍色走廊」由活化明渠、新的山邊河道和保留的自然河溪組成。綠色空間網絡包括保留的常耕農地、次生樹林、蘆葦床及休憩用地和美化市容地帶。「藍色走廊」與綠色空間網絡交織，結合行人路及單車徑，市民在這些間適的環境中漫步，推廣易行文化。

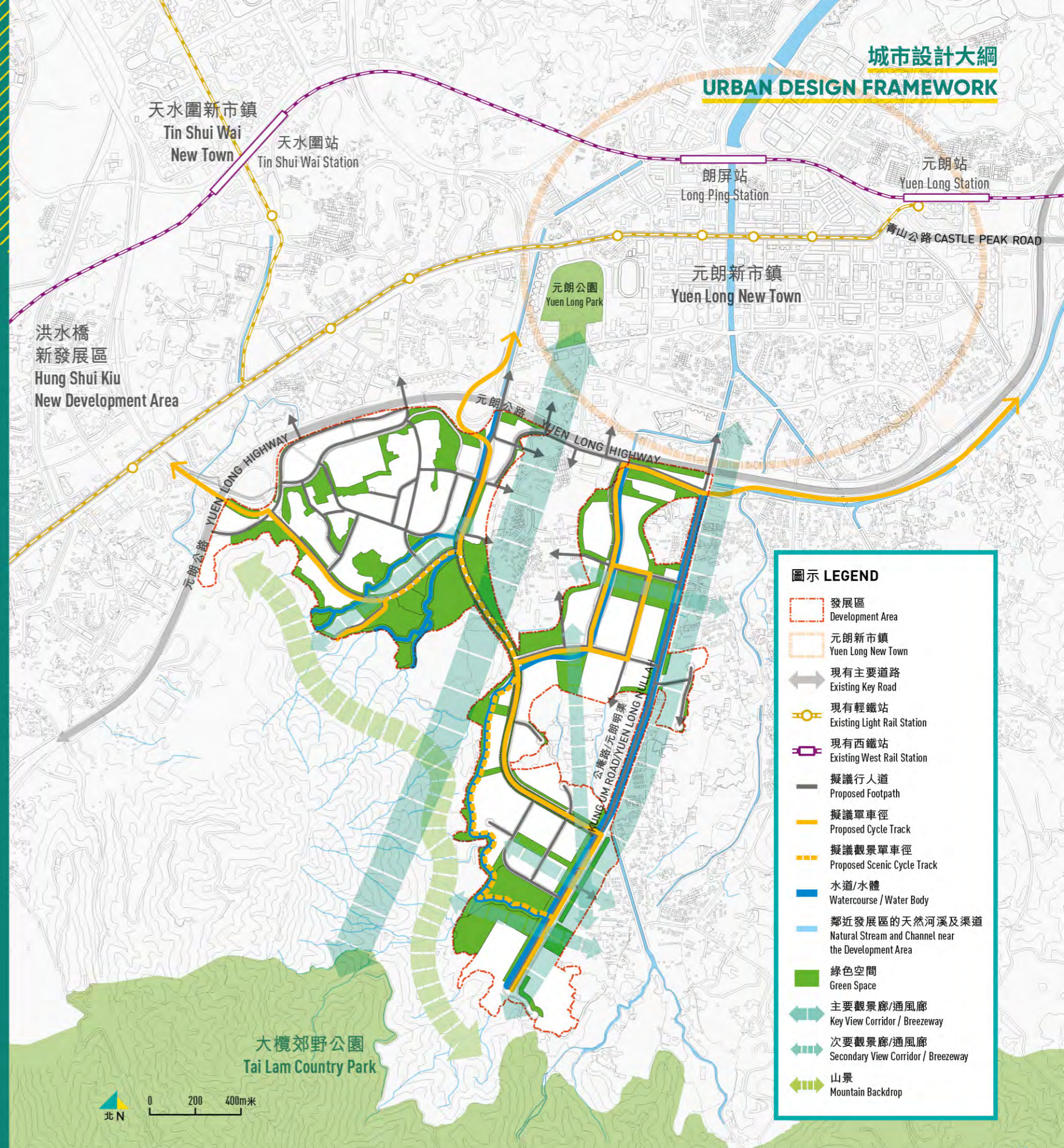
The blue-green network shapes the character of YLS. With the presence of various natural landscape features and water bodies, the blue-green concept is fully expressed in YLS. The blue corridor is formed by the revitalised nullahs, the new Hillside River Corridor and the preserved natural streams. The green space network comprises the preserved active farmland, secondary woodland and the reedbed in addition to the open space and amenities. The two belts interwoven and integrated with the pedestrian and cycle networks allow people to stroll in these breathing spaces and thereby promote walkability.

5 觀景廊、通風廊及休憩空間網絡 VIEW CORRIDORS, BREEZEWAYS AND OPEN SPACE SYSTEM

就休憩空間網絡而言，三個住宅規劃區都設有地區休憩空間，並由鄰舍休憩用地和不同形態的綠色網絡（例如保留的常耕農地和沿新的山邊河道栽種植物）連接。休憩空間網絡貫徹整個發展區，連接五個規劃區。我們沿著藍綠網絡及主要道路劃設觀景廊及通風廊。元朗公園百鳥塔和大欖郊野公園之間及經活化的元朗明渠將形成兩條南北走向的主要走廊。

The open space system is characterised by providing district open space in each of the three residential communities and will be linked up by the local open space and green space in various forms (such as the preserved active farmland and the planting along the new Hillside River Corridor). The open space system runs through the development area, linking up the five Planning Areas. View corridors and breezeways are designated along the blue-green network and main roads. Two key corridors are running north-south along the revitalised Yuen Long Nullah and between the Yuen Long Park Aviary Pagoda and Tai Lam Country Park.

藍綠網絡
Blue-Green Network



主要特色 MAIN FEATURES 1

營造融合和多元社區 Creating an Integrated Community with Diversity

混合發展以達至均衡社區 MIXED-USE DEVELOPMENTS FOR A BALANCED COMMUNITY

元朗南發展將會提供不同種類的房屋，以帶來更多選擇和多元生活方式。社區內將設有商業用途（位於混合發展和大部分房屋發展的低層），方便易達的社區及康樂設施（如診所、街市/商店、體育中心、學校、休憩用地等）及所需的公共設施（如污水處理廠、電力支站）。

The YLS Development will provide different housing types to allow more choices and a diversity of lifestyles. The community is supported by commercial uses (located at the mixed-use developments and the lower floors of the majority of the housing developments), community and recreational facilities (such as clinic, market/shops, sports centre, schools, open space, etc.) at conveniently accessible locations and the required public utilities (such as sewage treatment works, electricity substation).



「就業帶」和商業用途可提供就業機會。街鋪連同沿活化後的元朗明渠規劃的活動走廊可為地區增添活力和生氣。

The Employment Belt and the commercial uses will provide employment opportunities. The street-level commercial activities together with the Activity Spine along the revitalised Yuen Long Nullah add vibrancy and vitality to the area.

全面的道路、行人道及單車徑網絡 COMPREHENSIVE ROAD, PEDESTRIAN WALKWAY AND CYCLE TRACK NETWORK

將會提供全面的道路、行人道及單車徑網絡，使「就業帶」、商業和社區設施能便捷可達，創造易行和暢達的社區。

A comprehensive road, pedestrian walkway and cycle track network will be provided to allow easy access to the Employment Belt, the commercial uses and community facilities, contributing to the creation of walkable and accessible neighbourhoods.



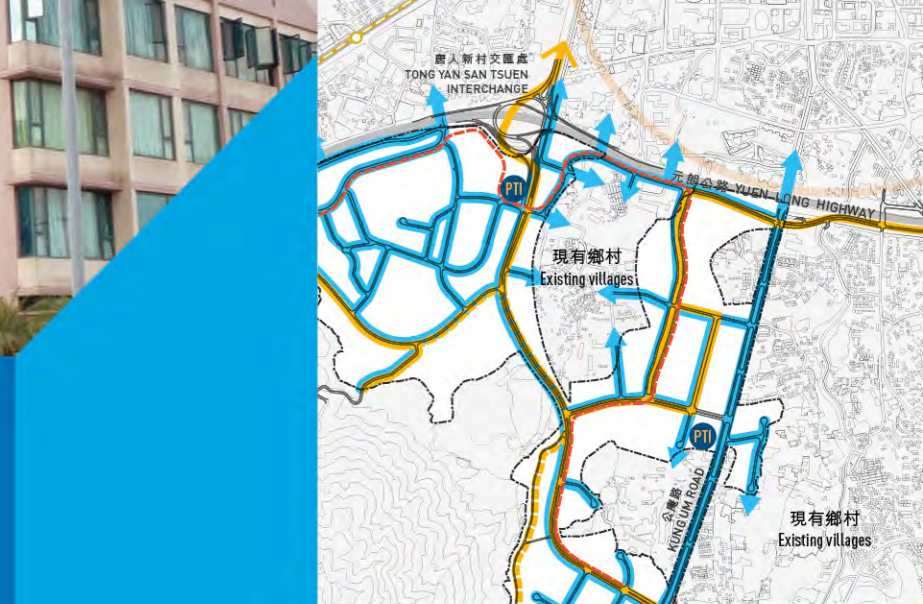
融合已發展社區、天然和鄉郊特色 INTEGRATION WITH EXISTING WELL-ESTABLISHED COMMUNITIES, NATURAL AND RURAL FEATURES

發展區內一些發展成熟的住宅社區和一些現有的宗教機構將盡可能保留。考慮到現時這些住宅社區以及宗教機構的低發展密度，我們建議在其周邊規劃休憩用地或低密度用途，配合現有環境。

The clusters of well-established residential communities and existing religious institutions in the development area are proposed to be retained as far as possible. Taking into account their current low-density nature, open space or low-density uses are planned in their surroundings for a harmonious environment.

已謹慎地考慮元朗南內和周邊的天然資源和鄉郊景觀並把其融入城市環境，增添元朗南的特色。

Existing natural resources and rural landscape in and around YLS are carefully considered and incorporated in the urban fabric, enriching the character.



與周邊鄉村社區的連接 CONNECTION WITH SURROUNDING VILLAGE COMMUNITIES

元朗南規劃已顧及相鄰的鄉村社區。三個活動中心（連同公共運輸交匯處和商業用途）鄰近現有鄉村。休憩用地規劃在易達地點，方便元朗南未來人口和村民使用，並促進互動交流。在鄰近鄉村的發展則劃設了建築物後移和緩衝區，並改善鄉村與元朗南連接，讓村民可來往元朗南使用規劃的公共設施。

Due regard has been paid to the adjacent village communities in the planning of YLS. The three activity nodes (with PTIs and commercial uses) are close to the existing villages. Open spaces are at locations where the future population of YLS and villagers can easily access and can serve as communal places for interaction. Building setback and buffer are proposed near villages. Village access for connection with YLS will be improved, facilitating access for shared use of all the planned public facilities in YLS.



尊重自然環境

Respecting the Natural Environment



自然與建築環境融合

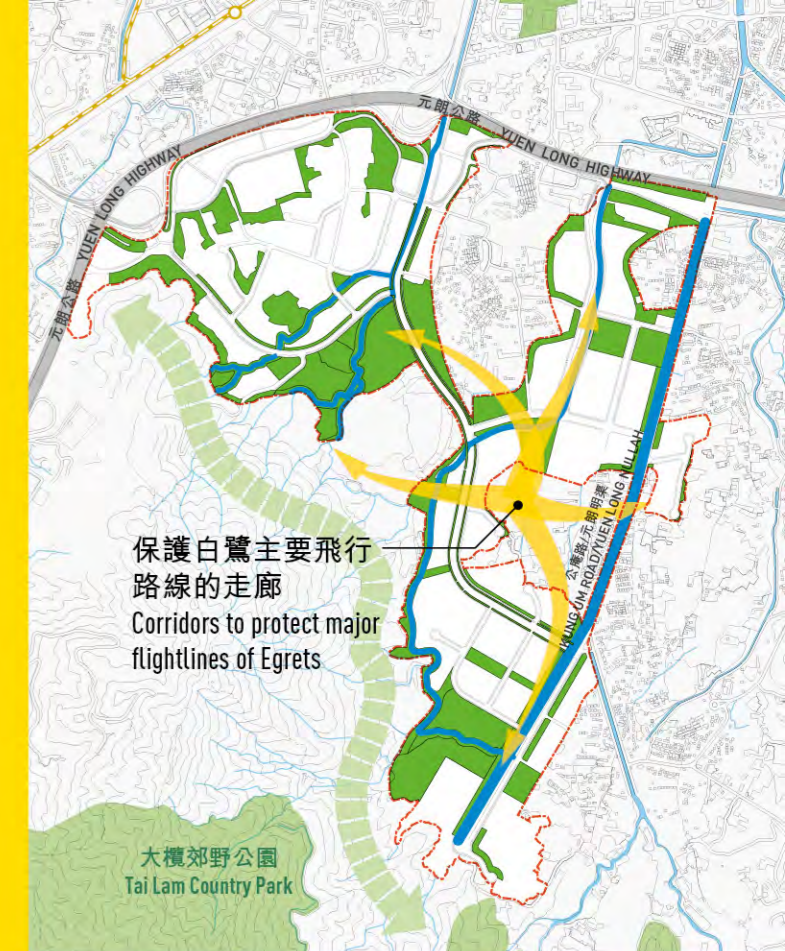
INTEGRATION OF NATURAL AND BUILT ENVIRONMENTS

- 透過元朗南的城市設計，現有天然和鄉郊景觀將會與建築環境和諧融合，並連繫市民及大自然。
Efforts have been made in the urban design of YLS so that the built environment would be in harmony with the existing natural and rural landscape, connecting people to nature.
- 藍綠景緻將構成元朗南城市結構的一部分，而山巒和大欖郊野公園則為綠色背景。藍綠元素亦構成區內的觀景廊和通風廊。
The blue and green features form part of the urban structure of YLS, with mountains and Tai Lam Country Park as the green backdrop. They also define the view corridors and breezeways of the area.

