

Agreement No. CE 35/2012(CE)



Planning and Engineering Study for

Housing Sites in **Yuen Long South**

INVESTIGATION

Stage 3 Community
Engagement Report

August 2017



Planning Department and Civil
Engineering and Development
Department

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

Stage 3 Community Engagement
Report

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

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

Job number 228228

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Draft Recommended Outline Development Plan – Key Changes

LIST OF ABBREVIATIONS

AGR	“Agriculture” Zone
AQO	Air Quality Objectives
CE	Community Engagement
CEDD	Civil Engineering and Development Department
CYYBTS	Chung Yum Yuen Buddhism and Taoism Society Limited
DIA	Drainage Impact Assessment
DSD	Drainage Services Department
DO	“District Open Space” Zone
EFTS	Environmentally Friendly Transport Services
EGA	Ex-gratia allowances
GB	“Green Belt” Zone
G/IC	Government, Institution or Community
HKPSG	Hong Kong Planning Standards and Guidelines
HOS	Home Ownership Scheme
HSK	Hung Shui Kiu
“IC”	“Institution or Community” Zone
IRC	Indoor Recreation Centre
IV	Indigenous Village
LegCo	Legislative Council
MUDP	Master Urban Design Plan
NDA	New Development Area
NENT	North East New Territories
NWNT	North West New Territories
PDA	Potential Development Area

PlanD	Planning Department
PPF	Person-per-flat
PRH	Public rental housing
PSRC	Ping Shan Rural Committee
RCHE	Residential Care Home for the Elderly
“R1c”	“Residential – Zone 1”
“RSc”	“Special Residential – Public Rental Housing (with Commercial)” Zone
PTI	Public Transport Interchange
OS/RI	Open storage and rural industrial
“OU(MU)”	“Other Specified Uses” annotated “Mixed Uses” Zone
“OU(SU)”	“Other Specified Uses” annotated “Storage Use” Zone
OZP	Outline Zoning Plan
R5(EDA)	“Residential - Zone 5 (Existing Development Area)”
R6	“Residential - Zone 6”
RODP	Recommended Outline Development Plan
SIA	Sewerage Impact Assessment
SPHRC	Shap Pat Heung Rural Committee
STW	Sewage Treatment Works
TYST	Tong Yan San Tsuen
“U”	“Undetermined” Zone
“V”	“Village Type Development” Zone
VE	Village Environ
WRL	West Rail Line
YLDC	Yuen Long District Council
YLS	Yuen Long South

1 INTRODUCTION

1.1 Study Background

- 1.1.1.1 In order to address the demand for land for housing, the Policy Addresses (i.e. from Year 2012 to Year 2015) announced the review of agricultural land in the North District and Yuen Long, which is mainly deserted or being used for industrial and/or temporary storage purposes, as one of the land supply measures. Furthermore, the recent Policy Addresses in Year 2016 and Year 2017 also mentioned the Yuen Long South (YLS) development as a medium and long-term land supply measure.
- 1.1.1.2 In November 2012, the Planning Department (PlanD) and Civil and Engineering Development Department (CEDD) commissioned Ove Arup & Partners Hong Kong Ltd. (the Consultant) to conduct the “Planning and Engineering Study for Housing Sites in Yuen Long South – Investigation” (the Study). The objective is to examine and optimise the development potential of the degraded brownfield land in YLS for housing purposes and other uses with supporting infrastructure and community facilities, and to improve the existing environment.
- 1.1.1.3 The Potential Development Area (PDA) of YLS is located to the south of Yuen Long New Town, and largely bounded by Yuen Long Highway (YLH) and Kung Um Road. To the south is the Tai Lam Country Park. The PDA on the draft Recommended Outline Development Plan (RODP) covers an area of approximately 223 hectares (ha) across two main parts, one in the Tong Yan San Tsuen (TYST) area and the other in the area along Kung Um Road. These are the areas within which sites for housing developments and supporting facilities will be identified.
- 1.1.1.4 The Study comprises four phases, namely the Inception Phase, Option Formulation Phase, Preferred Option Assessment Phase and Recommended Option Finalisation Phase. In order to facilitate public participation at the early stage of the Study and to foster consensus on the study proposals, a three-stage Community Engagement (CE) programme has been formulated for the Study.
- 1.1.1.5 The Stage 1 Community Engagement (CE) was conducted between April and June 2013 to solicit public views on the development opportunities and constraints, the identified key issues relating to the PDA, as well as the aspirations on the vision and guiding principles. Taking into account the public views received, the Preliminary Outline Development Plan (PODP), Preliminary Master Urban Design Plan (MUDP) and Preliminary Landscape Master Plan (LMP) were formulated, and related planning and technical assessments were conducted at the Option Formulation Phase.
- 1.1.1.6 The Stage 2 CE was conducted at the end of the Option Formulation Phase

between May and July 2014 to collect views from the public on the PODP. Findings collected during the Stage 2 CE were taken into consideration for the Preferred Option Assessment Phase, including the refinement of the PODP, Preliminary MUDP, Preliminary LMP and the formulation of the draft RODP and preliminary Layout Plans (LPs). Planning and technical assessments have also been further conducted to confirm the feasibility of the draft RODP, preliminary LPs and associated infrastructure.

- 1.1.1.7 The Stage 3 CE was conducted at the end of the Preferred Option Assessment Phase between January and April 2016 on the draft RODP to brief the public on how the Government has taken into consideration the comments received during the Stage 2 CE in formulating the draft RODP and obtained feedback to facilitate the preparation of LPs and the refinement of proposals.

1.2 Purpose and Structure of this Report

- 1.2.1.1 The purpose of this Report is to summarise the public views received during the Stage 3 CE and set out the responses to these comments. The comments and suggestions received would be considered and served as an input to facilitate the refinement of the draft RODP and the formulation of the RODP where appropriate.

- 1.2.1.2 This Report comprises the following chapters:

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

2 STAGE 3 COMMUNITY ENGAGEMENT

2.1 Objectives

- 2.1.1.1 The Stage 3 CE was conducted between 19 January and 19 April 2016 to solicit views from the public on the draft RODP. A list of the activities undertaken and photos are provided in **Appendix A**. A brief account of the activities undertaken and the key views and comments received in the each activity are summarised below.

2.2 Briefing Sessions/Meetings

- 2.2.1.1 Briefing sessions/meetings were undertaken to solicit the views of the relevant statutory and advisory boards/committees and stakeholders. A total of 33 briefing sessions/meetings as listed in **Table 2-1** were conducted, and a summary of the views and comments received at each of the briefing sessions/meetings are provided below.

Table 2-1: List of Briefing Sessions/ Meetings

Date	Briefing Sessions/ Meetings
20.1.2016 (Wed)	Some Yuen Long District Council Members
25.1.2016 (Mon)	Some Yuen Long District Council Members
26.1.2016 (Tue)	Legislative Council Panel on Development
29.1.2016 (Fri)	Town Planning Board
5.2.2016 (Fri)	Tong Yan San Tsuen Residents
17.2.2016 (Wed)	Shap Pat Heung District Resident Association
19.2.2016 (Fri)	Shap Pat Heung Rural Committee
22.2.2016 (Mon)	Shan Ha Tsuen
23.2.2016 (Tue)	A-Chow Engineering Company Limited
24.2.2016 (Wed)	Ping Shan Rural Committee
1.3.2016 (Tue)	Legislative Council Member (Functional Constituency - Agriculture and Fisheries), Representatives of the Industry and the Affected Livestock Farm Operators
2.3.2016 (Tue)	Yuen Long District Council
6.3.2016 (Sun)	Kam Lan Monastery
6.3.2016 (Sun)	Lam Hau Tsuen
7.3.2016 (Mon)	Legislative Council Member (Functional Constituency - Transport), Representatives of the Industry and Open Storage Operators
7.3.2016 (Mon)	Affected Residents near Sha Tseng Tsuen, Tong Yan San Tsuen
8.3.2016 (Tues)	Wong Nai Tun Tsuen
10.3.2016 (Thu)	A Legislative Council Member and Affected Residents in Shan Ha Tsuen
12.3.2016 (Sat)	Tai Fat Tsuen

Date	Briefing Sessions/ Meetings
14.3.2016 (Mon)	Planning Sub-Committee of the Land and Development Advisory Committee
16.3.2016 (Wed)	A Yuen Long District Council Member
21.3.2016 (Mon)	Some Yuen Long District Council Members
31.3.2016 (Thu)	Village Representatives of Shan Ha Tsuen and Affected Residents of Shan Ha Tsuen
31.3.2016 (Thu)	Village Representatives of Tin Liu Tsuen, Muk Kiu Tau Tsuen, Pak Sha Tsuen, Shui Tsiu San Tsuen
14.4.2016 (Thu)	Chung Yum Yuen Buddhism and Taoism Society Limited
14.4.2016 (Thu)	A Family Member of the Affected Ancestral Hall and Graves
27.4.2016 (Wed)	Affected Residents near Sha Tseng Tsuen, Tong Yan San Tsuen
27.4.2016 (Wed)	General Chamber of Hong Kong Ceramic Tiles and Sanitary Wares Limited
29.4.2016 (Fri)	Kam Lan Monastery
12.5.2016 (Tue)	Operator of the Affected Rehabilitation Dormitory (Joyful House)
17.5.2016 (Tue)	Land Justice League and Affected Residents of Shan Ha Tsuen
20.5.2016 (Fri)	Affected Resident of Lam Hau Tsuen
26.8.2016 (Fri)	Affected Residents of Shan Ha Tsuen

2.2.2 Legislative Council (LegCo) Panel on Development

- 2.2.2.1 The briefing to the LegCo Panel on Development was held on 26 January 2016. A meeting with the LegCo Member (Functional Constituency - Agriculture and Fisheries) with the representatives of the industry and the affected livestock farm operators was held on 1 March 2016. Another meeting with the LegCo Member (Functional Constituency - Transport) with the representatives of the industry and the Open Storage (OS) Operators was held on 7 March 2016. Comments are recorded in the minutes in **Appendix B-3** for the LegCo meeting, and in the gists of meetings at **B-11 and B-15**.