- 考慮到周邊的現有發展，特別是南面的山景，建議城市形態採用由北至南遞減的建築高度，在唐人新村地區則建議低矮建築發展。
With due regard to the existing development characters in the surroundings especially the mountain range in the south, an urban form with gradation of building heights from north to south and low-rise development in the Tong Yan San Tsuen area are proposed.
- 擬議興建的單車徑和行人道將貫穿整個發展區。一塊位於公庵路南端的土地已預留作郊野公園的配套設施。這些措施可在元朗南和其他周邊地區鼓勵步行和進行單車活動。
Cycle tracks and pedestrian walkways are proposed throughout the development area. A site located at the southern end of Kung Um Road has been reserved for Country Park supporting facilities. These measures can help promote walking and cycling activities across YLS and in the wider area.

保護鷺鳥林 PROTECTION OF EGRETRY

- 為保護鄰近發展區的白沙村鷺鳥林的白鷺，我們建議下列的保護措施：
To protect the egrets in Pak Sha Tsuen egretty near the development area with following measures:
 - 沿主要飛行路線劃設非建築用地/ 低矮建築用地和休憩用地，引導白鷺飛往保留的常耕農地和水道
Provision of non-building areas/ low building areas and open space along the major flightlines to lead the egrets to the retained active farmland and the water courses
 - 在山邊河道、蓄洪湖、活化渠道和蘆葦床建立潛在的新覓食場地，改善生態和保育
Creation of potential new foraging grounds including Hillside River Corridor, retention lake, revitalised nullahs and reedbed for ecological enhancement and rehabilitation
 - 在合適的地點如沿山邊河道的蓄洪湖種植竹子和大樹（如細葉榕、朴樹），作為潛在的築巢地方
Planting of stands of bamboo and sizeable trees (e.g. *Ficus microcarpa*, *Celtis sinensis*) as potential nesting substrates at appropriate locations such as the retention lake alongside the Hillside River Corridor



保護白鷺主要飛行路線的走廊
Corridors to protect major flightlines of Egrets

大欖郊野公園
Tai Lam Country Park



保留常耕農地 RETENTION OF ACTIVE FARMLAND

- 保留大片相鄰的常耕農地不但有助保存區內耕作活動，亦可作為白鷺在繁殖季節期間覓食的部分棲息地。
The retention of the largest contiguous piece of active farmland will help preserve agricultural activities in the area, and also function as part of the foraging habitat during the breeding season of the egrets.

改善交通連接及流動性 Improving Connectivity and Mobility



區外連接 EXTERNAL CONNECTIONS

元朗南將透過擬議的新道路網絡連接元朗新市鎮和洪水橋發展區。前往元朗新市鎮的車輛將途經改善後的唐人新村交匯處及一條連接至西鐵線元朗站、與元朗公路並行的新連接路，方便未來居民前往西鐵元朗站。可能連接元朗南和西鐵線天水圍站的環保運輸服務亦正進一步研究。

YLS will be well connected with Yuen Long New Town and HSK NDA by the newly proposed road network. Traffic to Yuen Long New Town will travel through the modified Tong Yan San Tsuen Interchange and the proposed slip roads parallel to Yuen Long Highway, facilitating access of the future population to West Rail Yuen Long Station. Possible connection between YLS and West Rail Tin Shui Wai Station by Environmentally Friendly Transport Services (EFTS) is under further study.

設於每個活動中心和鄰近西鐵線元朗站的公共運輸交匯處，將會提供小巴、接駁巴士及長途巴士服務。我們亦會改善路口，以提升現有鄉村的可達度。PTIs will be located at each of the activity nodes and near West Rail Yuen Long Station to provide minibus, shuttle or feeder bus services and long haul bus services. There will also be road junction improvements to enhance the accessibility of the existing villages.

另外，政府正在規劃屯門西繞道，透過隧道連接屯門與港深西部公路。這為元朗南發展提供額外的對外交通連接。政府已開始申請撥款，進行11號幹線連接北大嶼山及元朗的可行性研究，進一步改善新界西北的可達度。

In addition, the Government is planning the Tuen Mun Western Bypass, which will connect Tuen Mun and Kong Sham Western Highway by tunnels. This would help provide the YLS Development with an additional external transport linkage. The Government has started the funding application for carrying out a feasibility study on Route 11 connecting North Lantau and Yuen Long to further improve the accessibility of the Northwest New Territories.

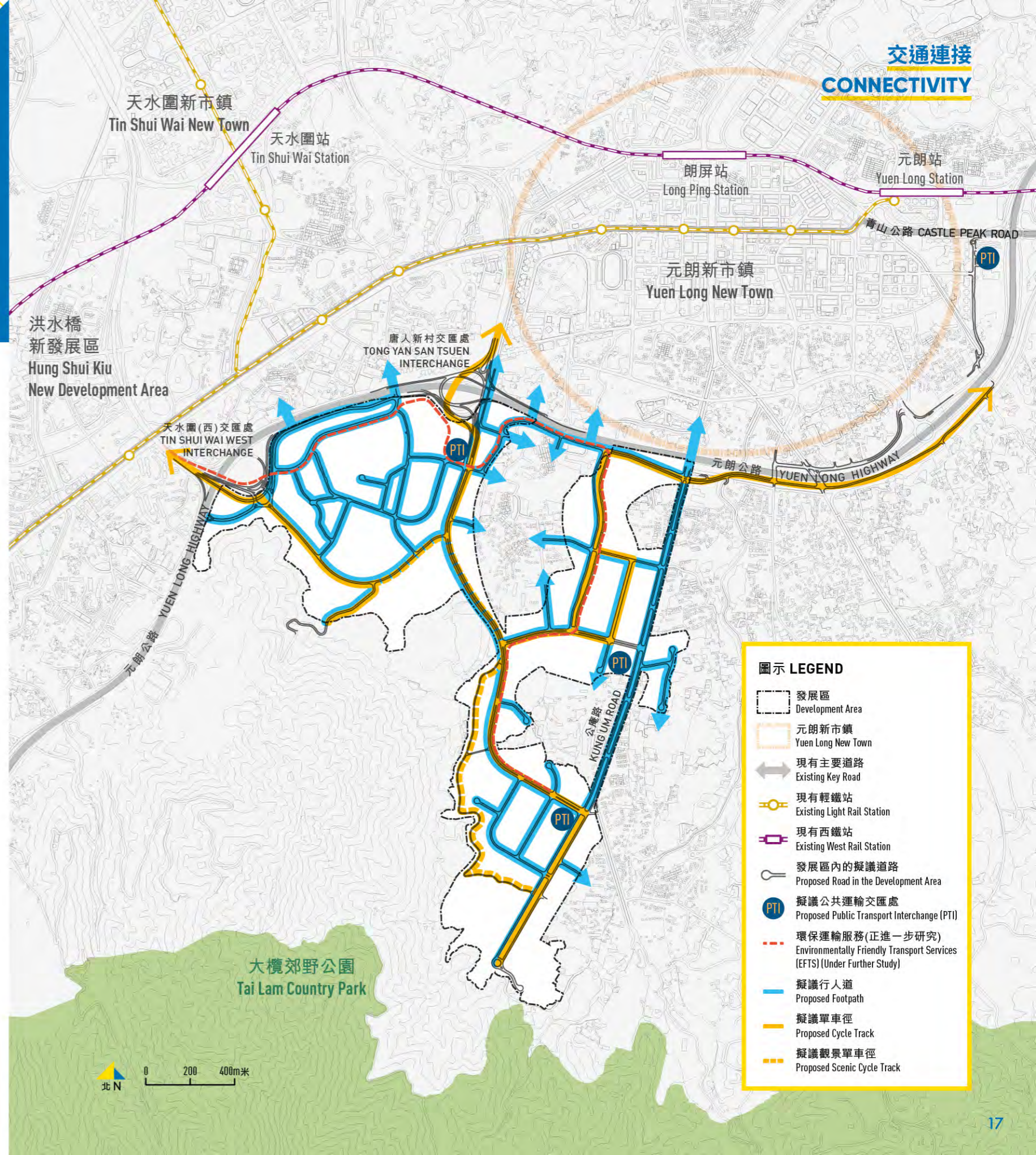
區內連接 INTERNAL CONNECTIONS

唐人新村交匯處和天水圍(西)交匯處會作出改善，令交通直接連接元朗公路，減少不必要的繞道。我們亦將興建一條新的區域幹道，南北貫通發展區，連接唐人新村及沿公庵路的地區。In order to provide direct access to Yuen Long Highway, Tong Yan San Tsuen Interchange and Tin Shui Wai West Interchange will be modified to minimise unnecessary traffic detour. A new district distributor road will be constructed running north-south through the development area connecting Tong Yan San Tsuen with the area along Kung Um Road.

公庵路和僑興路將會擴闊至雙線行車，以改善現有交通情況並連接至西鐵元朗站，亦會於發展區內興建新道路方便區內交通。Kung Um Road and Kiu Hing Road will be upgraded to standard two-lane roads to improve the existing traffic conditions and provide access to West Rail Yuen Long Station. New roads will also be constructed in the development area for internal traffic circulation.

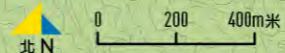
我們已規劃全面的單車徑和行人道網絡，以加強各規劃區的連接性和可達度。兩個網絡亦會連接元朗南以外的行人道和單車徑。Comprehensive cycle track and pedestrian walkway networks have been planned to strengthen the connectivity and accessibility between Planning Areas. Both networks would also be connected to the pedestrian walkways and cycle tracks outside YLS.

交通連接 CONNECTIVITY



圖示 LEGEND

- 發展區
Development Area
- 元朗新市鎮
Yuen Long New Town
- 現有主要道路
Existing Key Road
- 現有輕鐵站
Existing Light Rail Station
- 現有西鐵站
Existing West Rail Station
- 發展區內的擬議道路
Proposed Road in the Development Area
- 擬議公共運輸交匯處
Proposed Public Transport Interchange (PTI)
- 環保運輸服務(正進一步研究)
Environmentally Friendly Transport Services (EFTS) (Under Further Study)
- 擬議行人道
Proposed Footpath
- 擬議單車徑
Proposed Cycle Track
- 擬議觀景單車徑
Proposed Scenic Cycle Track



締造一個宜居及具抗禦力的新市鎮發展 Building for Liveability and Resilience

綜合水資源管理 INTEGRATED WATER MANAGEMENT APPROACH

充分運用現有明渠 SMART USE OF EXISTING NULLAHS

現有明渠是元朗南發展的重要資源。我們將活化明渠，充分發揮明渠作為具吸引力的公共空間的潛力，同時亦作為可持續排水系統的一部分，以應對氣候變化。由於道路安全及應付交通需求的考慮，我們擬議覆蓋部分元朗明渠北段，這設計同時容許活化；而南段將不會覆蓋以達致全面活化。現有混凝土梯形的元朗明渠將會栽種植物及採用建築園境，活化成為一條景觀優美的走廊。沿明渠兩旁的行人設施鼓勵步行和促進連繫。透過智慧型和具適應性的設計整合多功能設施，明渠可發揮其協同和可持續發展功能，改善社區環境。

The existing nullahs are key assets of YLS Development. They will be revitalised to reach their full potential as an attractive public space and function as part of the sustainable drainage system to cope with climate change. For road safety and to meet traffic need, partial decking design is proposed for the northern section of Yuen Long Nullah while allowing opportunities for revitalisation, and the southern section will be fully revitalised without decking. The existing concrete-lined trapezoidal Yuen Long Nullah will be revitalised as an aesthetically pleasant view corridor with soft and hard landscaping. Pedestrian spine along both sides of the Nullah promotes walkability and connectivity. The integration of multi-functional facilities through smart and adaptive design will create a synergetic and sustainable environment for the benefit of the community.



元朗明渠現況
Existing Conditions of Yuen Long Nullah



擬議活化後的元朗明渠
Proposed Revitalised Yuen Long Nullah

環保和可持續地使用再造水作非飲用水 GREEN AND SUSTAINABLE USE OF RECLAIMED WATER FOR NON-POTABLE WATER SUPPLY

新建污水處理廠將提供達到三級污水的處理，製造高品質的經處理污水以轉化為再造水，於元朗南及鄰近發展循環再用作非飲用水用途，如沖廁。我們擬議種植蘆葦床以進一步改善部分經處理的污水的品質才排放至元朗明渠。蘆葦床的設計將會結合行人道、單車徑及休憩空間予公眾享用。

The new sewage treatment works will provide up to tertiary sewage treatment to produce treated sewage effluent (TSE) of high quality for conversion into reclaimed water that is suitable for reuse in YLS and adjacent developments for non-potable purposes such as toilet flushing. A reedbed is proposed to further polish a small portion of TSE before discharging into Yuen Long Nullah. The design of the reedbed will incorporate walkway, cycle track and sitting out areas for public enjoyment.

雨水防洪設施建立抗禦力 BUILDING RESILIENCE WITH STORM WATER RETENTION FACILITIES

我們在發展區內擬議一系列防洪設施，以有效控制流向現時元朗和天水圍地區的排水系統下游的高峰流量。除了活化明渠及蓄洪缸外，山邊河道和蓄洪湖將會透過收集山坡的雨水，為下游未來的發展形成一個保護屏障。為建立更好的抗禦力應對氣候變化，山邊河道和蓄洪湖的設計考慮了增加降雨強度所帶來的影響。在蓄洪湖旁已預留土地作擴展之用，以提供額外的儲水量。回應活化水體政策，我們會研究把親水文化融入蓄洪湖的設計。蓄洪缸會加設園景美化作休憩用途。此外，為了提高在元朗南發展的防洪應變和雨水管理，將會採用可持續排水系統，如生態草溝、雨水花園、水資源採集及回用、透水路面等。

Several flood retention facilities are proposed within the development area to control effectively the peak runoff to the downstream existing drainage systems in Yuen Long and Tin Shui Wai areas. Apart from revitalised nullahs and retention tank, the Hillside River Corridor with retention lake will form a protective barrier for the future development downstream by collecting rainwater runoff from hillsides. To build better resilience responding to climate change, the impacts of increased rainfall intensities have been considered in the design of the Hillside River Corridor and retention lake. Areas have been reserved adjacent to the retention lake for expansion to provide additional storage volume. We will also explore water-friendly culture in the design of the retention lake to echo with the revitalisation of water bodies policy. There would be landscaping on top of the retention tank for amenity and leisure purposes. In addition, Sustainable Drainage System such as bio-retention swales, rain garden, rain water harvesting, porous pavement, etc. would also be pursued to enhance the resilience in flood control and stormwater management in YLS.

綠色運輸 GREEN TRANSPORT

全面及景觀怡人的單車徑和行人道網絡 COMPREHENSIVE AND PLEASANT CYCLE TRACK AND PEDESTRIAN WALKWAY NETWORKS

我們已規劃全面的單車徑和行人道網絡，並設有配套設施，例如單車停泊區、行人過路設施、休息處等。配合街道美化，以營造一個適宜使用單車和步行的環境。運輸網絡與綠色空間網絡相輔相成，為元朗南及附近地區提供不同的出行選擇。

Comprehensive cycle track and pedestrian walkway networks have been planned with supporting facilities such as cycle parking areas, pedestrian crossing facilities, rest areas, etc. With street amenities, a cycle-friendly and walking-friendly environment will be created. The networks function complementarily with the green space network offering alternative choices for movement around YLS and its surroundings.



低碳建築及社區 LOW-CARBON BUILDINGS AND NEIGHBOURHOOD

推廣綠色生活環境及綠色建築設計。我們會鼓勵政府建築物採用節能建築設計以及循環再用和低碳的建築物料。其中，政府維修中心將會採用綠色建築設計和綠化措施。

Green neighbourhood and green building design would be promoted. Energy efficient building design would be encouraged including the use of recycled and low embodied-carbon construction materials in government buildings. In particular, green building design and green initiatives will be adopted for the government depot.



低碳運輸 LOW CARBON TRANSPORT

我們已預留土地用作可能伸延至元朗南的洪水橋新發展區環保運輸服務（正進一步研究）。環保運輸服務是可持續的交通工具，可減低碳排放。我們亦會探討在元朗南使用低碳運輸，如電動車輛及使用生化柴油的公共交通運輸。

Land has been reserved to cater for possible extension of the EFTS of HSK NDA (under further study) to YLS providing a sustainable transportation with low carbon emission. The use of low-carbon vehicle such as electric vehicles and bio-diesel public transport would also be explored for YLS.

固體廢物管理 SOLID WASTE MANAGEMENT

我們會採用廢物管理計劃及探討源頭分類可回收物料，減少產生和棄置都市固體廢物。

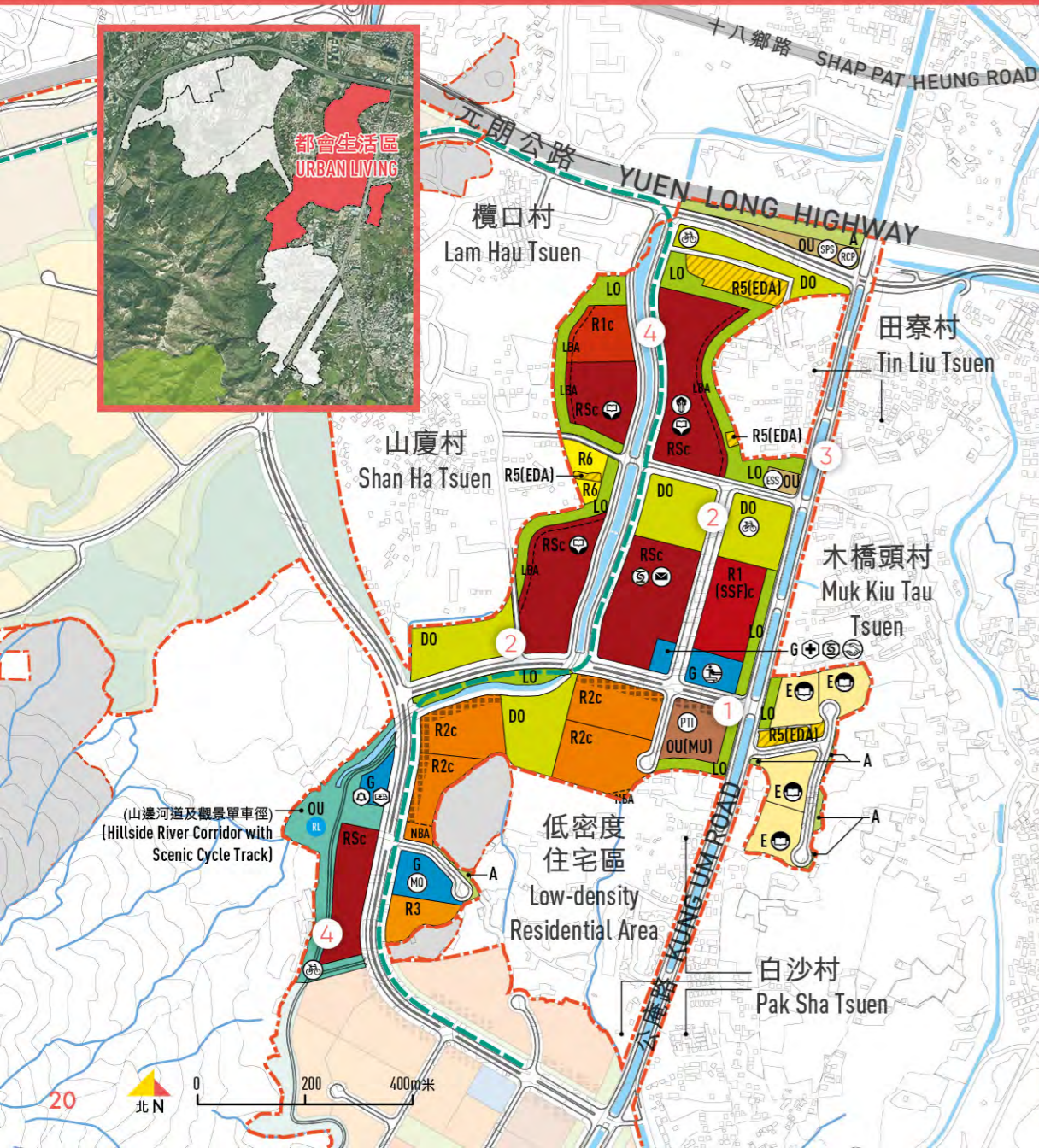
Waste management plan would be adopted, and source separation of recyclables to minimise the generation and disposal of municipal solid waste would be explored.



五個規劃區 FIVE PLANNING AREAS

1 都會生活區 Urban Living

藉著位處最接近元朗新市鎮的地理優勢，「都會生活區」規劃作中和高密度房屋發展。此區將會是元朗南人口密集的社區。商業、零售和康樂用途和活動，包括街舖，將在房屋及混合發展用地內提供。
Taking the locational advantage of being the closest to Yuen Long New Town, Urban Living is planned with medium and high-density housing developments to create the major population cluster of YLS. Commercial, retail and recreational uses and activities including street-front shops will be provided at the housing sites as well as the mixed-use development site.



- 圖示 LEGEND**
- 發展區
Development Area
 - 鄰近發展區的認可殯葬區
Permitted Burial Ground near the Development Area
 - 靈街零售
Retail Frontage
 - 河道
River Channel
 - 主要道路
Key Road
 - 鄰近發展區的自然河溪
Natural Stream near the Development Area
 - 環保運輸服務(正進一步研究)
Environmentally Friendly Transport Services (EFTS)
(Under Further Study)
 - 普通科診所
General Clinic
 - 社會福利設施
Social Welfare Facility
 - 區消防局及救護站
Divisional Fire Station and Ambulance Depot
 - 幼稚園
Kindergarten
 - 小學
Primary School
 - 郵局
Post Office
 - 擬議街市(有待進一步研究, 包括一個位於中心位置及方便易達的「政府」用地的街市的可能需要)
Proposed Market (Subject to Further Study including the Possible Need for a Further Market at a Centrally Located and Easily Accessible "Government" site)
 - 單車停放處
Cycle Parking Area
 - 社區會堂
Community Hall
 - 體育中心
Sports Centre
 - 污水抽水站
Sewage Pumping Station
 - 電力支站
Electricity Substation
 - 垃圾收集站
Refuse Collection Point
 - 已婚人員宿舍
Married Quarters
 - 擬議公共運輸交匯處
Proposed Public Transport Interchange
 - 非建築用地
Non Building Area
 - 低矮建築帶
Low Building Area
 - 蓄洪湖
Retention Lake

- 土地用途地帶 LAND USE ZONING**
- 公共房屋 - 租住公屋(包括商業用途)
Special Residential - Public Rental Housing (with Commercial)
 - 住宅發展第一區(資助出售房屋包括商業用途)
Residential - Zone 1 (Subsidised Sale Flats with Commercial)
 - 住宅發展第一區(包括商業用途)
Residential - Zone 1 (with Commercial)
 - 住宅發展第二區(包括商業用途)
Residential - Zone 2 (with Commercial)
 - 住宅發展第三區
Residential - Zone 3
 - 住宅發展第五區(現有發展區)
Residential - Zone 5 (Existing Development Area)
 - 住宅發展第六區
Residential - Zone 6
 - 其他指定用途(混合發展)
Other Specified Uses (Mixed Use)
 - 其他指定用途
Other Specified Uses
 - 其他指定用途
Other Specified Uses
 - 政府
Government
 - 教育
Education
 - 地區休憩用地
District Open Space
 - 鄰舍休憩用地
Local Open Space
 - 美化市容地帶
Amenity

1 混合發展的選址位於中心地區，設有公共運輸交匯處，連同附近的體育中心、社區會堂和診所，成為元朗南居民、學生和附近鄉村的社區活動中心。

The mixed-use development site is centrally located. Equipped with a PTI, the site together with the sports centre, community hall and clinic in its close proximity form the community node for YLS residents, students and the village communities nearby.

2 區內有兩個主要地區休憩空間群。地區休憩空間群由沿河及相鄰鄉村的鄰舍休憩空間連接。鄰近山廈村的地區休憩用地亦可保護位於白沙村的鷺鳥的飛行路線，引領白鷺飛至田園地帶的常耕農地。我們在住宅地帶內劃設「低矮建築帶」，作為與毗鄰鄉村的緩衝。

Two key district open space clusters are designated and linked up by local open spaces adjoining rivers and village communities. The district open space cluster near Shan Ha Tsuen also serves to protect the flightlines of egrets in Pak Sha Tsuen to the active farmland in the Green Zone. "Low Building Areas" are designated in the residential zones as buffer to the adjacent villages.

3 位於規劃區內的元朗明渠會部分覆蓋，以擴闊公庵路和喬興路至標準道路及提供綠化行人道。由於只覆蓋了部分明渠，提供了活化元朗明渠的機會。

The section of Yuen Long Nullah in the Planning Area will be partially decked for the widening of Kung Um Road and Kiu Hing Road to standard roads with landscaped pedestrian walkways. With partial decking, there will be opportunities for revitalisation of Yuen Long Nullah.

4 建議活化田村排水道及提升為沿河步行徑和單車徑，並將會向南延伸至擬議山邊河道。

Tin Tsuen Channel will be revitalised and enhanced as Riverside Walking Trail with cycle track, which will be extended southwards to the proposed Hillside River Corridor.



地積比率 Plot Ratio

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

人口 Population

約 About **53,400**

公私營房屋單位 Private and Public Housing Units

私人房屋 Private Housing 約 About **4,200**

公營房屋 Public Housing 約 About **13,500**

五個規劃區 FIVE PLANNING AREAS

2 樂活生活區 LOHAS Living

這個社區位於大欖郊野公園的邊陲及被山坡圍繞，旨在提供一個鼓勵健康和可持續生活（即「樂活」）的城市生活體驗。這個規劃區的發展密度降至地積比率2.4及4，配合附近自然和鄉郊環境。規劃區讓市民親近大自然，欣賞綠色景緻。

Situated at the fringe of Tai Lam Country Park and surrounded by hillslopes, this neighbourhood aims to provide an urban experience that promotes a Lifestyle of Health and Sustainability (i.e. "LOHAS"). A lower development intensity of plot ratios 2.4 and 4 in this Planning Area is commensurate with the natural and rural settings. Opportunities are sought to bring people close to nature, appreciating the green landscape.



地積比率 Plot Ratio

住宅 Residential **2.4-4** 混合用途 Mixed Use **4**

人口 Population

約 About **24,100**

公私營房屋單位 Private and Public Housing Units

私人房屋 Private Housing

約 About **4,200**

公營房屋 Public Housing

約 About **3,800**



1 活動中心位於近公庵路和黃泥墩村路的路口，包括混合商住發展及鄰舍休憩空間。此外，我們亦已於住宅用地預留商業空間。

The activity node is located near the junction of Kung Um Road and Wong Nai Tun Tsuen Road comprising the mixed commercial and residential developments and local open space. In addition, commercial space has been reserved in housing sites.