LegCo Panel on Development (26 January 2016)

- 2.2.2.2 Members were concerned about the adequacy of the proposed transport infrastructure to meet the demand of future population and the carrying capacity of the West Rail Line (WRL). They worried the new developments in Hung Shui Kiu (HSK) and YLS would worsen the traffic conditions in Yuen Long. There were also concerns about the connectivity of YLS with other development projects, the form of the Environmentally Friendly Transport Services (EFTS), the effectiveness of partial decking of Yuen Long Nullah in improving traffic and the location of proposed public transport interchange (PTI) near West Rail Yuen Long Station. It was suggested that a pedestrian linkage network within YLS should be developed to allow direct connection between public and private housing

sites.

2.2.2.3 In terms of employment, Members doubted whether the job opportunities of the HSK New Development Area (NDA) and YLS could cater for different employment needs of the future population and whether these job opportunities would be taken up by the local working population. Also, the proposed commercial facilities in YLS were considered inadequate.

2.2.2.4 Members also relayed the concerns of the existing brownfield operators in YLS on the possible high rental costs if their businesses were relocated to the proposed new multi-storey buildings and whether the proposed road network could cope with the traffic growth brought by the logistics industry. Also, they suggested the Government to resume private agricultural land for leasing out to farmers affected by the project for agricultural rehabilitation.

Meeting with LegCo Member (Functional Constituency - Agriculture and Fisheries), Representatives of the Industry and the Affected Livestock Farm Operators (1 March 2016)

2.2.2.5 Regarding the cultivation aspects, it was doubtful about the effectiveness on the matching arrangement of farmers with agricultural land owners due to long waiting list. There was request that relocation arrangements should be provided for the two affected vegetable society/station. They commented that the current policy on relocation of livestock farms should be amended. The operators of livestock farms in YLS requested to continue the business. They worried that the three livestock farms located at the southern end of Kung Um Road, if retained at the existing locations, would generate interface issues and impacts to the residents of the new developments and requested the Government to provide relocation arrangements including relocation sites to all the six affected livestock farms, compensation to the affected operators or to build the relocated farms for them. The trade opined that consolidation of the three pig farms into one farm and the three chicken farms into one farm could be explored. The affected farms should be relocated before implementation.

Meeting with LegCo Member (Functional Constituency - Transport), Representatives of the Industry and Open Storage Operators (7 March 2016)

2.2.2.6 Attendees commented on the inadequate provision of land/floor space in the Employment Belt particularly land for OS, the need to reserve space/land for parking and maintenance of commercial vehicles, and that some operations involving bulky and heavy goods could not be moved to the proposed multi-storey buildings. There were concerns about the implementation and management of the proposed multi-storey buildings and operators' affordability. Development of the multi-storey buildings by the trade was suggested. The Government should study the operational needs of the trade and measures to enhance land utilisation. They opined that land should be reserved for the long-term development of the industry

and local reprovisioning of sites was not required and suggested that land around Liantang/Heung Yuen Wai and Man Kam To boundary control points could be designated for OS and logistics uses.

- 2.2.2.7 Since various development projects including HSK NDA, YLS and Tuen Mun Areas 40 and 46 were under study, there should be review and good coordination amongst these studies, such as the functions and kinds of goods and activities to be targeted for provision in each project.

2.2.3 Town Planning Board (TPB)

- 2.2.3.1 The briefing to the TPB was held on 29 January 2016. Comments are recorded in the minutes in **Appendix B-4**.
- 2.2.3.2 There were concerns about the small area of the Employment Belt to accommodate the existing brownfield operations, the low employment opportunities proposed, the feasibility of the multi-storey buildings to accommodate operations involving bulky and heavy goods and the potential high rental costs.
- 2.2.3.3 Comments about traffic impacts on regional and local levels were raised. Comprehensive assessment should be carried out and improvement works to local roads were suggested.
- 2.2.3.4 There were various comments regarding planning and urban design including further enhancement of the proposed scenic cycle track and its connection to Tai Lam Country Park, provision of pedestrian facilities along the green space network and buffers between existing and proposed developments and the need of partial decking of Yuen Long Nullah.

2.2.4 Tong Yan San Tsuen (TYST) Residents

- 2.2.4.1 A briefing to the residents of TYST was held on 5 February 2016. Comments are recorded in the gist of meeting in **Appendix B-5**.
- 2.2.4.2 The residents of Hong Lok Road welcomed and supported the designation of “Residential – Zone 5(Existing Development Area)” (“R5(EDA)”) zone on the draft RODP to retain the existing residential community along the road. Some commenters supported the designation of Employment Belt which would help improve the living environment in TYST. However, a resident near Sha Tseng Tsuen affected by the “District Open Space” (“DO”) zone and an operator of a factory which was located in the Employment Belt requested not to affect their existing house and factory respectively.
- 2.2.4.3 In terms of traffic and transport, some commenters suggested direct access to HSK NDA and Route 3 should be provided. Some residents questioned about the need of the proposed road network in TYST including those near

Kam Lan Monastery and worried that the proposed roads would induce traffic problem in the area.

- 2.2.4.4 There were also concerns about the implementation of the Employment Belt and the compensation and relocation arrangements for the affected brownfield operations. The affected parties should be reasonably compensated and rehoused/relocated. Some commenters considered that the comprehensive means test should be waived for the relocation of the affected households to public rental housing.

2.2.5 Shap Pat Heung District Resident Association (SPHDRA)

- 2.2.5.1 The briefing to SPHDRA was held on 17 February 2016. Comments are recorded in the gist of meeting in **Appendix B-6**.
- 2.2.5.2 There were concerns about the inadequacy of the proposed multi-storey buildings to accommodate all the affected existing OS operations, which might cause the existing operations to move to greenfield. There was a need of land to accommodate the existing OS operations affected by the HSK NDA, North East New Territories (NENT) NDA and YLS projects. There were requests to use the abandoned agricultural land in Shap Pat Heung for the relocation of the existing OS operations.
- 2.2.5.3 There were suggestions on traffic improvements, such as decking Yuen Long Nullah for improvement of Kung Um Road and Kiu Hing Road from YLH to the area near Wong Nai Tun Tsuen (K66 bus stops), extending the EFTS to villages in the Tai Tong and Wong Nai Tun Tsuen areas and provision of strategic link to urban area.
- 2.2.5.4 All parties including landowners, primary lessees (承租人) and occupiers (secondary lessees), the affected OS operators and households including in Tai Fat Tsuen (大發村) and Loy Fat Tsuen (來發村) should be properly compensated and rehoused/relocated before land resumption and implementation. Compensation, rehousing and relocation should follow the arrangements for the HSK NDA. Comprehensive means test should be waived. The residents were also worried about the eligibility of the affected residents in applying for public/subsidised housing after receiving compensation. Opportunity should be allowed for land owners to cooperate with developers to develop some residential sites.

2.2.6 Shap Pat Heung Rural Committee (SPHRC)

- 2.2.6.1 The briefing to the SPHRC was held on 19 February 2016 and a further briefing with the representatives of Tin Liu Tsuen, Muk Kiu Tau Tsuen, Pak Sha Tsuen, and Shui Tsiu San Tsuen was held on 31 March 2016. Comments are recorded in the minutes in **Appendix B-7** and in the gist of meeting in **B-24** respectively.

SPHRC (19 February 2016)

- 2.2.6.2 There were concerns about the traffic impact as currently Kung Um Road near La Grove was very congested. Also, the proposed PTI near the temporary fresh fish wholesale market was at a remote location. They supported to upgrade Kung Um Road and Kiu Hing Road to standard two-lane roads for one-way circulation. However, they suggested that there should be full decking of the Yuen Long Nullah to Wong Nai Tun Tsuen for traffic improvement and additional investigation on the traffic arrangement in the Study Area, such as Tai Tong Road, should be carried out.
- 2.2.6.3 There were comments/queries about the retention of the pig farms which would generate odour impact, the reasons for the designation of two “DO” zones near Muk Kiu Tau Tsuen which should be rezoned for commercial uses, the need of seven schools, the location of the sewage treatment works (STW) which should be moved to near hillside, the reasons to zone land for “Green Belt” (“GB”) and government depot. They also requested to rezone some of the land in the southern part of the LOHAS Living Planning Area for OS use and to expand the “Village Type Development” (“V”) zones on Outline Zoning Plans (OZPs).
- 2.2.6.4 Members were concerned about land resumption and implementation arrangements. They opined that the comprehensive means test should be exempted and reprovisioning sites for OS should be planned near YLS as the provision in YLS was inadequate and some operations could not be moved to the proposed multi-storey buildings due to heavy machinery. Compensation should also be made to the landowners, the primary lessees and occupiers.

Meeting with Representatives of Tin Liu Tsuen, Muk Kiu Tau Tsuen, Pak Sha Tsuen, and Shui Tsiu San Tsuen (31 March 2016)

- 2.2.6.5 The village representative of Pak Sha Tsuen strongly opposed the locations of the STW and reedbed, and opined that the STW should be located near the new water channel or in cavern. The village representative of Muk Kiu Tau Tsuen suggested more recreation facilities and open space should be provided near the village for the use of villagers and students. There were objections to the retention of the pig farms for environmental reason. Retail facilities should also serve the adjacent villages.
- 2.2.6.6 In general, the representatives appreciated the road improvement works and the revitalisation scheme for Yuen Long Nullah. However, they suggested such improvement works should be extended from Ma Tong Road to Wong Nai Tun Tsuen (near K66 bus stop) for traffic improvement. The representatives also worried the traffic at Kung Um Road would be worsened after the implementation of the YLS project and the existing congestion near La Grove should be resolved. The representative of Tin Liu Tsuen requested the reprovisioning of the crossing near the village to

facilitate villagers' daily travelling needs. There were also concerns about flooding risk to the villages due to the difference in levels between new and existing developments.

- 2.2.6.7 Affected residents should be properly compensated and rehoused. There should be proper compensation and relocation arrangements of the affected OS yards prior to implementation. Abandoned farmland near YLS should be designated for OS use.