2 規劃區內的元朗明渠將全面活化，沿河並設有景觀步行道、單車徑和鄰舍休憩空間。

The southern section of Yuen Long Nullah in this Planning Area will be fully revitalised with scenery walkways, cycle track and local open space alongside.

3 公庵路南端預留土地作郊野公園配套設施，例如公共廁所和停車位。沿西面山坡，我們已規劃一條沿新建水道連接規劃區至田園地帶的景觀單車徑和行人路。於風景優美的河畔及山景遠足及騎單車，並在大自然進行各種休閒和康樂活動，將會是元朗南的愉快體驗。

At the southern end of Kung Um Road is a site reserved for Country Park supporting facilities such as public toilets and parking spaces. Along the hillside at the west, the Scenic Cycle Track and pedestrian walkway along the new watercourse link the Planning Area to the Green Zone. Scenic riverside and hillside hiking and cycling for nature and fun seeking are enjoyable leisure and recreational activities in YLS.

4 規劃區的南端為污水處理廠、蘆葦床/蓄洪池和預留以綠色建築興建的政府維修中心的選址。在南面邊緣的「農業」土地用途地帶是一個現有養雞場。

The southern end of the Planning Area is the sewage treatment works, reedbed/ retention pond and areas reserved for government depots with green building design. An existing chicken farm is located at the southern fringe zoned "Agriculture".

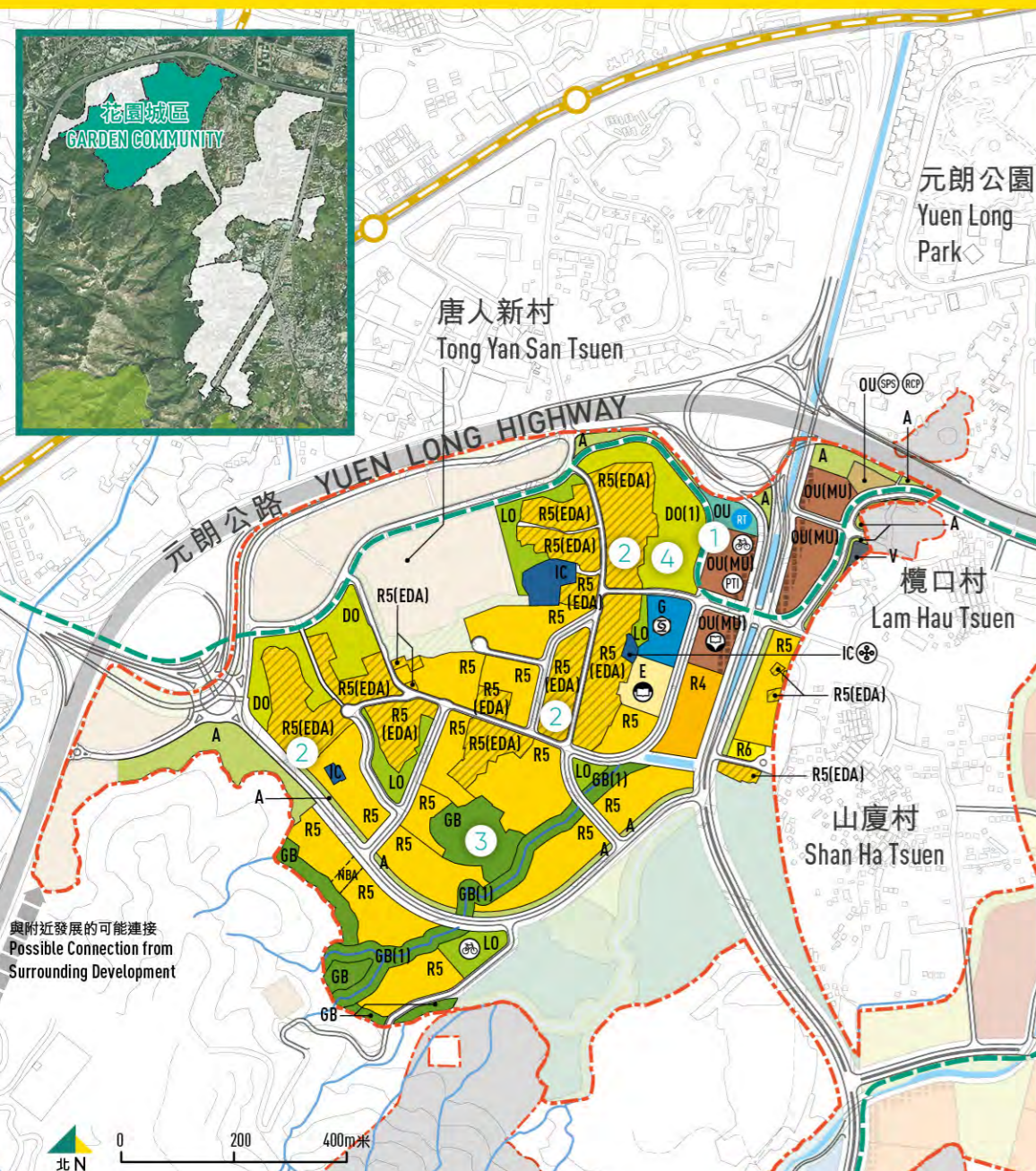


五個規劃區 FIVE PLANNING AREAS

3 花園城區 Garden Community

唐人新村的住宅社區規劃作「花園城區」。新住宅主要作低密度發展，與現有已發展成熟的住宅群密度相若。位於唐人新村交匯處附近的混合發展規劃作較高密度的發展。旁邊的休憩空間、保留的次生樹林及常耕農地為社區帶來綠化景觀，提升規劃區的整體市容。

The residential neighbourhood in Tong Yan San Tsuen area is the Garden Community Planning Area. The new residential developments are low-rise and low-density to complement the existing well-established residential clusters. The cluster of mixed-use developments near Tong Yan San Tsuen Interchange is planned with higher development intensity. Open space aside, the preserved secondary woodland and active farmland around bring the greenery landscape to the doorsteps of the neighbourhood, enhancing the overall amenity of the Planning Area.



圖示 LEGEND

- 發展區 Development Area
- 鄰近發展區的認可殯葬區 Permitted Burial Ground near the Development Area
- 臨街零售 Retail Frontage
- 河道 River Channel
- 主要道路 Key Road
- 發展區內具較高生態價值的河溪 Watercourse of Higher Ecological Value within the Development Area
- 鄰近發展區的自然河溪 Natural Stream near the Development Area
- 環保運輸服務(正進一步研究) Environmentally Friendly Transport Services (EFTS) (Under Further Study)
- 現有輕鐵站 Existing Light Rail Station
- 歷史建築物 Historic Building
- 社會福利設施 Social Welfare Facility
- 幼稚園 Kindergarten
- 小學 Primary School
- 單車停放處 Cycle Parking Area
- 污水抽水站 Sewage Pumping Station
- 垃圾收集站 Refuse Collection Point
- 擬議公共運輸交匯處 Proposed Public Transport Interchange
- 蓄洪缸 Retention Tank

土地用途地帶 LAND USE ZONING

- R4 住宅發展第四區 Residential - Zone 4
- R5 住宅發展第五區 Residential - Zone 5
- R5(EDA) 住宅發展第五區(現有發展區) Residential - Zone 5 (Existing Development Area)
- R6 住宅發展第六區 Residential - Zone 6
- V 鄉村式發展 Village Type Development
- OU(MU) 其他指定用途(混合發展) Other Specified Uses (Mixed Use)
- OU 其他指定用途 Other Specified Uses
- G 政府 Government
- IC 機構或社區 Institution or Community
- E 教育 Education
- DO 地區休憩用地 District Open Space
- DO(1) 地區休憩用地(1) District Open Space (1)
- LO 鄰舍休憩用地 Local Open Space
- A 美化市容地帶 Amenity
- GB 綠化地帶 Green Belt
- GB(1) 綠化地帶(1) Green Belt (1)

地積比率 Plot Ratio

住宅 Residential **1-1.5** 混合用途 Mixed Use **4**

人口 Population

約 About **8,100**

私人房屋單位 Private Housing Units

約 About **2,800**



- 在唐人新村交匯處旁邊的混合發展，及毗鄰的地區休憩用地和活化的元朗(西)明渠，將成為元朗南發展的「門廊」。該地區將會成為主要交通中心，提供公共運輸交匯處、單車停泊處和環保運輸服務(正進一步研究)。
- 我們盡量保留現有已發展成熟的住宅社區和現有宗教機構。
- 除了各種規模的休憩空間，亦有保留次生樹林和具較高生態價值的河溪。
- 鄰近唐人新村交匯處的常耕農地已規劃為「地區休憩用地(1)」，意向是推廣社區農耕活動。其設計、實行及管理會在下一個階段研究。



4 就業帶 Employment Belt

「就業帶」位於元朗公路的南面及唐人新村地區的北面。「就業帶」充分利用這個交通易達的地點，規劃作經濟活動，提供就業機會。為了善用土地資源，「就業帶」會透過多層樓宇或其他善用土地的方式，整合和容納部分受影響棕地作業，有關發展細節會參考洪水橋新發展區的先導模式。「就業帶」亦已預留合適的露天貯物土地，以容納實際上不可以在多層樓宇運作的作業。

Located to the immediate south of Yuen Long Highway and in the northern part of the Tong Yan San Tsuen area, the Employment Belt utilises this highly accessible area for economic activities and employment generating purpose. For better land utilisation, the Employment Belt provides land for consolidating and accommodating some of the affected brownfield operations in multi-storey buildings (MSBs) or by other land-efficient means, the development details of which would make reference to the pilot case in HSK NDA. Suitable open-air sites have also been reserved for accommodating certain operations which could not be practically feasible to move into MSBs.

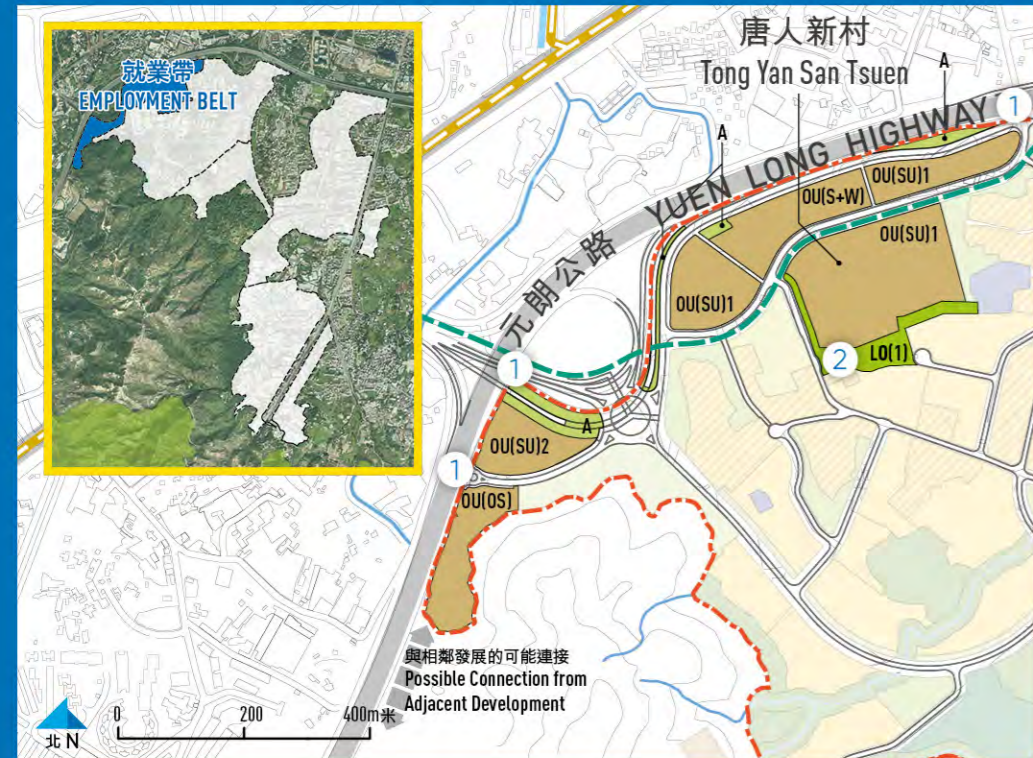
- 1 我們已設計道路佈局以便有效地將貨運交通直接連接元朗公路，縮短車程，從而減少對住宅區的環境影響。
A road layout has been designed for efficient freight traffic to Yuen Long Highway directly, reducing travelling distance and minimising environmental impact on the residential neighbourhood.
- 2 在多層樓宇的南面部分及其南面的擬議住宅用途之間劃設休憩用地作緩衝。
Open space at the southern part of Employment Belt acts as a buffer between the MSBs and proposed residential use to the south.