2.2.7 Shan Ha Tsuen

- 2.2.7.1 A briefing to Shan Ha Tsuen was held on 22 February 2016 and a further briefing was held on 31 March 2016. Comments are recorded in the gists of meetings in **Appendices B-8 and B-23** respectively.
- 2.2.7.2 For the meeting on 22 February 2016, villagers concerned the air ventilation and visual impacts generated by the surrounding high-rise buildings. They suggested an existing fung shui/view corridor to the east of Shan Ha Tsuen Cheung Ancestral Hall should be retained. The development should not affect the burial grounds/graves of the village.
- 2.2.7.3 Road P1 (renamed as Road D1 on RODP) (the new carriageway) would affect four indigenous villagers' houses and fung shui of the village. The four village houses together with the adjacent three (zoned "Agriculture" ("AGR") on the draft RODP) should be retained. The residents of the four houses would not accept any compensation and rehousing arrangements. The "Special Residential – Public Rental Housing (with Commercial)" ("RSc") zone to the east of the village should be rezoned to "V" for village expansion.
- 2.2.7.4 There were concerns that the existing OS yards of large machineries and construction materials could not be relocated to the proposed multi-storey buildings and the flooding risk to the village. Affected land owners should be compensated fairly and be informed on the resumption timetable and compensation once available.
- 2.2.7.5 For the further briefing on 31 March 2016, residents of Shan Ha Tsuen of the seven houses mentioned in paragraph 2.2.7.3 above reiterated that they would not accept any compensation and rehousing arrangements and requested that all seven village houses should be retained in-situ. The villagers considered that the alignment of Road P1 should be amended to avoid affecting the four village houses, the grave and fung shui of the village, the buffer between the village and the proposed housing development should be expanded and road access for the village should be improved. They strongly opposed against relocating residents from other villages/clans to the "Residential – Zone 6" ("R6") sites adjacent to Shan Ha Tsuen.

2.2.8 A-Chow Engineering Company Limited

- 2.2.8.1 A meeting with the operator of A-Chow Engineering Company Limited in TYST was arranged on 23 February 2016. The operator would like to retain the factory at the existing location and relocation was considered only as a last resort. He opined the proposed multi-storey building was not suitable for his factory for operational reasons and open-air site was required for relocation. Comments are recorded in the gist of meeting in **Appendix B-9**.

2.2.9 Ping Shan Rural Committee (PSRC)

- 2.2.9.1 The briefing to the Ping Shan Rural Committee was held on 24 February 2016. Comments are recorded in the minutes in **Appendix B-10**.
- 2.2.9.2 Members of PSRC were concerned about whether the proposed traffic improvement schemes could accommodate the increased population and the impact to Yuen Long due to HSK NDA and YLS. They also stressed that the current traffic congestion in Yuen Long and near Shan Ha Tsuen and Lam Hau Tsuen should be resolved. Also, the internal and external traffic connections should be improved. The “RSc” and “Residential – Zone 1” (“R1c”) zones should be deleted for village expansion. Road network near Lam Hau Tsuen should be improved, and the village houses of Shan Ha Tsuen should not be affected.
- 2.2.9.3 There were comments suggesting all land should be resumed at the same time before designation of land uses such as for open space, and comprehensive means test should be waived.
- 2.2.9.4 PSRC objected the YLS development and the Chairman requested the Government to address the villagers’ concerns.

2.2.10 Yuen Long District Council (YLDC)

- 2.2.10.1 The briefing to the Town Planning and Development Committee of YLDC was held on 2 March 2016. Four meetings with some YLDC members were held on 20 January, 25 January, 16 March and 21 March 2016 respectively. Comments are recorded in the minutes and the gists of meetings in **Appendices B-1, B-2, B-12, B-21 and B-22** respectively.

YLDC (2 March 2016)

- 2.2.10.2 In general, members supported the development of YLS for providing housing supply. However, they were concerned about the traffic impact and stressed that the traffic network should be improved and infrastructure should be implemented to alleviate the traffic problem and to support the increased population. Various traffic improvements by nullah decking were

proposed and the concerns about the impact of the proposed PTI near West Rail Yuen Long Station to the environment and to the proposed indoor recreation centre (IRC) were raised.

- 2.2.10.3 Members also concerned about the inadequate land reserved for OS use, the feasibility of the proposed multi-storey buildings, the difficulty of accommodating operations with bulky machinery in the multi-storey buildings, inadequate employment opportunities proposed and high development intensities. Members also stressed that recreational and other community facilities including cycle and jogging tracks, schools, rehabilitation facilities, library and wet market should be provided while concerns on the operation mode of wet market were expressed. There were suggestions/requests including to properly compensate and rehouse the affected residents, reserve land in Shap Pat Heung for relocation of OS yards, exempt the comprehensive means test and reserve "R6" zones for rehousing the affected indigenous villagers. Members commented that affected residential estates, local organisations, relevant rural committees, the Traffic and Transport Committee of YLDC and relevant stakeholders should be consulted.

Other Meetings with YLDC Members

- 2.2.10.4 At the meeting on 20 January 2016, there were grave concerns about traffic impact, such as the existing congestion problems particularly near La Grove, Yuen Long Nullah should be decked for traffic improvement and traffic problems should be resolved before implementation. There were also concerns about the sufficiency of the proposed community facilities, the interface of the residential development and the Employment Belt and the implementation and operation arrangements of the proposed multi-storey buildings. Abandoned farmland near YLS should be reserved for the relocation of OS yards. The affected residents and OS operators should be properly compensated, rehoused and relocated, and comprehensive means test should be exempted. Compensation, rehousing and relocation should make reference to those of NENT and HSK NDAs.
- 2.2.10.5 At the meeting on 25 January 2016, there were queries on the adequacy of road and West Rail capacities due to population increase. Other comments raised included inadequate reservation of land of the Employment Belt, the proposed multi-storey buildings were not suitable for relocation of OS yards and possible high rental costs, small job opportunities proposed, insufficient provision of commercial and community facilities and provision of these facilities should tie in with population intake. The commenters asked whether the Government would resume the retained farmland and lease for farming.
- 2.2.10.6 At the meeting on 16 March 2016, there were comments on whether the co-location proposal of the proposed PTI with the proposed IRC would affect the design and provision of facilities of the proposed IRC. There were concerns about the adverse impacts of the PTI to the surrounding residential

developments and the school. Decking of the nullah along Yau Tin East/West Road (攸田東/西路) to the proposed PTI or enhancing the existing PTI at Fung Cheung Road (鳳翔路) rather than the proposed one were suggested.

- 2.2.10.7 At the meeting on 21 March 2016, in terms of planning and urban design, some members considered that residential use in the “Other Specified Uses” annotated “Mixed Uses” (“OU (MU)”) zone was not appropriate due to noise generated from the TYST Interchange. There were suggestions on the adoption of green building design and measures to promote low carbon, incorporation of jogging track along the scenic cycle track, utilisation of underground space/cavern for roads and STW, planning of school villages, the need to reserve land for secondary schools, designation of pedestrian area along Lam Tai East Road and Lam Tai West Road and planting of *Tabebuia* along cycle tracks/roads. There were views that wet markets should be provided and operated by the Food and Environmental Hygiene Department, instead of Link REIT and private developers.
- 2.2.10.8 Members were concerned about the sufficiency of the proposed land designated for OS, storage and workshop uses. There were concerns on transport and traffic such as the capacities of WRL, the proposed new road network and the operation mode of EFTS.

2.2.11 Kam Lan Monastery

- 2.2.11.1 The briefing to the members of Kam Lan Monastery was held on 6 March 2016 and a further briefing was held on 29 April 2016. Comments are recorded in the gist of meeting in **Appendix B-13 and B-29** respectively.
- 2.2.11.2 At the meeting on 6 March 2016, members of Kam Lan Monastery generally supported the YLS project and welcomed the in-situ retention of Kam Lan Monastery on the draft RODP. Members suggested that a heritage trail could be planned by incorporating the local characteristics in YLS and Kam Lan Monastery. Also, it was suggested to provide measures to promote Chinese tradition in the YLS development. The plan should allow expansion of the temple with road access, and improvement of the public transport services to the temple. There were also enquiries about the implementation timetable of the YLS project.
- 2.2.11.3 A further briefing was held on 29 April 2016, members queried the sufficiency of land zoned “Institution or Community” (“IC”) on the draft RODP for the future development for religious institute and asked about the general rationale/consideration of allocating sites for religious institute.

2.2.12 Lam Hau Tsuen

- 2.2.12.1 A meeting with Lam Hau Tsuen was held on 6 March 2016. Comments are recorded in the gist of meetings in **Appendix B-14**.

- 2.2.12.2 There were objections to the “RSc” and the “R1c” zones to the east of the Lam Hau Tsuen on the draft RODP and the land in question should be zoned “V” for compensation of land resumption of the “Village Environ” (“VE”) for the construction of Yuen Long Highway as agreed earlier. Villagers were concerned that the proposed housing development near their village might pose adverse visual and air ventilation impacts.
- 2.2.12.3 They urged that traffic problem should be resolved before the implementation of the YLS project. There were road congestion issues near the village. The nullah along Lam Tai West and East Road should be decked for traffic improvement and the government should resume some land within the village for new access road. An emergency vehicular access (EVA) along the strip of “Local Open Space” (“LO”) zone to the east of Lam Hau Tsuen should be constructed. Affected residents, OS operators and land owners should be compensated and rehoused properly and comprehensive means test should be waived.

2.2.13 Affected Residents near Sha Tseng Tsuen, Tong Yan San Tsuen

- 2.2.13.1 A meeting with the affected residents near Sha Tseng Tsuen was undertaken on 7 March 2016. The affected residents requested to retain their home in-situ which was zoned “DO” on the draft RODP and they did not accept any compensation and rehousing arrangements. The retention of their home would not greatly affect the proposed “DO” zone as the structures were located at the boundary of the zone. They suggested that the proposed EFTS should be realigned to avoid encroaching to their home. Comments are recorded in the gist of meeting in **Appendix B-16**.
- 2.2.13.2 A further briefing was held with the affected residents near Sha Tseng Tsuen on 27 April 2016. There was a portion of the existing domestic structure encroached on the lot owned by the others. They accepted to only retain the remaining portion of domestic structure within their owned lots. Also, they enquired about the implementation arrangements and the development timetable for the YLS project. Comments are recorded in the gist of meeting in **Appendix B-27**.

2.2.14 Wong Nai Tun Tsuen

- 2.2.14.1 A meeting with Wong Nai Tun Tsuen was held on 8 March 2016. Comments are recorded in the gist of meeting in **Appendix B-17**.
- 2.2.14.2 The villagers expressed that the livestock farms should be displaced in particular the pig farms which generated odour and environmental nuisances. The pig waste from the farms was not treated properly before discharge. The villagers did not oppose the proposed STW if it would not cause serious odour. The villagers questioned whether community and facilities and open spaces were adequate with the increased population. In terms of traffic, they commented that there was traffic congestion along

Kung Um Road/Kiu Hing Road particularly at the intersection of Kung Um Road and Lam Hi Road. The villagers suggested the enhancement of the road network to improve the traffic in the vicinity, the provision of cycling network, more car parking spaces and additional road/ EVA to the village for safety reasons.

2.2.15 Affected Residents of Sha Ha Tsuen

- 2.2.15.1 Two briefings were arranged to the affected residents of Shan Ha Tsuen, on 10 March 2016 with a LegCo Member and another briefing on 17 May 2016 with the Land Justice League. Residents of the four village houses affected by Road P1 requested to retain their homes in-situ and they would not accept any compensation and rehousing arrangements. They requested to adjust the alignment of Road P1 by following the river channel along Long Hon Road. Comments are recorded in the gists of meeting in **Appendix B-18** and **Appendix B-31**.
- 2.2.15.2 Another briefing was held on 26 August 2016 with other affected residents of Shan Ha Tsuen regarding the implementation arrangement. Their land was zoned “DO” on the draft RODP. Since the “DO” zone only covered part of their lots, they considered that either the Government resumed whole of their lots or compensated by the government land as suggested. Comments are recorded in the gist of meeting in **Appendix B-33**.

2.2.16 Tai Fat Tsuen

- 2.2.16.1 The briefing session with Tai Fat Tsuen was held on 12 March 2016. Comments are recorded in the gist of meeting in **Appendix B-19**.
- 2.2.16.2 The residents expressed that the households should be properly rehoused before land resumption and implementation and comprehensive means test should be waived. Landowners, primary lessees and occupiers (secondary lessees) should be compensated.

2.2.17 Planning Sub-Committee (PSC) of the Land and Development Advisory Committee (LDAC)

- 2.2.17.1 The briefing to the PSC of LDAC was held on 14 March 2016. Comments are recorded in the gist of meeting in **Appendix B-20**.

The planning of the YLS development and HSK NDA would be complementary. Greater synergy effect, opportunities to promote economic vibrancy, local job diversity and improvement of social development should be taken into consideration. In terms of planning and design, the gateway concept of introducing a green living community with mixed use development in YLS was supported. They agreed with the provision of PTI at each residential community and EFTS, which would promote a walkable

and liveable community. However, the open space network was considered discrete and should be strengthened. There were concerns about the scale and technical feasibility of the proposed multi-storey buildings to accommodate all the affected brownfield operations and to meet their operational needs and suggestion to increase the intensity of developments within 200m catchment area of the PTI in LOHAS Living Planning Area.

- 2.2.17.2 Members generally agreed that good connectivity was essential for the development of YLS. There were queries on the form and the operation of the EFTS, and the connection of YLS with HSK NDA and Tin Shui Wai (TSW). Linking the southern part of YLS with the Tai Lam Country Park should also be explored to encourage more recreational activities. Traffic and transport assessment on the YLS development on the existing road network and transport facilities should be carried out.
- 2.2.17.3 There was a comment considering that the northern section of Yuen Long Nullah should be fully decked. On the other hand, there were comments appreciating the proposed nullah revitalisation which could incorporate green measures and water features.

2.2.18 Chung Yum Yuen Buddhism and Taoism Society Limited (CYYBTS)

- 2.2.18.1 The meeting with the CYYBTS was held on 14 April 2016. Comments are recorded in the gist of meeting in **Appendix B-25**.
- 2.2.18.2 CYYBTS informed that they previously planned to develop a religious institute of their own and an elderly home on the piece of land in TYST owned by them. The CYYBTS would like to explore the feasibility to implement the development scheme by incorporating their proposal of developing their religious institute into the draft RODP.

2.2.19 Affected Ancestral Hall and Graves

- 2.2.19.1 A meeting was arranged on 14 April 2016, with a family member of the ancestral hall and graves at Ma Shan which would be affected by the project. Comments are recorded in the gist of meeting in **Appendix B-26**
- 2.2.19.2 The family member did not support the Employment Belt which affected the land owned by the family. He opined the graves of his ancestors should not be affected. He had no strong view to retain or relocate the ancestor hall but the relocation site should be near the graves. However, some family members requested that the ancestral hall should not be affected as well. He opined that person owned land in the YLS development affected by the project should be allowed to apply for land exchange within the PDA for development, after meeting the specific requirements.

2.2.20 General Chamber of Hong Kong Ceramic Tiles and Sanitary Wares Limited

- 2.2.20.1 The briefing was held with the General Chamber of Hong Kong Ceramic Tiles and Sanitary Wares Limited on 27 April 2016. Comments are recorded in the gist of meeting in **Appendix B-28**.
- 2.2.20.2 The members were highly concerned about the development timetable which would affect their business arrangements as some of the members were the tenants of the OS yards along Kung Um Road. They considered the proposed multi-storey buildings not suitable to meet the operation needs due to the constraints of loading and floor-to-floor height. The reservation of land and space in the Employment Belt could not accommodate all the existing OS yards/warehouses. If there was insufficient space for their use, they might have to close business. They commented that the multi-storey buildings should be built and operated by the Government with reasonable rent and the multi-storey buildings should be built before the implementation of YLS project. Due to the operation requirements, they should have a higher priority for using the ground floor. They further suggested that the Government should have a comprehensive review of the brownfield operations for a sustainable development of the industry.

2.2.21 Operator of the Affected Rehabilitation Dormitory (Joyful House)

- 2.2.21.1 The briefing session was held with the operator of affected rehabilitation dormitory (Joyful House) on 12 May 2016. Comments are recorded in the gist of meeting in **Appendix B-30**.
- 2.2.21.2 The rehabilitation dormitory, which had been in operation at the existing location since 2008, was now accommodating 34 patients who required 24-hours medical care and monitoring services. The operator was willing to relocate but only as a last resort. There was no special requirement for the relocation site but having open-air space for residents for relaxation and doing exercises was preferred. If relocation arrangement within the YLS development area was allowed, the dormitory should be moved in before residents of the housing developments in order to minimise the conflict with future residents.

2.2.22 A Resident of Lam Hau Tsuen

- 2.2.22.1 A site visit with a resident of Lam Hau Tsuen was undertaken on 20 May 2016. He concerned about the potential noise impacts associated with the proposed roads adjacent to his house. He also questioned how the proposed road would be connected to the existing road as it might affect the graves. Comments are recorded in gist of the site visit in **Appendix B-32**.

2.3 Focus Group Meetings

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

Table 2-2: List of Focus Group Meetings

Date	Focus Group Meetings
18.2.2016 (Thu)	Green Groups and Concern Groups
23.2.2016 (Tue)	Local Residents
7.3.2016 (Mon)	Local OS Operators
17.3.2016 (Thu)	Professional Institutes
21.3.2016 (Mon)	Farmers

2.3.2 Green Groups and Concern Groups

- 2.3.2.1 The focus group meeting with the representatives of various green groups and concern groups was held on 18 February 2016. Representatives from the Hong Kong Birds Watching Society, Conservancy Association, Designing Hong Kong Limited, Green Power, Kadoorie Farm and Botanic Garden Corporation, Land Justice League and World Wide Fund For Nature Hong Kong attended the meeting. Comments are recorded in the gist of meeting in **Appendix C-1**.
- 2.3.2.2 There was a comment that the draft RODP was an improvement such as the designation of Green Zone to preserve existing agricultural land. The attendees opined that it was important to maintain the connection between farmland and egrettries identified in the Tai Tong and Pak Sha Tsuen areas. The project should avoid impacts on the habitat of the egrettries and flightlines of ardeids including during implementation. The new watercourse could be the foraging ground for ardeids and could be widened. Besides, some of the existing streams including the channelised streams in the TYST area should be preserved.
- 2.3.2.3 There were suggestions to retain the active farmland in the “DO” zone near the TYST Interchange for incorporation of farming activity in the open space. Rehabilitation could be provided elsewhere such as near YLS or Kwu Tung South depending on the farmers’ preferences. There was comment that existing farmers could not continue farming as the tenancies were terminated by the land owners and enquired if the Government would resume the agricultural land. There were also concerns on Small House development and illegal dumping in the “AGR” zone.
- 2.3.2.4 In terms of traffic aspect, attendees were concerned about the additional

burden to the WRL as a result of the new developments and additional population. The new road network might not be feasible to support the YLS development. Moreover, there were concerns that the proposed multi-storey buildings could not accommodate the existing OS operations and they might need to move to greenfield to continue their business.