露天貯物用地土地面積
Open Storage Land Area

約 About **1.4** 公頃 ha

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

約 About **9.7** 公頃 ha

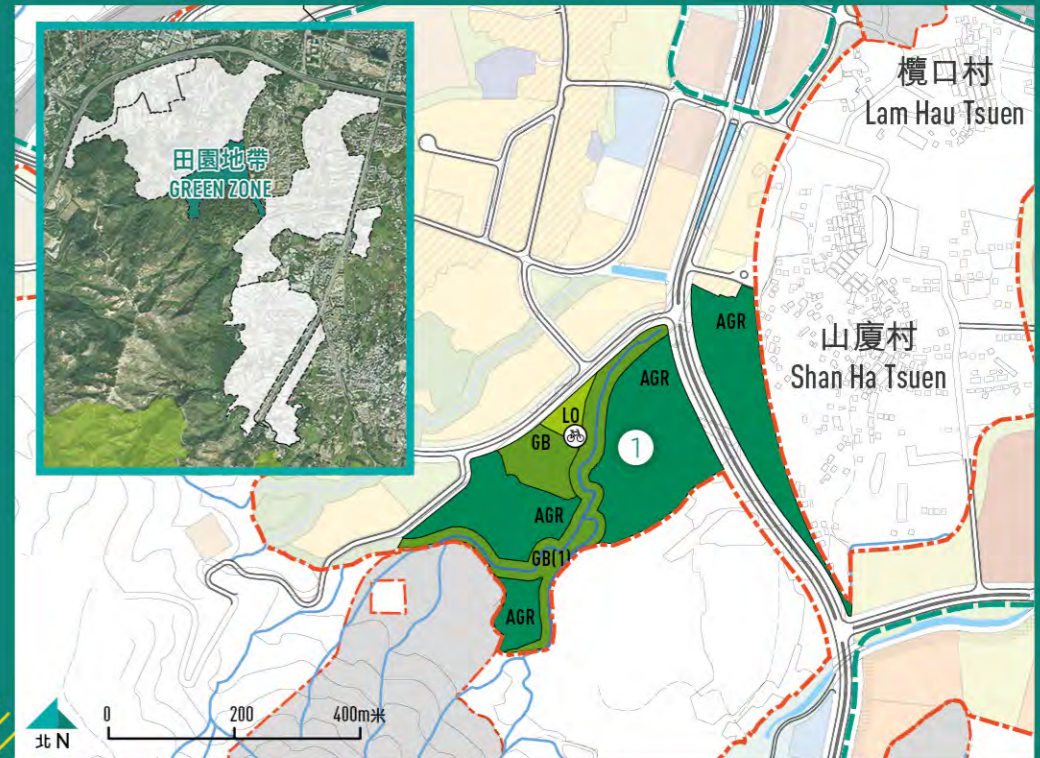


5 田園地帶 Green Zone

「田園地帶」位於唐人新村南面。這一大片超過10公頃翠綠的土地延伸至大欖郊野公園的山麓，提升元朗南的整體景觀，並與北面的花園城區相輔相成。

The Green Zone is located at the southern part of Tong Yan San Tsuen area. This large piece of verdant land of over 10 ha leads to the foothills of Tai Lam Country Park. The Planning Area enhances the overall landscape of YLS and complements the Garden Community in its north.

- 1 保留現有農地、次生樹林和具較高生態價值的河溪（設有緩衝區）。
Existing agricultural land, secondary woodland and watercourses of higher ecological value (with buffer) will be preserved.



技術評估 Technical Assessment

有關的技術評估顯示元朗南發展在交通及運輸、排水及排污、生態、環境、供水及公共設施、空氣流通、景觀及視覺及可持續發展技術層面上可行。按照《環境影響評估條例》完成的環境影響評估確定發展建議相關的環境影響符合《環境影響評估條例》的法定要求。

就交通及運輸而言，擬議的全面運輸網絡，包括主要幹路、地區幹路和區內道路、擴闊現有道路、改善鄉村連接、單車徑和行人道網絡，將可提供足夠的容量應付居民和就業需要。就排水及排污而言，我們擬議適當的可持續排水工程、活化渠道、蓄洪設施和新建污水處理廠。就生態而言，為保護鷺鳥林、現有河溪和河道的生態價值，我們建議適當的土地用途地帶，和在適當地點進行優化。就噪音影響而言，將採用直接噪音緩解措施例如以低噪音道路物料鋪設路面、直立式和懸臂式隔音屏，以及在未來的發展提供間接的噪音緩解措施如隔音窗戶和密封外牆。在其他方面，包括水質、文化遺產、景觀和視覺，我們將應用適當的措施以符合《環境影響評估條例》的要求。總括而言，元朗南發展將符合所有技術層面的標準和要求，透過採取合適的緩解措施，將不會有不可接受的影響。

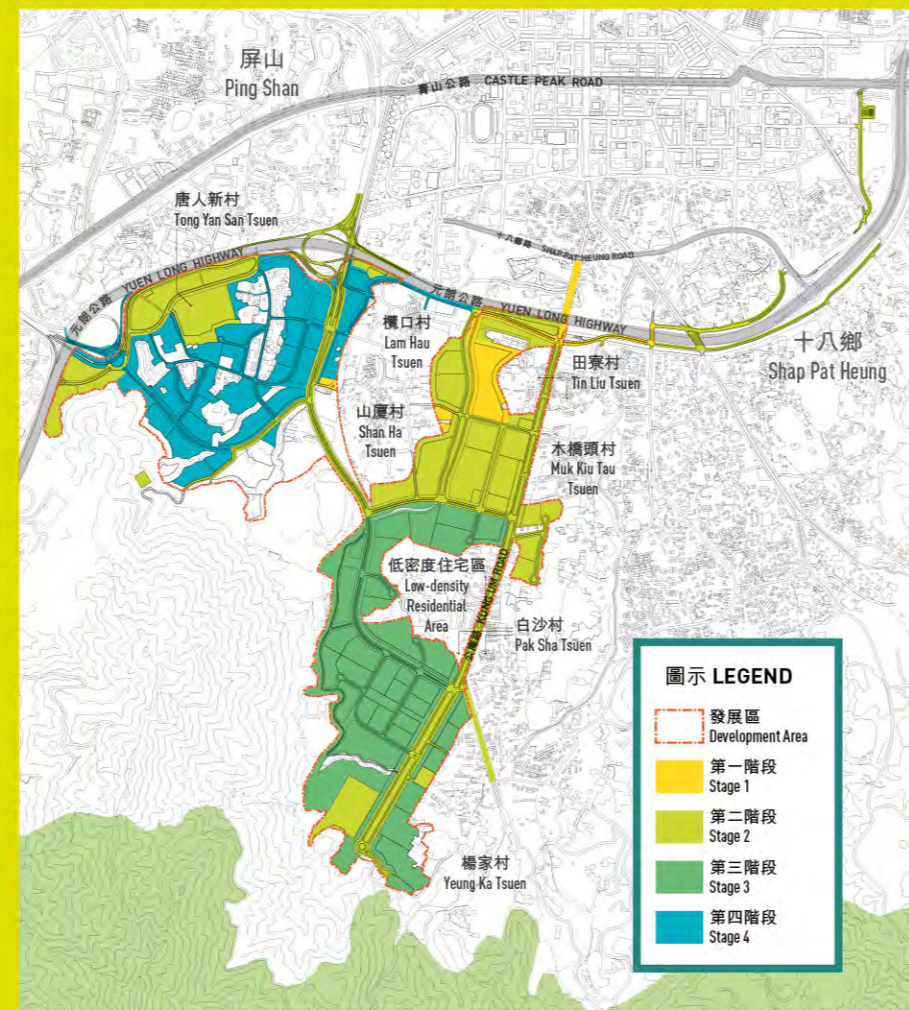
The relevant technical assessments demonstrate that the YLS Development is technically feasible in traffic and transport, drainage and sewerage, ecology, environment, water supply and public utilities, air ventilation, landscape and visual and sustainable development aspects. Environmental Impact Assessment (EIA) under the EIA Ordinance demonstrates that environmental impacts associated with the development proposals comply with the statutory requirements under the EIA Ordinance.

On traffic and transport, the proposed comprehensive transport network with primary and district distributor roads, local roads and widening of existing roads, improvement of village access, cycle tracks and pedestrian walkway networks are expected to provide adequate capacity to cater for the needs of the residential and employment uses. On the drainage and sewerage aspect, appropriate sustainable drainage works, nullah revitalisation, flood retention facilities and new sewage treatment works are proposed. For ecology, to safeguard the ecological value of the egret and existing streams and river channels, appropriate land use zonings are proposed for their protection, and where appropriate, enhancement. For noise impact, direct noise mitigation measures such as low noise road surfacing, vertical and cantilever noise barriers, and indirect noise mitigation measures such as the provision of acoustic windows and blank facade in future developments will be adopted. In other aspects, including water quality, cultural heritage, landscape and visual, we will adopt appropriate measures and comply with the requirements of the EIA Ordinance. In sum, the YLS Development will meet the standards and requirements in all technical aspects and with appropriate mitigation measures, there will be no unacceptable impacts.

發展時間表 Development Schedule

我們正在為元朗南發展計劃的工程項目制定一份分階段以及組別的詳細的實施時間表。《環境影響評估條例》的程序已經開始。法定分區大綱圖的修訂將於研究完成後進行。其他有關發展計劃的準備工作將緊隨其後。視乎資源許可，第一階段工程的詳細設計預期會在2018年開始。建造工程暫定於2021/22年開始並分階段完工，並預計首批居民於2027年遷入。該計劃預計於2038年完成。

A detailed implementation programme with phasing and packaging of works for the YLS Development project is being formulated. The EIA Ordinance procedures have commenced. The amendment of relevant statutory Outline Zoning Plans will commence after the completion of the Study. Other preparatory work associated with the development project will follow. Subject to resource availability, detailed design for Stage 1 works is scheduled to commence in 2018. Construction works are tentatively scheduled to commence in 2021/22 and will be completed by phases with the first population intake expected in 2027. The project is expected to be completed by 2038.



實施安排 Implementation Arrangement



為確保能適時有序地實施元朗南發展計劃，政府正考慮採用「加強版的傳統新市鎮發展模式」。根據該模式，政府會收回計劃所需的土地，同時在符合相關準則及條件的情況下，容許個別被劃作私人發展用地的土地業權人進行換地申請，並會作適當處理。

元朗南發展的規劃已盡量減少對現有住宅發展可能造成的影響。然而，部分持牌/臨時構築物仍難免受到影響，特別是夾雜在棕地之間的構築物，估計涉及超過400個住戶。政府正為元朗南發展計劃擬訂補償和安置細節，將於適當時候公布。

元朗南發展的規劃已盡量保留常耕農地。然而，約5公頃零散於發展區不同部分的常耕農地將受影響。為協助受影響的農戶，政府將會推行特殊農地復耕計劃，優先協助農戶與農地業權人進行配對。

政府明白受影響居民、作業經營者和農戶的關注，包括對補償、安置和復耕的要求。現正研究有關對受影響人士的詳細安排，並會在適當時候公布有關安排。

To ensure timely and orderly implementation of the YLS Development project, the Government is considering the Enhanced Conventional New Town Approach as the implementation mode for the YLS project, under which the Government will resume land required for the project while allowing processing of land owners' applications for land exchange over individual sites planned for private developments subject to meeting specified criteria and conditions.

The planning of the YLS Development has minimised impact on the existing residential developments as far as possible. However, impact on some licensed/temporary domestic structures is unavoidable, particularly those intermingled with brownfield sites. It is estimated that over 400 households would be affected. The Government is working on the details of compensation and rehousing arrangements for the YLS Development project and will announce the packages in due course.

The planning of the YLS Development has retained the active agricultural land as far as possible. Approximately 5 ha of active farmland which are scattered in different parts of the development area will be affected. To assist the farmers affected by the project, the Government will actively pursue the special agricultural land rehabilitation scheme by providing priority assistance in matching of farmers and agricultural land owners.

The Government is fully aware of the concerns of the affected residents, business operators and farmers, including their demand for appropriate compensation, rehousing and rehabilitation packages. Detailed arrangements for the affectees are under study and will be announced in due course.



第三階段社區參與收集到的主要公眾意見及回應

Key Public Views Received in Stage 3 CE and Responses

1 城市設計與發展密度 URBAN DESIGN AND DEVELOPMENT DENSITY

- 有意見指可增加發展密度以提供更多房屋，也有意見認為應減低擬議的地積比率以達致更好的城市設計。應避免擬議發展對現有村落造成屏風效應。
While some considered that development intensity could be increased to provide more housing, others considered that the proposed plot ratios should be reduced to achieve better urban design. Wall effect of the proposed developments on existing villages should be avoided.

在考慮地積比率時，我們已顧及地方特色及平衡發展需要，採用了階梯式的高度輪廓和向南遞減發展密度。唐人新村地區採用較低的發展密度，以配合現有的低密度的發展。於現有村落和新發展之間劃設緩衝區和低矮建築帶，以緩解視覺和空氣流通影響。Plot ratios have taken into account local characters and balanced against development needs. A stepped building height and development intensity profile decreasing southwards has been adopted. Lower development intensity has been adopted in the Tong Yan San Tsuen area to respect the existing low-density developments. Buffers and low-building areas have been incorporated between the existing villages and new developments to address the visual and air ventilation impacts.

3 商業及政府、機構或社區設施 COMMERCIAL AND GOVERNMENT, INSTITUTION AND COMMUNITY (G/IC) FACILITIES

- 零售、政府、機構或社區設施和就業機會不足。應在居民遷入前提供公共設施。
Retail and G/IC facilities insufficient and employment opportunities inadequate. Public facilities should be available prior to population intake.
- 有意見要求為將來宗教用途預留用地。
There were requests to reserve land for future religious use.

元朗南的商業用途主要是為元朗南及附近的將來及現有居民服務。已於混合用途和住宅發展內預留地方商業用地。

Commercial uses in YLS are to serve the future and existing population in and near YLS. Commercial space has been reserved in the mixed-use and residential developments.

元朗南發展可提供約10,500個就業機會。洪水橋新發展區提供的150,000個就業機會亦為元朗南的居民提供就業機會。
The YLS Development will provide about 10,500 employment opportunities. HSK NDA will provide about 150,000 employment opportunities and they are also for residents of YLS.

我們已規劃一系列的政府、機構或社區設施以服務現時及將來居民。政府將會適時有序地提供社區設施和基礎設施。現有的宗教機構已被保留。
A range of G/IC facilities have been planned to serve the future population and existing population. Provision of supporting community facilities and infrastructure will be in tandem with population intake. Existing religious institutions have been retained.