2.3.3 Local Residents

- 2.3.3.1 The focus group meeting with the local residents was held on 23 February 2016 with around 60 participants. Comments are recorded in the gist of meeting in **Appendix C-2**.
- 2.3.3.2 In terms of land use planning, there was a comment objecting the locations of the STW and reedbed, and considered that the STW should be moved to area near the proposed hillside river. The residents considered that “R6” zone should be planned at the south of the PDA along Kung Um Road so that the affected villagers could live near the existing community. Moreover, it was suggested that more “DO” zones should be designated close to the four proposed schools near Muk Kiu Tau Tsuen. There were enquires on whether the existing houses in the “R6” zones would be affected.
- 2.3.3.3 In terms of engineering and infrastructure, there were enquiries on whether completed site investigation would provide sufficient data to support the proposed high-rise buildings as only a few holes had been drilled. There was also suggestion to deck Yuen Long Nullah up to Yuen Long New Town.
- 2.3.3.4 Compensation and rehousing and relocation arrangements and timetable for land resumption were the major concerns, including the arrangements for residents living in OS yards, squatters and small houses; exemption of the comprehensive means test and the arrangements for the OS yards and a rehabilitation dormitory. There were comments that large machineries and construction materials could not be relocated to the proposed multi-storey buildings. Moreover, residents raised enquiries about the relocation criteria to the proposed multi-storey buildings. There were requests not to affect the existing domestic structures and a bee farm. A suggestion was made to change the existing policy, allowing compensation for a house of 500 ft² for every affected 1,000 ft² brownfield land. The implementation of YLS should minimise impacts to the surrounding villages.

2.3.4 Local OS Operators

- 2.3.4.1 The focus group meeting with local OS operators was held on 7 March 2016 with the OS operators, representatives from the New Territories OS Operators Association and the Lok Ma Chau China-Hong Kong Freight Association. Comments are recorded in the gist of meeting in **Appendix C-3**.

- 2.3.4.2 In terms of land use planning, there were comments that there were too many planned “DO”, “GB” and “AGR” zones. They opined that as most of the land in the LOHAS Living Planning Area was not used for residential development and only 4,000 flats would be produced, the area should be retained for OS use. Some commented that the proposed building height of the housing development in the middle of the PDA along Kung Um Road was considered too high and it would create wall effect to the surrounding low-rise development.
- 2.3.4.3 It was commented that OS use was very important to the logistics industry and the proposed multi-storey buildings could not accommodate all existing brownfield operators in YLS. Suggestions were made to use the abandoned farmland at Yeung Ka Tsuen for relocation of affected OS operations and to change the zonings of the Employment Belt to “Industrial” zone to allow flexibility. If the affected operations were not relocated properly, they would move to greenfield. There were concerns about the management and maintenance of the proposed multi-storey buildings and the adverse air quality impact caused by the Employment Belt to the residents of Fui Sha Wai.
- 2.3.4.4 In terms of traffic, there were comments that the traffic issue should be addressed, roads should be improved including the direct connection of Kung Um Road to YLH and the current congestion problem at Kung Um Road outside Park Signature should be resolved. Yuen Long Nullah should be decked from Ma Tin Road to Kiu Hing Road near bus stop K66 for road widening and public transport services should be enhanced, particularly the GMB services.
- 2.3.4.5 Compensation and rehousing arrangements of the affected households should be same as those for Kwu Tung North, Fanling North and HSK NDAs and comprehensive means test should be waived. The compensation and relocation arrangements of the affected brownfield operations should be the same as HSK NDA. Land owners, primary lessees and the occupiers (secondary lessees) should be reasonably compensated.

2.3.5 Professional Institutes

- 2.3.5.1 The focus group meeting with members of various professional institutes was held on 17 March 2016. Comments are recorded in the gist of meeting in **Appendix C-4**.
- 2.3.5.2 Attendees commented that the existing brownfield operators abused the land use in YLS. Comprehensive review on the brownfield uses in the whole territory should be conducted to explore the feasible solutions to accommodate the affected brownfield uses in YLS and other NDAs. The multi-storey buildings should also be constructed prior for the relocation of brownfield operations. Some questioned the reasons for the discontinuity of the proposed natural streams (i.e. (“GB(1)”) with ecological importance within the Garden Community Planning Area and the Green Zone.

- 2.3.5.3 Under the known “Enhanced Conventional New Town” approach, the proposed site to be surrendered for land exchange should have an area of not less than 4,000m² and all private lots contained therein should be under the ownership of a single owner or joint venture owners as the applicant. There was concern on the difficulty of owning such a large site by small developers. It was suggested that the government should set up better mechanism to balance the chance of development for developers of different scales.

2.3.6 Farmers

- 2.3.6.1 The focus group meeting with farmers was held on 21 March 2016 and there were around 30 participants. Comments are recorded in the gist of meeting in **Appendix C-5**.
- 2.3.6.2 The operators of pig farms did not object to relocating their farms as they worried that the odour might generate interface issues and cause tension with the residents living nearby. They expressed that the Government should provide sewage treatment for the existing pig farms so that waste could be discharged directly from the pig farms to the proposed STW. In addition, an operator of a bee farm requested to retain the operation in its existing location (i.e. near the proposed roundabout at the southern end of Kung Um Road). Some farmers preferred land resumption, as the cost of renting farmland had been increased a lot in recent years which made farming unprofitable. Nevertheless, some farmers requested that their existing farmland should not be affected. Relocation sites should be provided for the affected vegetable society/station.

2.4 Community Forum

- 2.4.1.1 A community forum was held at the Yuen Long Theatre – Auditorium on 2 April 2016. There were around 400 participants with different backgrounds including local residents, DC and RC members, operators of the OS yards and rural industrial uses, representatives from religious institutions (including Kam Lan Monastery), social organisations and concern groups and the general public. Comments are recorded in the gist in **Appendix D**.
- 2.4.1.2 Diverse views were received in the Community Forum. Commenters concerned about the development intensity, the possibility of retaining of existing village houses in the “R6” zone, inadequate job opportunities proposed and more sites for Government, institution and community (GIC) (such as hospital, education) and commercial uses should be reserved. In-situ preservation of Kam Lan Monastery was supported. There were comments that the pig farms should not be retained because of odour impact. There were also requests not to affect the existing houses and a bee farm.
- 2.4.1.3 OS operators noted that the size of the proposed Employment Belt was not

able to accommodate all existing operations, especially for some operations with bulky and heavy goods that could not be moved to the proposed multi-storey buildings. Land outside but near the PDA in the Shap Pat Heung area should be reserved for relocation of the affected open storage use in YLS.

- 2.4.1.4 Objections were raised as private land, graves and ancestral hall were affected. There were requests that ancestral hall and graves should not be affected.
- 2.4.1.5 Meanwhile, traffic problem should be resolved before implementation particularly the WRL capacity should be improved. Transport network for internal and external connections and public transport services must be improved to meet the demand of the future population. There was concern about the environmental impact of the proposed PTI near West Rail Yuen Long Station. Given that light rail was a main local transport and directly connected to WRL, it should be extended to YLS and enhanced to meet the future local transport demand. Also, a regional cycling network (i.e. New Territories West) provided with resting area, water point and bicycle parking spaces should be established.
- 2.4.1.6 In addition, local stakeholders were generally concerned about the arrangements of compensation, rehousing and relocation, agricultural rehabilitation and timing of land resumption. The affected residents and OS operators should be properly rehoused and relocated before implementation and the comprehensive means test should be exempted. Besides, the process of land resumption should be transparent and fair. In addition, impact on existing residents and the adjacent villagers should be minimised. There were views that resumption should be limited to land required for infrastructure, owners of private land should be allowed to apply land exchange for development in the PDA and subject to meeting the specified criteria for land exchange application.

2.5 Roving Exhibitions

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

2.6 Distribution of Publicity Materials

- 2.6.1.1 Apart from the exhibition panels, Stage 3 CE Digest was prepared and distributed to the public for general reference. Leaflets and posters were also widely despatched to the stakeholders by mail and by hand. Besides,

the Study Webpage was updated on 19 January 2016 to provide convenient public access to obtain relevant publicity and consultation materials, and the details of the community engagement events. The webpage also provides a platform for the public to submit comments.

2.7 *Written Submissions*

- 2.7.1.1 The public was encouraged to provide their comments by post, fax and email or via the electronic comment form on the Study Webpage. There were about 530 written submissions received. An index of the commenters is provided at **Appendix E** and copies of the written submissions are available on the Study Webpage for inspection. The majority of the written submissions were about the two pig farms and the chicken farm located at the southern end of Kung Um Road that they should not be retained and related to Kam Lan Monastery supporting the preservation of the existing temple but requesting reservation of land for the temple's future expansion. There were also submissions supporting the YLS development for housing land supply while some submissions objected the development due to impact on existing uses.
- 2.7.1.2 Other submissions covered different issues. There were supports on the 'Gateway' concept, the overall planning and design framework, guiding principles and the proposed sustainable drainage system. There were comments on the high intensity developments near the adjacent village and low-rise developments, inadequate land reservation and environmental impacts of the Employment Belt. Some commenters questioned the need of "DO" zone, STW, reedbed, schools and government depot in the LOHAS Living Planning Area. In addition, there were requests for provision of more commercial and community facilities such as wet market, hospital, library, etc. Some submissions mentioned that the existing uses and structures should be retained. There were also requests to change the abandoned farmland in Yeung Ka Tsuen to OS use and to expand "V" zones to meet the demand of village houses.
- 2.7.1.3 In terms of infrastructure, the major concerns were about the traffic impact and the inadequacy of road and railway capacities to meet the traffic demand arising from various ongoing development proposals, impacts of the proposed PTI near West Rail Yuen Long Station, access road improvement and the flooding risk to villages. There were comments both supporting decking Yuen Long Nullah for traffic improvement and not decking it for revitalisation
- 2.7.1.4 Some written submissions indicated support on preserving active agricultural land and streams. There were suggestions to enhance measures to protect the egret in Pak Sha Tsuen and preserve streams as far as possible, and to study the integration of the ecological environment with city development for the promotion of sustainable development and biodiversity.

2.7.1.5 Implementation arrangements particularly on compensation, rehousing and relocation of the affected parties remain the key issues. Suitable and reasonable arrangements should be provided to all affected parties before implementation. The comprehensive means test should be exempted. There were concerns on the inadequate land reserved for the Employment Belt and the implementation and feasibility of the proposed multi-storey buildings to accommodate some of the affected brownfield, requests to change the abandoned agricultural land in Yeung Ka Tsuen for OS use and suggestion for the Government to resume the agricultural land for preservation and promotion of community farming.

3 OVERVIEW OF KEY COMMENTS AND RESPONSES

3.1 Overview

- 3.1.1.1 There are supporting comments on the YLS development to release the development potential of the degraded brownfield land for providing more housing and improving the environment. Meanwhile, there are also objections from the affected parties. A variety of comments were received covering aspects on planning and urban design, development intensity, commercial and GIC provisions, employment opportunities, cultural heritage, traffic and transport, sewerage and drainage, environment and ecology, implementation and compensation and rehousing and relocation arrangements. The study team has prepared the RODP, taking into account public comments received. Key changes to the draft RODP are at **Appendix F**.

3.2 Study Objective

Comments

- 3.2.1.1 There were supports towards the study objective to provide land for housing development. However, some noted that it was equally important to provide adequate transport infrastructure, GIC facilities, commercial facilities and job opportunities.

Responses

- 3.2.1.2 Currently, a large area of YLS is occupied by brownfield operations such as OS yards, warehouses, waste recycling yards, vehicle repair and other rural industrial workshops. The haphazard sprawl of these brownfield uses has resulted in an inefficient use of land resource, degradation of the rural environment and industrial/residential (I/R) interface problems. Through consolidation of the brownfield uses, the Study aims to examine the development potential of the brownfield land through consolidation for beneficial uses to meet the territory's housing need and improve the environment.
- 3.2.1.3 The YLS development is located to the immediate south of Yuen Long New Town and southeast of the HSK NDA. Through comprehensive planning and improvement of infrastructure, including the connectivity to Yuen Long New Town, YLS will be developed as a southern extension of Yuen long New Town and served as one of the major sources of land supply to meet the territory's medium to long-term housing needs (i.e. providing 28,500 new flats).

- 3.2.1.4 Comprehensive road, pedestrian and cycling networks have been planned to link YLS with Yuen Long New Town, as well as the HSK NDA. The provision of community facilities has followed the Hong Kong Planning Standard and Guidelines (HKPSG) and advice of relevant government departments. The commercial facilities are planned in the mixed commercial and residential developments, public housing and some private housing developments to serve the future population, and the residents of the existing residential developments and villages within and near the YLS development. The proposed development would create about 10,500 job opportunities.

3.3 Land Use Planning

3.3.1 Proposed Residential Developments

Comments

- 3.3.1.1 There were supports for the guiding principles, planning concept and urban design framework. Diverse views were received regarding the residential development intensity. While some supported a higher density to release land for development, such as to increase the intensity for developments within 200m catchment area of the PTI in the LOHAS Living Planning Area; some supported a lower density to achieve better urban design. In particular, plot ratios of residential zones adjacent to existing villages were considered too high, which might create problems such as wall effect, poor ventilation and view blockage. Also, the building height of the proposed public housing near the existing low-rise developments in the middle of the development area along Kung Um Road was considered too high and would create wall effect. More “non building areas” (“NBAs”) and expanded buffer zones should be planned to ease the impacts.

Responses

- 3.3.1.2 The overall planning and urban design framework has paid careful attention to the existing development characters, air ventilation, view corridors, existing natural and rural features such as the active agricultural land and natural streams, and the water bodies like nullahs and water channels. The overall framework displays the central theme of “integration”, i.e. integration of rural and urban environment through the new elements such as hillside river corridor and open space and through enhancement and preservation of the existing features including nullahs, active farmland and natural streams, and they form part of the urban structure of YLS.
- 3.3.1.3 When considering the plot ratios for different residential zones, consideration has been given to the local character and the existing development intensities. On the draft RODP and RODP, a stepped building height profile and gradation of development intensity has been adopted. The development intensities of the proposed developments in YLS near

Yuen Long New Town are higher with maximum plot ratio of 5. The PR descends southwards to 4 and 2.4 for area near Tai Lam Country Park. This helps provide a harmonious transition of the overall built form from north to south. A lower development intensity is adopted in the TYST area to respect the existing low-density and low-rise residential developments.

- 3.3.1.4 Plot ratios for developments near the PTIs are 5 in the Urban Living Planning Area and 4 in the LOHAS Living Planning Area and the Garden Community Planning Area. On the RODP, plot ratio for the “OU(MU)” zone has been increased from 3.5 to 4, taking the advantage of the convenient locations with the PTIs provided within the sites.
- 3.3.1.5 “LO” zones have been incorporated for leisure and recreational use of the residents along the revitalised Yuen Long Nullah and the boundaries of the existing villages. The width for the “LO” near the villages is about 20m which serves as a buffer between the villages and the proposed housing. Besides, “low building areas” of about 10m in width have also been incorporated in the residential zones, adjoining the existing villages. All these provide a width of 30m for setback of the proposed housing developments from the existing villages.
- 3.3.1.6 Stepped building height profile has been adopted to minimise adverse visual and air ventilation impacts to the existing villages and residential developments. The road alignment in the draft RODP and RODP has taken into account the prevailing wind direction to facilitate the prevailing wind penetrating into the YLS development area. Air Ventilation Assessment is conducted and recommendations of designation of non-building areas have been incorporated in the plan.
- 3.3.1.7 To address the concerns on the possible wall effect, the proposed public housing development with plot ratio 5 located in the middle of the development area along Kung Um Road has been relocated to the hillside next to the proposed hillside river. The police married quarters and a housing site zoned “R3” with plot ratio 2.4 have been planned near the low-rise developments.

3.3.2 Existing Residential Uses and Village Settlements

Comments

- 3.3.2.1 The proposed “R5(EDA)” zones to retain the existing residential clusters was generally welcomed and supported by the public. Some affected residents requested to retain their domestic structures.
- 3.3.2.2 Villagers of adjacent villages generally appreciated that existing “V” zones have not been affected. However, they were of the view that the PDA has enclosed their “V” zones without leaving any expansion area for them to construct village houses to meet their housing need. They opined that the

“V” zones on the OZPs should be expanded. Some villagers proposed designating a fung shui/view corridor from the east of Shan Ha Tsuen Cheung Ancestral Hall on the draft RODP for Fung Shui purpose.

- 3.3.2.3 For Shan Ha Tsuen, four out of the seven village houses were affected by Road P1 on the draft RODP. The residents of the affected four village houses and the other three adjacent village houses requested all seven houses should be retained in-situ. Besides, there were also requests from residents near Sha Tseng Tsuen and in the middle of TYST to retain their existing domestic structures. There were also enquiries on whether existing domestic structures within the “R6” would be affected.

Responses

- 3.3.2.4 We have strived to balance the needs of various land uses when formulating the land use proposals. After review, the plan has been amended to further minimise impacts to existing residential developments as far as possible. Having considered the close tie with the existing established community, the Road P1 has been re-aligned in the RODP to avoid affecting the village houses of Shan Ha Tsuen. The re-aligned Road P1 will not adversely affect the road design and traffic performance. The existing domestic structures in the “R6” zone would not be affected. For other domestic structures that requested for retention, they could not be retained due to conflict with the planned developments including open space, road and residential uses.
- 3.3.2.5 During the formulation of the PODP, draft RODP and RODP, effort has been made to take into account and not to affect the “V” zones on the TYST and Tai Tong OZPs, the village environs (VEs) boundaries for the villages and permitted burial grounds near the PDA. The “V” zones for the adjacent villages of the YLS development on the OZPs are generally encompassing their respective VEs, and there is still land within the “V” zones for Small House development. Through the YLS development, the general living environment of the area would be improved and the existing village communities could also use the newly provided facilities and infrastructure. The view from the Shan Ha Tsuen Cheung Ancestral Hall to the Yuen Long New Town would not be affected by the proposed new developments.

3.3.3 Proposed Open Storage, Storage and workshop Uses

Comments

General

- 3.3.3.1 The establishment of the Employment Belt was appreciated by some commenters, but a considerable amount of comments received concerned the location, sufficiency of land and floor area reserved and feasibility of the proposed multi-storey buildings. A factory operator in TYST requested to retain the factory in-situ.

Proposed Location

- 3.3.3.2 While some commenters applauded the location of the Employment Belt which was strategically positioned next to YLH, operators from Shap Pat Heung and the Shap Pat Heung Rural Committee considered the existing operators along Kung Um Road (which was in Shap Pat Heung) would not move to Employment Belt in Ping Shan Heung as it was in another 'heung'. Villagers of Fui Sha Wai and existing TYST residents concerned about the potential I/R interface issue.

Proposed Scale

- 3.3.3.3 In terms of size, it was considered that the provided area could not accommodate all existing operations and more land should be reserved for OS use, including parking and maintenance of commercial vehicles in both YLS and HSK NDA. Shap Pat Heung Rural Committee and the stakeholders requested for reservation of abandoned farmland near the YLS development in Yeung Ka Tsuen of Shap Pat Heung for the relocation of the affected operators. For the reprovisioned sites, there were other views that local reprovisioning was not required, and sites should not be close to residential neighbourhood and they should be served by vehicular access. Suggestions were made on the relocation sites near the Liantang/Heung Yuen Wai and Man Kam To Boundary Control Points for the long-term development of the industry.

Building Design

- 3.3.3.4 Despite the fact that the proposed multi-storey buildings were commended by some, there are people considered that they would be unsuitable for some operations that involved the storage of large machineries and heavy materials (such as the construction equipments and materials) and open-air sites were required.

Responses

- 3.3.3.5 The YLS development would affect about 100 ha of brownfield land. As stated in the above, the current mode of operation of the brownfield uses has resulted in inefficient use of land resource, degradation of the rural environment and I/R interface problems. Through consolidation of the brownfield uses, the development potential of the degraded brownfield land could be released for beneficial uses to meet the territory's housing need. Besides, the living environment could be improved through comprehensive planning and enhanced infrastructure. Many of these brownfield sites involve economic activities contributing to local economy and local employment. In view of this, land has been reserved in the RODP for OS, storage and workshops and designated as Employment Belt having an area of about 11 ha. The Employment Belt is close to YLH to facilitate easy accessibility of freight traffic to YLH with the designed road system under

the YLS project. Without travelling through the residential neighbourhood, problems arisen from I/R interface such as noise and air pollution from goods vehicles could be avoided.