2 露天貯物及工場用途 OPEN STORAGE AND WORKSHOP USES

- 有意見關注擬議地點是否合適及「就業帶」內預留土地的不足。
There were concerns about the suitability of the proposed location and inadequacy of land reserved in the Employment Belt.
- 現有居民關注工業與住宅為鄰的潛在衝突。
Existing residents raised concerns about the potential industrial/residential interface.

在考慮了發展需要及將會保留的現有發展後，「建議發展大綱圖」已預留11公頃的土地作露天貯物、貯物和工場用途。該地點鄰近元朗公路，透過擬議的道路系統，貨運交通可快捷地連接至公路，無需駛經住宅區而造成環境影響。圖則亦劃設緩衝區以緩解工業與住宅為鄰的衝突。
Taking account of competing land uses for development purpose and the retained existing developments, about 11 ha of land have been reserved on the RODP for open storage, storage and workshop uses. The location is close to Yuen Long Highway for easy accessibility of freight traffic to the highway under the proposed road system. The freight traffic would not need to travel through the residential neighbourhood and hence the environmental impact will be minimised. Buffers have been incorporated in the plan to address the industrial/residential interface.

4 農業 AGRICULTURE

- 應保留鄰近唐人新村交匯處的常耕農地。
The active agricultural land near Tong Yan San Tsuen Interchange should be retained.
- 鑑於環境上的滋擾，位於公庵路南端的禽畜養殖場不應保留。
The livestock farms located at the southern end of Kung Um Road should not be retained due to environmental nuisance.

鄰近唐人新村交匯處的常耕農地已規劃為「地區休憩用地(1)」，意向是推廣社區農耕活動。其設計、實行和管理會在下一個階段研究。

The active farmland near Tong Yan San Tsuen Interchange is zoned "DO(1)" with the intention of promoting community farming. Its design, implementation and management would be further explored.

由於沒有切實可行的環境緩減措施解決氣味問題，兩個養豬場需要遷走。位於南面邊緣的現有的養雞場可予以保留，並已在「建議發展大綱圖」上預留緩衝範圍。
The two pig farms have to be removed as no feasible and implementable environmental mitigation measures could be identified to address the odour problem. The existing chicken farm at the southern fringe is retained with the buffer reserved on the RODP.

5 環境和生態 ENVIRONMENT AND ECOLOGY

- 應保育唐人新村內的現有溪流。
Existing streams in the Tong Yan San Tsuen area should be preserved.
- 應優化保護鷺鳥林的措施。
Measures to protect the egretry should be enhanced.

基於生態和活化的考慮，會保留位於唐人新村地區內已渠道化的水道。我們已引入更多措施，劃設休憩用地，以保護鷺鳥主要的飛行路線。我們會於適合的地點種植竹子和大樹，作為潛在的築巢地方。
Channelised watercourses in the Tong Yan San Tsuen area have been preserved for ecological reason and revitalisation. We have introduced further measures to protect the major flightlines of the egrets by designation of open space. Stands of bamboo and sizeable trees will be planted at suitable locations as potential nesting substrates.

7 實施 IMPLEMENTATION

- 在計劃實施前應向受影響人士適當補償，提供安置和搬遷安排。
Affected parties should be compensated reasonably, rehoused and relocated before implementation.
- 受影響的居民要求保留其住用構築物、原區安置和豁免經濟狀況審查。
Some affected residents requested to retain their domestic structures. Local rehousing should be provided and comprehensive means test should be exempted.

在規劃元朗南發展的過程中已盡量減少對現有住宅發展和用途的影響，但亦無可避免影響一些持牌/臨時構築物或用途，尤其那些夾雜在棕地之間的。政府正詳細研究對受影響住戶的補償及安置安排，並會在適當時候公布有關安排。
The planning of YLS has minimised impacts on existing residential developments and uses as far as possible. However, impact on some licensed / temporary structures and uses would be unavoidable, particularly those intermingled with brownfield sites. The Government is working on the details of compensation and rehousing arrangement for the affected households and will announce the packages in due course.

6 運輸和基建 TRAFFIC AND INFRASTRUCTURE

- 公眾關注對西鐵綫和道路網絡的影響以及鄰近西鐵元朗站的擬議公共運輸交匯處所帶來的影響。
There were concerns about the impacts on the West Rail Line and road network and the impact of the proposed PTI near the West Rail Yuen Long Station.
- 有意見關注水浸風險以及應改善與現有村落的道路連接。
Villagers had concerns about the risk of flooding. Existing road access to villages should be improved.
- 不反對部分覆蓋元朗明渠。
No objection to the proposed partial decking of Yuen Long Nullah.

根據交通及運輸影響評估的結果，在落實各種道路改善方案和紓緩措施後，元朗南發展將不會帶來不良的交通影響。為盡量減輕對元朗市中心的影響，擬議興建一條從公庵路向東延伸與元朗公路並行的新連接路，直接連接至西鐵元朗站。
Traffic and transport impact assessment has confirmed that, with various road improvement proposals and mitigation measures, the YLS Development will not cause adverse traffic impact. To minimise the impact on Yuen Long town centre, a new slip road running parallel with Yuen Long Highway from Kung Um Road eastwards is proposed to provide a more convenient access to West Rail Yuen Long Station.

根據排水影響評估的結果，在落實紓緩措施後，發展建議在技術上是可行的。此外，擬議興建排水道以解決當地的水浸問題。已預留村落通道及路口以連接元朗南。
Drainage impact assessment has been conducted and concluded that the development proposals are technically feasible with mitigation measures. Drainage channels would be proposed to resolve the local flooding problem. Village accesses and road junctions have been reserved for connection to YLS.

- 受影響的棕地作業經營者關注補償和遷置安排，以及擬議多層樓宇的可行性。
Affected brownfield operators expressed concerns about the compensation and relocation arrangements and the feasibility of the proposed MSBs.
- 一些受影響的農民要求重置/整合其作業及關注復耕安排。
Some affected farmers requested for relocation / consolidation and expressed concerns on the rehabilitation arrangement.

元朗南發展將釋放棕地的發展潛力以應付全港的房屋及其他需要。政府致力改善棕地的土地使用情況，透過探討可行並能善用土地的措施以容納棕地作業。為此，土木工程拓展署已利用洪水橋新發展區作試點，開展在多層樓宇容納棕地作業的可行性研究，研究範圍包括擬建多層樓宇的概念設計、規劃、工程、環境和財務評估，以及探討經營和管理的可能模式。在可行性研究進行期間，政府會諮詢各相關持份者，包括現有經營者、業界代表及地區人士。有關研究預計於2018年內完成。視乎洪水橋新發展區試點的情況，我們會探討以多層樓宇容納元朗南內部分受影響的棕地作業。「建議發展大綱圖」已預留11公頃的土地作此用途。
The YLS Development will release development potential of the brownfield sites to meet the territory's housing and other needs. The Government endeavours to improve utilisation of brownfield sites by exploring feasible and land-efficient measures to accommodate brownfield operations. To this end, the Civil Engineering and Development Department has commissioned feasibility studies on MSBs for accommodating brownfield operations, taking HSK NDA as a pilot case. The studies will cover conceptual design, planning, engineering, environmental and financial assessments, and explore possible mode of operation and management of the proposed MSBs. Relevant stakeholders, including existing operators, trade representatives and locals, will be consulted. The studies are expected to be completed within 2018. Subject to the implementation of the pilot case in HSK NDA, consideration would be given to explore accommodating some affected brownfield operations in YLS in MSBs. The RODP has reserved 11 ha of land for such purpose.

我們已盡量減少對農地的影響和保留位於唐人新村的最大片常耕農地。為協助受影響農戶，政府會積極推行特殊農地復耕計劃，優先協助農戶與有興趣的農地業權人進行配對。
Impact on farmland has been minimised and the largest piece of existing farmland in Tong Yan San Tsuen area has been preserved. To assist the affected farmers, the Government will actively pursue the special agricultural land rehabilitation scheme by providing priority assistance in matching farmers and interested agricultural land owners.

第三階段社區參與後就建議發展大綱草圖的主要修訂

Key Changes to Draft RODP pursuant to Stage 3 CE

優化規劃設計 IMPROVING PLANNING LAYOUT

- 1 改劃「商業」地帶為「其他用途(混合用途)」並擴大其規模，及把學校用地南移
Rezone "C" to "OU(MU)" with larger scale and shift school sites southwards
- 2 擴大「住宅發展第3區」
Enlarge the "R3" zone
- 3 劃設「住宅發展第6區」作村落重置
Introduce "R6" zone for village resite
- 4 擴大和把污水處理廠南移及調整劃設蘆葦床/蓄洪池
Enlarge and shift the sewage treatment works southwards and reconfigure the reedbed/retention pond
- 5 增加「住宅發展第2區(資助房屋)(包括商業用途)」用地及改劃「住宅發展第3區」為「住宅發展第2區(包括商業用途)」
Add a "R2(SSF)c" zone and rezone sites from "R3" to "R2c"
- 6 把「公共房屋 - 租住公屋(包括商業用途)」遷移到山邊及在鄰近低密度住宅地區的土地規劃作已婚人員宿舍和較低密度的住宅發展
Relocate the "RSc" site to hillside and designate site for police married quarters and lower-density housing development near the Low-density Residential Area
- 7 調整道路走線以減少對現有住用構築物的影響
Realign the road to minimise impact on existing domestic structures
- 8 因調整道路走線，重整土地用途
Re-adjust land uses due to road alignment
- 9 重整「就業帶」的地塊
Re-configure land parcels in "Employment Belt"

改善生態及營造可持續環境 ENHANCING ECOLOGY AND CREATING SUSTAINABLE ENVIRONMENT

- 10 擴大「地區休憩用地」和「其他指定用途(山邊河道及觀景單車徑)」，保護鷺鳥林和鷺鳥的飛行路線
Enlarge the "DO" and "OU(Hillside River Corridor with Scenic Cycle Track)" zones for further protection of the egretty and flightlines for the egrets
- 11 延伸「綠化地帶(1)」，覆蓋現有已渠道化的水道，以維持生態完整性及作活化
Extend the "GB(1)" zones to cover the existing channelised watercourses for ecological integrity and revitalisation
- 12 改劃「地區休憩用地」為「地區休憩用地(1)」，意向是保留一些常耕農地
Rezone "DO" to "DO(1)" zone with intention to retain some active farmland

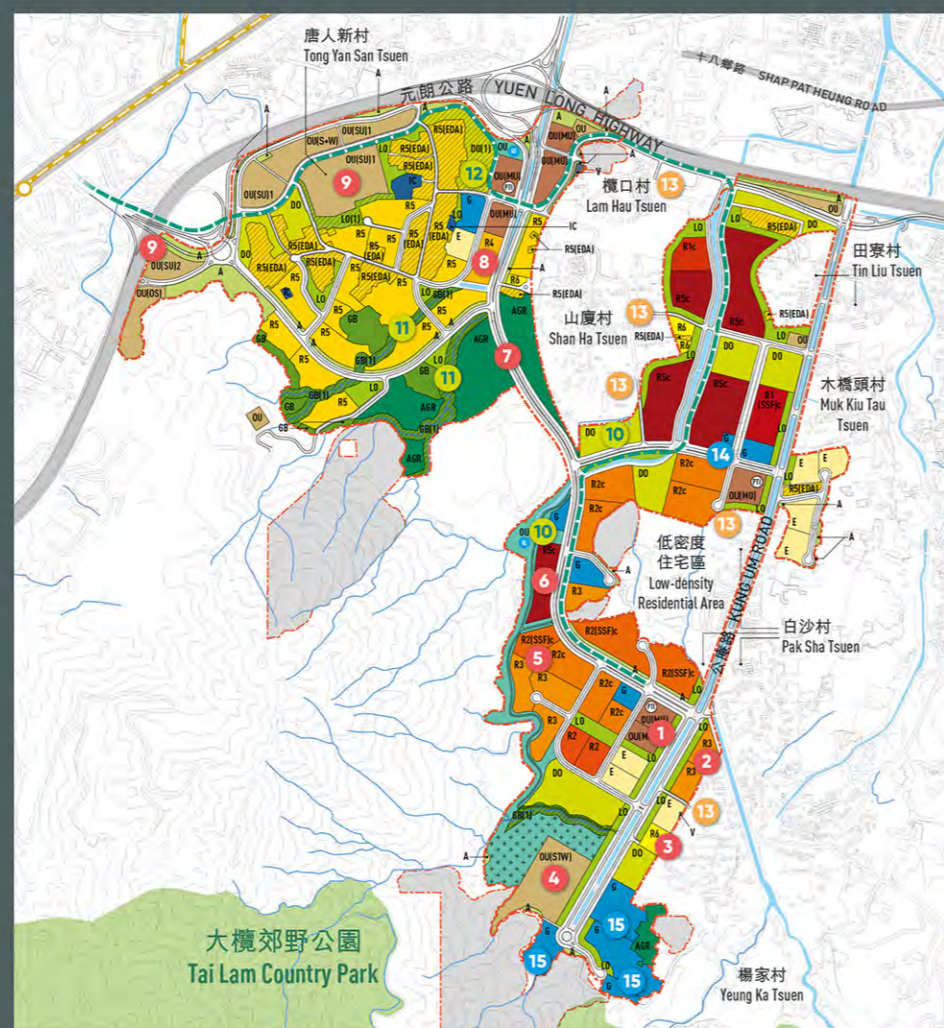
增加連接性及可達性 IMPROVING CONNECTIVITY AND ACCESSIBILITY