- 3.3.3.6 When considering the land area for the OS, storage and workshop uses in the PDA, balance has to be struck between different competing uses given the limited land resources. Considerations have been taken into account by reserving land for housing and other supporting infrastructure, community and commercial uses and the retained well-established residential communities with the PDA. On the PODP, draft RODP and RODP, open space and amenity areas are reserved for public enjoyment. These provisions along the southern edge of the Employment Belt could also serve as buffer to residential developments. Besides, “Other Specified Uses” annotated “Storage Use (1)” (“OU(SU)1”) zone is designated at the southern part of the Employment Belt where only warehouses and logistics centres are allowed without industrial operations. Technical assessments including environmental, visual impact and air ventilation have been conducted for the RODP and the results indicate that the Employment Belt would not have any insurmountable problems with appropriate mitigation measures.
- 3.3.3.7 There is active and abandoned agricultural land in the Yeung Ka Tsuen area and Tai Lam Country Park is located to its south. Locating OS use in the suggested locations in Yeung Ka Tsuen is considered incompatible taking account of the existing general rural character, the impact to the agricultural land and the country park. In addition, freight traffic would have to travel through the new and existing residential neighbourhoods before entering YLH and this would bring nuisance to the residential communities.
- 3.3.3.8 The factory in the TYST area could not be retained as the involved land is planned for the proposed multi-storey buildings. A questionnaire survey on the brownfield operations in YLS had been conducted to collect more detailed information on the existing mode of operations. Besides, the Government has commenced studies on the feasibility of multi-storey buildings, which will provide an analysis of the survey findings, for accommodation of some of the affected brownfield operations.

3.3.4 Proposed Commercial Uses

Comments

- 3.3.4.1 The provision of street-level commercial activities was generally supported. Some considered that the provision of retail facilities was insufficient for the anticipated population increase, particularly in the TYST area and the northern part of the development area along Kung Um Road. More land should be reserved for retail facilities and zoned “Commercial” (“C”). The provision of retail facilities should also cater the need of the villages. There were also comments that the employment opportunities were inadequate.

Responses

- 3.3.4.2 The YLS development area is not served by railway directly. The overall planning intention for YLS is for the creation of a community as an extension of Yuen Long New Town with balanced development comprising public and private housing, commercial/retail uses and GIC facilities and open space, to support new population and the adjacent existing communities. Having considered the commercial uses in YLS are primarily serving the future and existing population, the “C” zone in the LOHA Living Planning Area on the draft RODP has been rezoned to “OU(MU)” and the scale of the “OU(MU)” zone has been enlarged. In addition to the “OU(MU)” zone, commercial space has been also reserved in all the public housing sites, private housing sites with plot ratios of 4 and 5. The provision of retail facilities would cater the need of both future residents of YLS and existing residents and villagers.
- 3.3.4.3 The RODP will provide about 10,500 employment opportunities. The HSK NDA will provide about 150,000 new employment opportunities which span across a wide spectrum of sectors and cater for labour force of different educational attributes and skills. These provide employment opportunities not only for residents of the HSK NDA, but also for YLS. Roads and public transport services would be planned for convenient connection between YLS and the HSK NDA for travelling between the two developments.

3.3.5 Proposed GIC Facilities and Utility Installations

Comments

- 3.3.5.1 Commenters were generally concerned about the insufficiency of the proposed GIC facilities coping with the existing and future population. More GIC facilities (such as wet market, hospital, clinic, library, secondary school, football pitch and basketball courts and swimming pool) should be provided for the increased population. There were comments requesting for wet markets which were not operated by Link REIT and private sector.
- 3.3.5.2 The operator of an affected rehabilitation dormitory requested for relocation of site/premises.
- 3.3.5.3 Local cultural and historical qualities should be captured for developing local tourism. The land reserved for “IC” use was inadequate. Kam Lan Monastery welcomed the “IC” zone which retains the existing temple and requested for reservation of site for its future expansion. A heritage trail could be planned by incorporating the local characteristics in YLS and Kam Lan Monastery. The plan should also incorporate measures to promote the Chinese tradition and culture of promoting good health. Kam Lan Monastery should be developed into a key node of ‘health tourism’. Besides, CYYBTS expressed the intention to develop a religious institute of its own and to provide elderly facilities on its own land. Some members of the

institute welcomed the zones on the draft RODP.

- 3.3.5.4 More open space should be designated close to the four proposed schools near Muk Kiu Tau Tsuen. Also, the linkage between Tai Lam Country Park and the development area should be strengthened. There was comment that the open space network appeared discrete and should be strengthened.
- 3.3.5.5 Some commenters opined that the STW should be relocated to near the proposed hillside river or in cavern. Also, the open space, green belt and reedbed in the LOHAS Living Planning Area did not make the best use of land development potential for housing need.

Responses

- 3.3.5.6 With reference to the planned population of YLS and the HKPSG and the advice of relevant bureaux and departments, a range of GIC facilities has already been included in the PODP, the draft RODP and RODP to support the future population as well as to serve the existing residents and villagers. These include nursery classes and kindergartens, primary schools, a sports centre, community hall, clinic, markets (subject further study), refuse collection points, police station, fire station cum ambulance depot, post office and social welfare facilities.
- 3.3.5.7 Regarding medical facilities, in order to ensure that the medical needs of the community are met, the Hospital Authority (HA) regularly reviews the service capacity and physical conditions of its healthcare facilities for planning the redevelopment/expansion of existing hospitals and the development of new hospitals. The completion of the hospital in TSW, which provides 300 beds in-patient and day-patient services, has already started operation by phase since January 2017. In anticipation of significant growth in demand for healthcare services in the New Territories region as a result of the rapid population growth and ageing in the Tuen Mun and Yuen Long districts, the HA intends to expand the capacity of the Tin Shui Wai Hospital in the long run to address the demand in the area. In addition, to accommodate future demand for medical facilities in NWNT, land has been allocated in the HSK NDA for development of a hospital and two clinics, which will operate in coordination with the hospitals in the New Territories West Cluster in serving the residents of HSK, TSW, Yuen Long, Tuen Mun, and the YLS development.
- 3.3.5.8 For the comments requesting the provision of public library, sports ground, swimming pool and additional sports centre in YLS, these facilities are provided in other areas of Yuen Long district to serve the district including the YLS development. In terms of secondary school, there is a surplus of secondary school places in Yuen Long and Tuen Mun at district level. As such, reservation of land for secondary school in YLS is not required.
- 3.3.5.9 On the RODP, a market has been reserved in public housing site (subject to

further study). Besides, the possible need for a further market at centrally located and easily accessible “Government” (“G”) site would be further studied. Space has been reserved at the “G” site planned for a clinic and a Residential Care Home for Persons with Disabilities.

- 3.3.5.10 The land reserved for ‘IC’ use on the draft RODP and RODP is to reflect the existing religious institutes and is considered appropriate. For the future development of religious institutes, the relevant institutes could submit the development proposals and the existing planning mechanism allows the flexibility for the concerned parties/organisation to apply related uses through planning application and relevant procedures. A possible heritage trail in the YLS development connecting the three existing religious institute and the Shan Ha Tsuen Ancestral Hall has been designed along the amenity footpaths. The trail can also reach the Green Zone where the largest piece of contiguous active farmland is preserved for appreciation of both the religious heritage and rural landscape of the area.
- 3.3.5.11 The open space system is characterized by providing district open space in each of the three residential Planning Areas and they are linked up by local open spaces and green space in various forms such as the preserved active farmland and the planting along the new hillside river. The open space system runs through the whole development area, linking up the five Planning Areas and the adjoining villages. The open space can be reached with appropriate distance for all patrons including the future residents of YLS, existing residents and villagers in the vicinity and students to access and enjoy. The linkage between Tai Lam Country Park and the development area has been strengthened by improving the road and pedestrian network at the southern part of the development area along the Kung Um Road. Besides, a “G” site has been reserved at the southern end of Kung Um Road to provide supporting facilities for the Tai Lam Country Park, such as parking and public convenience.
- 3.3.5.12 In the LOHAS Living Planning Area, open space is to serve the future YLS population and the villagers located to the east of Kung Um Road, while the “GB(1)” zone is to preserve the existing natural streams having higher ecological value. The STW has been relocated from the north as shown on the PODP to respond the villagers’ views expressed during CE2 and the reedbed is part of the blue-green infrastructure of the drainage system to further polish treated sewage effluent from the STW for non-potable water supply. All these community facilities and utilities form part of the new town extension to support the planned population and for creation of a sustainable and green liveable community.

3.3.6 Proposed Agricultural Uses

Comments

Farmland

- 3.3.6.1 While some supported the preservation of active agricultural land and suggested providing further facilities and protection measures to support agricultural industry, some considered that farming activities and rehabilitation were outdated and were not required.
- 3.3.6.2 Green groups opined that the affected agricultural land within the area zoned “DO” near the TYST Interchange on the draft RODP should be retained. They also concerned about Small House development and illegal dumping in the “AGR” zone. Also, an existing bee farm operator requested to retain the operation in its existing location due to the existing habitat required for bee farming.

Livestock Farms

- 3.3.6.3 Operators of existing livestock farms expressed strong desire to continue their businesses and willingness of relocation, as the operators worried that the odour might generate interface issues and cause tension with the future residents. The trade and the operators requested that the government should provide relocation arrangements including relocation sites to all the six affected livestock farms and consolidation arrangement could be explored. There was a comment that a designated area with suitable sewage treatment facilities in YLS could be planned for the livestock farms if the farms could be retained in YLS.
- 3.3.6.4 However, 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 mainly due to the odour and environmental impacts. They opined the livestock farms would pose environment nuisances to the surrounding residential developments.