- 13 提升村落的道路連接
Upgrade road accesses to villages

優化提供政府、機構或社區設施 REFINING PROVISION OF G/IC FACILITIES

- 14 預留地方作殘疾人士院舍
Reserve space for a Residential Care Home for Persons with Disability
- 15 改劃為「政府」用途，預留用作政府維修中心及郊野公園的配套設施
Rezone to "G" zones reserving for government depots and facilities supporting Country Park

註：一個可能位於中心位置及方便易達的「政府」用地的街市(有待進一步研究)
Note: A possible market at a centrally located and easily accessible "Government" site (subject to further study)



元朗南發展建議發展大綱圖 Yuen Long South Development Recommended Outline Development Plan





元朗南

房屋用地規劃及工程研究
PLANNING AND ENGINEERING STUDY FOR
HOUSING SITES IN YUEN LONG SOUTH



請瀏覽本研究的網頁，參閱更詳盡的資料：

For more information about the Study, please visit:

www.yuenlongsouth.hk

元朗南

房屋用地規劃及工程研究- 勘查研究
PLANNING AND ENGINEERING STUDY FOR
HOUSING SITES IN YUEN LONG SOUTH - INVESTIGATION

建議發展大綱圖 Recommended Outline Development Plan

經洪水橋新發展區連接
至西鐵天水圍站的環保
運輸服務示意走線
(正進一步研究)
Indicative Corridor of EFTS with
Possible Connection to West Rail
TSW Station via the EFTS of the
Hung Shui Kiu New Development
Area (Under Further Study)

洪水橋
新發展區
Hung Shui Kiu
New Development Area

擬建洪水橋站
Proposed
Hung Shui Kiu
Station

天水圍站
Tin Shui Wai Station

屏山
Ping Shan

朗屏站
Long Ping Station

元朗站
Yuen Long Station

元朗公園
Yuen Long Park

元朗新市鎮
Yuen Long New Town

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

唐人新村
Tong Yan San Tsuen

橫口村
Lam Hau Tsuen

元朗公路
YUEN LONG HIGHWAY

青山公路
CASTLE PEAK ROAD

十八鄉
Shap Pat Heung

元朗公路
YUEN LONG HIGHWAY

山廈村
Shan Ha Tsuen

元朗公路
YUEN LONG HIGHWAY

木橋頭村
Muk Kiu Tau Tsuen

田寮村
Tin Liu Tsuen

低密度
住宅區
Low-density
Residential Area

白沙村
Pak Sha Tsuen

大棠
Tai Tong

黃泥墩村
Wong Nai Tun Tsuen

大棠村
Tai Tong Tsuen

楊家村
Yeung Ka Tsuen

馬山(公庵山)
Ma Shan (Kung Um Shan)

(山邊河灘及觀景單車徑)
(Hillside River Corridor with
Scenic Cycle Track)

政府用地(儲備)
Government (Reserve)

政府用地(儲備)計劃用作
政府維修中心(綠色建築設計)
Government (Reserve)
Intended for Government Depots
(with Green Building Design)

政府用地(儲備)計劃用作郊野公園配套設施
Government (Reserve) Intended for
Country Park Supporting Facilities

政府用地(儲備)
Government (Reserve)

政府用地(儲備)
Government (Reserve)

政府用地(儲備)
Government (Reserve)

政府用地(儲備)
Government (Reserve)

政府用地(儲備)
Government (Reserve)

政府用地(儲備)
Government (Reserve)

政府用地(儲備)
Government (Reserve)

政府用地(儲備)
Government (Reserve)

政府用地(儲備)
Government (Reserve)

政府用地(儲備)
Government (Reserve)

政府用地(儲備)
Government (Reserve)

大欖郊野公園
Tai Lam Country Park

土地用途地帶 LAND USE ZONING

- 公共房屋 - 租住公屋(包括商業用途)
Special Residential - Public Rental Housing (with Commercial)
- 住宅發展第一區(資助出售房屋包括商業用途)
Residential - Zone 1 (Subsidised Sale Flats with Commercial)
- 住宅發展第一區(包括商業用途)
Residential - Zone 1 (with Commercial)
- 住宅發展第二區
Residential - Zone 2
- 住宅發展第二區(資助出售房屋包括商業用途)
Residential - Zone 2 (Subsidised Sale Flats with Commercial)
- 住宅發展第二區(包括商業用途)
Residential - Zone 2 (with Commercial)
- 住宅發展第三區
Residential - Zone 3
- 住宅發展第四區
Residential - Zone 4
- 住宅發展第五區
Residential - Zone 5
- 住宅發展第五區(現有發展區)
Residential - Zone 5 (Existing Development Area)
- 住宅發展第六區
Residential - Zone 6
- 其他指定用途(混合發展)
Other Specified Uses (Mixed Use)
- 鄉村式發展
Village Type Development
- 其他指定用途(貯物用途)1
Other Specified Uses (Storage Use)1
- 其他指定用途(貯物用途)2
Other Specified Uses (Storage Use)2
- 其他指定用途(露天貯物)
Other Specified Uses (Open Storage)
- 其他指定用途(貯物及工場用途)
Other Specified Uses (Storage and Workshop Uses)
- 其他指定用途(污水處理廠)
Other Specified Uses (Sewage Treatment Works)
- 其他指定用途
Other Specified Uses
- 其他指定用途(山邊河灘及觀景單車徑)
Other Specified Uses (Hillside River Corridor with Scenic Cycle Track)
- 政府
Government
- 機構或社區
Institution or Community
- 教育
Education
- 地區休憩用地
District Open Space
- 地區休憩用地(1)
District Open Space (1)
- 鄰舍休憩用地
Local Open Space
- 鄰舍休憩用地(1)
Local Open Space (1)
- 美化市容地帶
Amenity
- 農業
Agriculture
- 綠化地帶
Green Belt
- 綠化地帶(1)
Green Belt (1)

圖示 LEGEND

- 發展區
Development Area
- 鄰近發展區的認可墳葬區
Permitted Burial Ground near the Development Area
- 臨街零售
Retail Frontage
- 蘆葦床/蓄洪池
Reedbed/Retention Pond
- 郊野公園
Country Park
- 河道
River Channel
- 主要道路
Key Road
- 發展區內具較高生態價值的河溪
Watercourse of Higher Ecological Value within the Development Area
- 鄰近發展區的自然河溪
Natural Stream near the Development Area
- 環保運輸服務(正進一步研究)
Environmentally Friendly Transport Services (EFTS)
(Under Further Study)
- 擬議道路改善工程(有待進一步研究)
Proposed Road Improvement Works
(Subject to Further Studies)
- 現有輕鐵站
Existing Light Rail Station
- 現有西鐵站
Existing West Rail Station
- + 普通科診所
General Clinic
- + 歷史建築物
Historic Building
- + 社會福利設施
Social Welfare Facility
- + 區消防局及救護站
Divisional Fire Station and Ambulance Depot
- + 幼稚園
Kindergarten
- 小學
Primary School
- 區警署
District Police Station
- 郵局
Post Office
- 擬議街市(有待進一步研究, 包括一個位於中心位置及方便易達的「政府」用地的街市的可能需要)
Proposed Market (Subject to Further Study Including the Possible Need for a Further Market at a Centrally Located and Easily Accessible "Government" Site)
- 單車停放處
Cycle Parking Area
- 社區會堂
Community Hall
- 體育中心
Sports Centre
- 污水抽水站
Sewage Pumping Station
- 電力支站
Electricity Substation
- 垃圾收集站
Refuse Collection Point
- 已婚人員宿舍
Married Quarters
- 配水庫
Service Reservoir
- 擬議公共運輸交匯處
Proposed Public Transport Interchange
- 非建築用地
Non Building Area
- 低矮建築帶
Low Building Area
- 蓄洪湖
Retention Lake
- 蓄洪缸
Retention Tank



Summary of Current Situation of Brownfield Operations in Yuen Long South Development Area¹

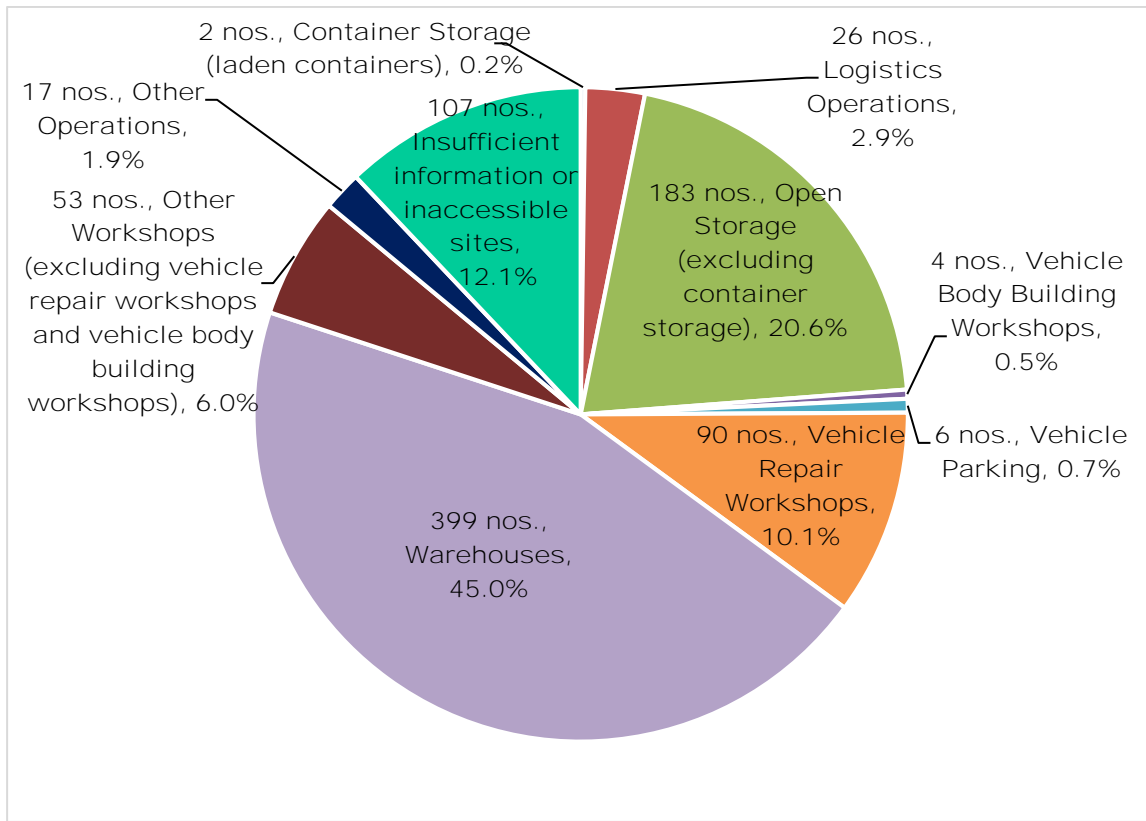
Under the Planning and Engineering Study for Housing Sites in Yuen Long South (YLS) to examine and optimise the potential development of the degraded brownfield land in YLS Development Area, the CEDD invited brownfield operators in YLS Development Area to participate in a questionnaire survey from February to June 2016 to better understand the nature and operation of the brownfield operations concerned.

Number and Estimated Area of Existing Brownfield Sites in YLS Development Area

2. The number of brownfield sites (with 122 vacant sites excluded) in YLS Development Area are estimated to be 887, covering an estimated total area of about 96.6 hectares. The brownfield operations identified in YLS Development Area could be broadly classified into nine main categories. In terms of number of operators, the most common operations were warehouses (45%), open storage (excluding container storage) (21%) and vehicle repair workshops (10%). In terms of area occupied, warehouses occupied the largest area (34.4 ha, 36%), followed by open storage (excluding container storage) (28.0 ha, 29%) and other workshops (excluding vehicle repair workshops and vehicle body building workshops) (7.7 ha, 8%). Please refer to **Figure 1**, **Figure 2** and **Table 1** for details.

¹ The percentages and areas as shown in the Figures and Tables in this Enclosure may not add up to 100% and the total due to rounding up.

**Figure 1: Number of brownfield sites in YLS Development Area
(Total number : 887, excluding 122 vacant sites)**



**Figure 2: Estimated area of brownfield sites in YLS Development Area
(Total area : 96.6 ha, excluding 8.2 ha of vacant sites)**

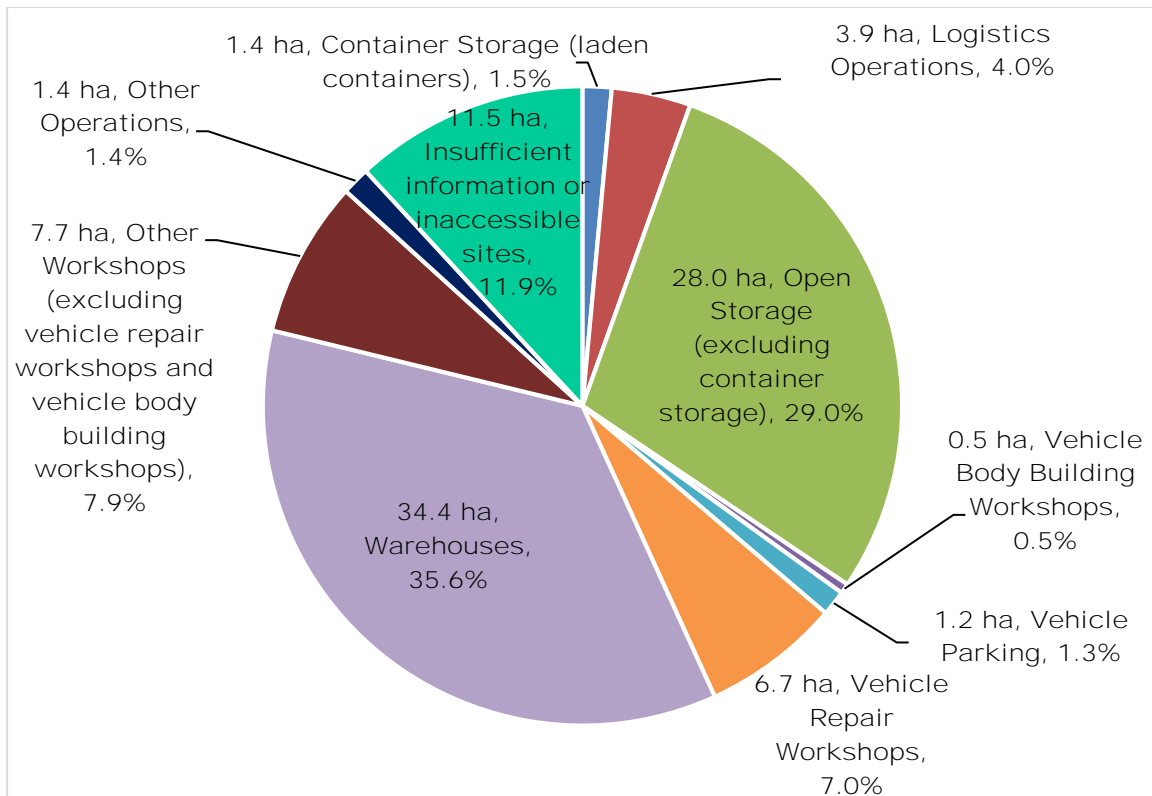


Table 1: Number and estimated area of brownfield sites in YLS Development Area in nine main categories

Main Operation	No. and Estimated Area of Identified Brownfield Sites			
	No. of Sites		Estimated Area	
	No.	%	ha	%
(a) Warehouses	399	45.0%	34.4	35.6%
(b) Open Storage (excluding container storage)	183	20.6%	28.0	29.0%
(c) Vehicle Repair Workshops	90	10.1%	6.7	7.0%
(d) Logistics Operations	26	2.9%	3.9	4.0%
(e) Container Storage (laden containers)	2	0.2%	1.4	1.5%
(f) Vehicle Parking	6	0.7%	1.2	1.3%
(g) Vehicle Body Building Workshops	4	0.5%	0.5	0.5%
(h) Other Workshops (excluding (c) and (g))	53	6.0%	7.7	7.9%
(i) Other Operations ^[Note]	17	1.9%	1.4	1.4%
(j) Insufficient information or inaccessible sites	107	12.1%	11.5	11.9%
Total	887	100%	96.6	100%

Note: Other operations include environmental engineering company, agriculture related industry, etc.

Response Rate

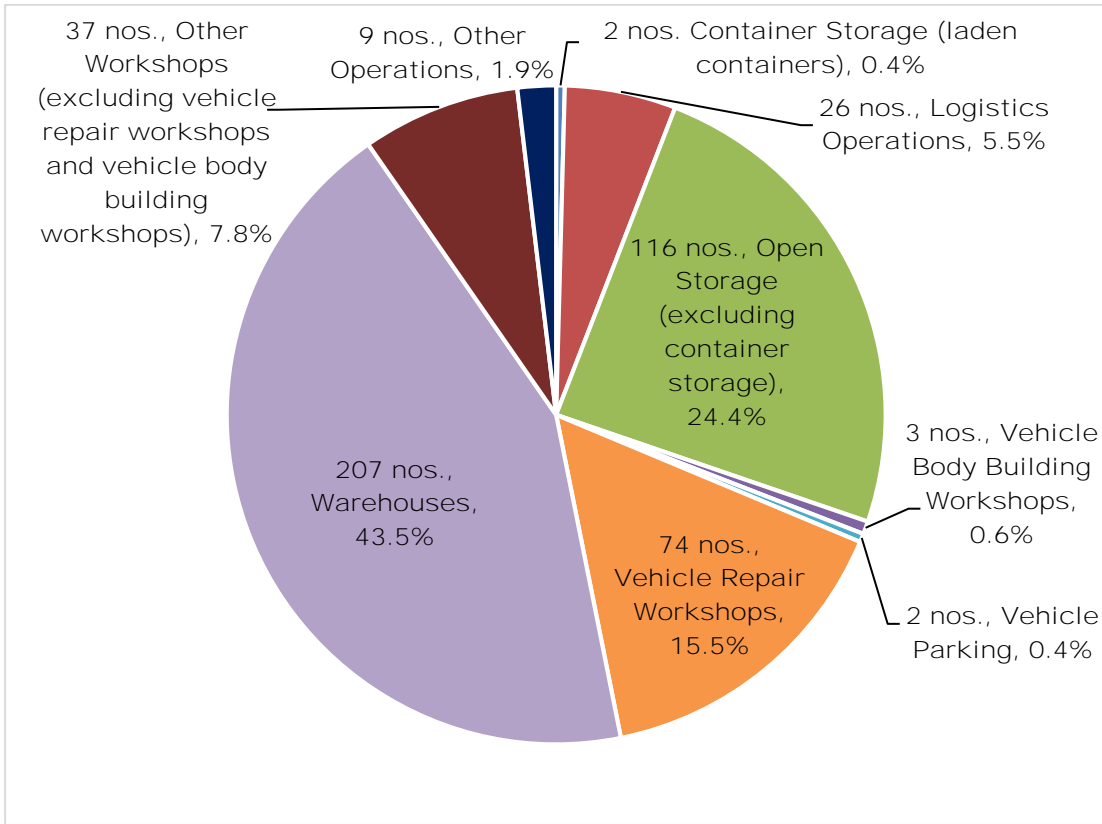
3. The survey successfully interviewed the representatives of 476 brownfield sites covering a total area of about 56 ha, giving a response rate of 54% and 58% in terms of number of brownfield sites and area of brownfield sites respectively. Please refer to **Table 2**, **Figure 3** and **Figure 4** for details.

4. For breakdown in subcategories of the main operations of the interviewed brownfield sites, please refer to **Table 3**.

Table 2: Response rate

	No. of Brownfield Sites	Estimated Area of Brownfield Sites (ha)
Successfully interviewed cases	476	56.3
Unsuccessful cases	411	40.3
Total	887	96.6
Response Rate	54%	58%

**Figure 3: Number of successfully interviewed brownfield sites
(Total number: 476)**



**Figure 4: Estimated area of successfully interviewed brownfield sites
(Total area: 56.3 ha)**

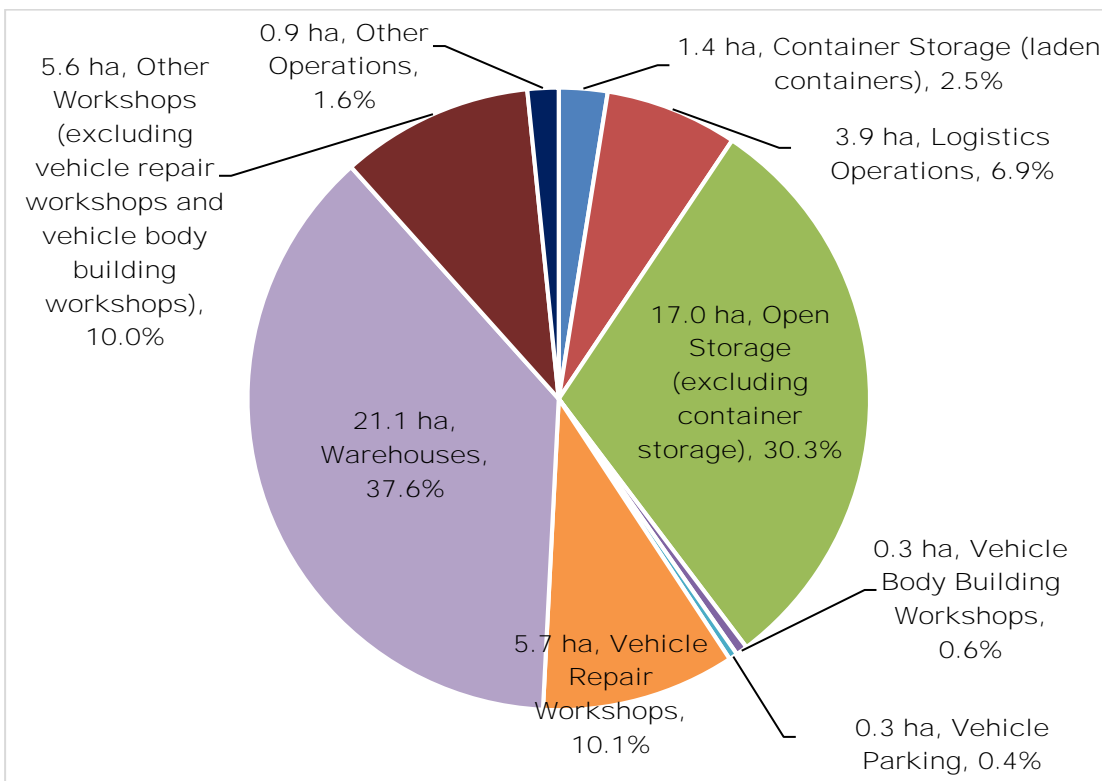


Table 3: Number and estimated area of successfully interviewed brownfield sites in YLS Development Area (with breakdown in subcategories)

Main Operation		No. of Interviewed Brownfield Sites		Estimated Area of Interviewed Brownfield Sites (ha)	
Warehouses	Construction Materials	49	207	6.24	21.13
	Construction Plant/Equipment	6		0.44	
	Dangerous Goods	3		0.20	
	Decoration Supplies	20		1.69	
	Exhibition	30		3.04	
	Food	10		0.90	
	Furniture	13		0.64	
	Others ¹	46		3.79	
	Recycling Materials	18		3.20	
	Vehicles/Vehicle Parts	12		0.99	
Open Storage (excluding container storage)	Construction Materials	52	116	7.59	17.04
	Construction Plant/Equipment	39		4.91	
	Recycling Materials	21		4.01	
	Vehicles/Vehicle Parts	4		0.53	
Vehicle Repair Workshops		74		5.66	
Logistics Operations		26		3.87	
Container Storage (laden containers)		2		1.42	
Vehicle Parking		2		0.25	
Vehicle Body Building Workshops		3		0.34	
Other Workshops (excluding vehicle repair workshops and vehicle body building workshops)	Construction Industry	17	37	2.68	5.63
	Recycling Industry	13		2.17	
	Others ²	7		0.78	
Other Operations ³		9		0.91	
All Operations		476		56.25	

Notes:

¹ Warehouses (others) – daily necessities, toys, household goods and groceries, plastics, electronics

² Other Workshops (others) – foam plastics, machinery plants, fire-protection equipment

³ Other Operations – environmental engineering company, agriculture related industry

Current Rent Level

5. Out of the 476 successfully interviewed brownfield sites in YLS Development Area, 450 respondents (95%) advised that they were tenants. 308 respondents provided information on their monthly rent level. Regarding the average rent per square foot, the lowest was HK\$ 1.34/ft² per month for vehicle parking and the highest was HK\$ 6.54/ft² per month for logistics operations. Please refer to **Table 4** for details.

Table 4: Monthly rent level¹ for some brownfield sites in YLS Development Area (in descending order of average rent)

Main Operation	No. of Sites on Lease	Responded Cases	Minimum Rent (HK\$/ft ²)	Maximum Rent (HK\$/ft ²)	Average Rent (HK\$/ft ²)	Median Rent (HK\$/ft ²)
Logistics Operations	25	12	1.50	21.43	6.54	6.25
Other Operations	8	5	3.33	6.50	4.80	5.00
Warehouses	193	133	0.40	15.00	4.12	3.75
Vehicle Repair Workshops	72	61	0.21	11.50	4.01	3.33
Container Storage (laden containers)	2	2	3.00	4.00	3.50	3.50
Open Storage (excluding container storage)	109	64	0.11	20.00	3.34	2.50
Other Workshops (excluding vehicle repair workshops and vehicle body building workshops)	36	27	0.15	6.67	3.24	3.00
Vehicle Body Building Workshops	3	3	0.20	4.00	2.51	3.33
Vehicle Parking	2	1	1.34	1.34	1.34	1.34
All Operations	450	308	0.11	21.43	3.71	3.56

Note: ¹ Calculated based on the monthly rent provided by the respondents and the area of brownfield sites estimated by aerial photos taken in 2016.

Employment in Brownfield Sites

6. Out of the 476 successfully interviewed brownfield sites in YLS Development Area, 424 respondents provided information on their number of employees. There are 2 618 employees including 2 383 full-time and 235 part-time employees in the responded brownfield sites. Please refer to **Table 5** for details.

Table 5: Number of employees in the responded brownfield sites (in descending order of total number of employees)

Main Operation	No. of Respondents	Total No. of Employees	No. of Full-time Employees	No. of Part-time Employees
Warehouses	181	1 120	964	156
Open Storage (excluding container storage)	98	813	774	39
Other Workshops (excluding vehicle repair workshops and vehicle body building workshops)	36	204	192	12
Logistics Operations	25	199	191	8
Vehicle Repair Workshops	71	188	168	20
Other Operations	7	44	44	0
Container Storage (laden containers)	2	29	29	0
Vehicle Parking	1	11	11	0
Vehicle Body Building Workshops	3	10	10	0
All Operations	424	2 618	2 383	235

Reasons for Choosing the Current Location for Operation

7. The two major reasons for choosing the current location for operation were 1) affordable rent (335 nos., 70%); and 2) sufficiently large working space (320 nos., 67%). Please refer to **Figure 5** for details.

Figure 5: Reasons for Choosing the Current Location for Operation