Responses

- 3.3.6.5 On the PODP, draft RODP and RODP, the largest piece of active agricultural land in the southern part of the TYST area has been retained and zoned as “AGR” in view of its vast size and its status as an actively cultivated farmland. As the area south of the TYST Interchange is located next to the proposed main road, the area should be better utilised for providing commercial, public (such as open space) and transport facilities (such as parking facilities for bikes and other public transport services). With enhanced accessibility and convenient location, the location is planned as the ‘gateway’ of YLS. In response to the comments received during CE3, the “DO” near the TYST Interchange has been rezoned to “DO(1)” on the RODP with the intention of promoting community farm through retention of some active agricultural land. The design, implementation and management would be explored at the next stage.
- 3.3.6.6 While the two pig farms and the chicken farm located at the southern end of Kung Um Road was zoned “AGR” on the draft RODP, their retention is

subject to detailed assessment. Since no feasible and implementable environmental mitigation measures could be identified to resolve the odour from the pig farms and to address the adjacent villagers' grave concerns, the two pig farms would have to be removed and are rezoned to "G" on the RODP for government depot and for country park supporting facilities such as carparking, public convenience and visitor centre. Based on the odour assessment, the chicken farm could be retained without mitigation measure with buffer reserved in the plan. The area of the bee farm has been designated for road, open space and government depot uses and hence could not be retained. Environment Impact Assessment confirmed that the retention of the chicken farm without on-site mitigation measures would not impose adverse environment impact to the surroundings.

3.3.7 Environment and Ecology

Comments

- 3.3.7.1 Some commenters said that the development should ensure no net increase in pollution load to Deep Bay and prevent water quality of Deep Bay from being adversely affected. There were concerns on the potential loss of other natural or semi-natural streams as a result of the proposed developments. Some enquired about the impacts of the new watercourse on the preserved natural stream at LOHAS Living Planning Area. There were comments that some of the existing streams in the TYST area should also be preserved and incorporated into the detailed landscape plan from ecological and continuity perspectives.
- 3.3.7.2 It was important to maintain the connection between farmland and the egrettries identified in the Tai Tong and Pak Sha Tsuen areas. Attention should be paid to the newly identified egrettry of Pak Sha Tsuen which is located adjacent to a proposed high-density residential development zone. The plot ratio should be reduced to minimise impact to the egrettry. There were enquiries whether watercourses were closely associated with ardeids. The new watercourse could be the feeding ground for ardeids. More trees should be planted along the new watercourse to enhance its ecological value.
- 3.3.7.3 Some concerned that the proposed two NBAs were insufficient to protect the flightlines of the nesting ardeids in Pak Sha Tsuen. The feasibility of boundary adjustment and rezoning some area into "Conservation Area" zone should also be examined along with the feasibility for incorporation of farming activity in the open space.

Responses

- 3.3.7.4 The EIA under EIAO has been conducted to meet the Air Quality Objectives (AQO). In addition, there would be no net increase in pollution load to Deep Bay as concluded from the Sewerage Impact Assessment

(SIA).

- 3.3.7.5 Regarding the natural streams, the “GB(1)” zone has been introduced to the draft RODP to cover the streams with buffer areas where several species of conservation concern (including the fish *Small Snakehead* and the endemic crab *Somanniathelphusa zanklon* only found in Hong Kong) have been found for preservation due to their higher ecological value. The zone would protect the streams and the habitats for wildlife from unauthorised developments and illegal dumping, while providing flexibility to the TPB to scrutinize developments under the planning permission system. The “GB(1)” zones have been extended on the RODP to cover channelised watercourses in the TYST area located downstream of a natural stream for ecological reason and revitalisation. In the extended “GB(1)” zones, the channelised watercourses have good water quality originating from clean upstream sections and has a relatively natural stream beds with good coverage of in-channel vegetation, providing cover and feeding opportunities for aquatic fauna. Species of conservation identified in upper sections can also be found in the channelised watercourses. A short section of one of the streams will be diverted to the Yuen Long (West) Nullah by maintaining connectivity with the main watercourse and this is subject to drainage impact assessment and corresponding widening works to the nullah may be needed..
- 3.3.7.6 An ecological study on the egrettries including a new small one identified to the west of Pak Sha Tsuen and the one in Tai Tong has been conducted as part of the EIA. In view of the separation distance between the new small egrettry and the nearby proposed residential zones, direct significant ecological impact to breeding ardeids is not anticipated. To enhance the protection of ardeids’ flightlines in Pak Sha Tsuen, the “DO” zone south of Sha Ha Tsuen and the “OU(Hillside River Corridor with Scenic Cycle Track)” have been expanded and another “DO” zone in the north of the egrettry has been introduced on the RODP to create an open-air area leading to the agricultural land in the “AGR” zone in TYST. The hillside river corridor, retention lake, enhanced nullahs and reedbed could be new foraging grounds for ardeids. The EIA has been conducted and mitigation measures have been recommended to confirm the environmental acceptability of the development proposals, in compliance with the statutory requirements under the EIAO.

3.3.8 Affected Graves and Ancestral Hall

Comments

- 3.3.8.1 There were comments objecting to the YLS development since the ancestral hall and graves of a family would be affected. There were requests to retain the ancestral hall and family graves in situ.
- 3.3.8.2 Village Representative of Fui Sha Wai expressed concern about the impact of the Employment Belt to the grave(s) of the village located to the

immediate south of YLH. Sha Ha Tsuen was concerned about one of the significant graves of the village affected by Road P1 on the draft RODP. The villagers opined that the graves should not be affected.

Responses

- 3.3.8.3 As regard to the ancestral hall and the graves of the family, the ancestral hall falls within the “OU(SU)2” zone that is planned for multi-storey building to accommodate some of the affected brownfield operations in YLS and hence could not be retained. The three graves fall within the area zoned “Amenity” for slope works for the proposed road. The retention of graves would be subject to further study.
- 3.3.8.4 After review, road alignments have been adjusted and the graves of Fui Sha Wai and Shan Ha Tsuen would be retained. The realignment of roads is technically feasible and would not affect the performance of the roads.

3.4 Infrastructure

3.4.1 Transport and Traffic

Comments

General

- 3.4.1.1 There were grave concerns on the transport and traffic conditions. There were concerns about whether the WRL could accommodate the increasing population with various proposed developments even after the enhancement of signal system as the WRL had been very crowded. Besides, the traffic congestion along Kung Um Road was widely discussed by local stakeholders. There were strong requests from local stakeholders that the existing traffic problems should be addressed before implementation of YLS.

Proposed Road Network

- 3.4.1.2 Road network towards and within Yuen Long New Town should also be expanded and improved to accommodate the accumulative impact of future urban developments in Yuen Long. The capacity of cross-district traffic networks, especially YLH, should also be considered. The concentration of high-density residential buildings along Kung Um Road (both existing and in future) would worsen the traffic condition of Kung Um Road. Local stakeholders were very concerned about the congestion at the junction near La Grove/Park Signature and other local village roads.
- 3.4.1.3 Noting that the partial decking proposal of Yuen Long Nullah could upgrade Kung Um Road and Kiu Hing Road to a standard two-lane roads

for one-way circulation, there were requests to extend the upgrading works to Ma Tong Road in the north and to Wong Nai Tun Tsuen in the south to improve the existing congested traffic conditions particularly the section of Kung Um Road near La Grove/Park Signature. Some suggested a direct connection of Kung Um Road to YLH in order to ease the congestion at Kung Um Road outside Park Signature. Some commenters suggested the proposed road network in the TYST area should be reviewed.

- 3.4.1.4 The proposed road along YLH would bring more traffic to the highway and to the West Rail Yuen Long Station. The proposed new road junctions connecting the Shan Ha Tsuen from Lam Tai East/West Road might encroach on the land for house development and should be amended.

Proposed Upgrading of Road Accesses to Villages

- 3.4.1.5 There were comments suggesting upgrading village accesses in the vicinity of the existing villages including Shan Ha Tsuen, Lam Hau Tsuen, Wong Nai Tun Tsuen and Pak Sha Tsuen.

Proposed Public Transport Network

- 3.4.1.6 In general, more public transport facilities should be provided. Public transport services should be enhanced particularly the green minibuses services. The proposed EFTS was also widely supported but diverse views were received regarding its mode and alignment. Some commenters worried the EFTS might worsen the traffic flow.
- 3.4.1.7 There were concerns about the adverse impacts of the proposed PTI near the West Rail Yuen Long Station to the surrounding residential developments and students' safety during operation. The PTI might affect the design and provision of facilities in the proposed IRC. Furthermore, a DC member proposed to enhance the existing PTI at Fung Cheung Road with decking of the nullah along Yau Tin East and West Road for traffic to the PTI.

Proposed Pedestrian and Cycling Network

- 3.4.1.8 The proposed pedestrian and cycling network, including scenic cycle track, was generally supported by the local stakeholders. Some commenters concerned the connection to the existing pedestrian and cycling network outside the PDA and the possibility to extend the road improvement works to the peripheral area outside PDA such as Tai Tong Road, Ma Tin Road and Ma Tong Road. A commenter also proposed designating pedestrian area along Lam Tai East Road and Lam Tai West Road. Besides, Tin Liu Tsuen requested to re-provide a crossing across Yuen Long Nullah near the village. There is a suggestion of providing more car parking spaces near Tin Liu Tsuen. Construction of an elevated walkway from the West Rail Long Ping Station to YLS was also suggested.

Responses

- 3.4.1.9 The grave concerns on traffic and transport issues are noted. The Government will timely provide new strategic highway infrastructure connecting the HSK NDA to urban area and Tuen Mun to cope with the increased traffic demand arising from the implementation of the proposed development projects in the NWNT. For WRL, MTRCL has progressively introduced 8-car trains to the WRL since early 2016, it is estimated that the “East-West Corridor” (including the existing WRL) can ultimately reach an hourly frequency of 28 at each direction, with 8-car trains. On this basis, the carrying capacity will increase 60% over the situation in 2015 that 7-car trains operating at an hourly frequency of about 20 at each direction. The MTRCL is enhancing its services. The measures include better platform management to ensure more even distribution of passengers at platforms or on trains and smoother passenger flow in order to increase the efficiency of train operation; increasing the train frequency when necessary at peak hours as far as possible, in order to cope with the overall demands of the passengers. For long term planning, the government will timely bid for resources and commence studies for improving the carrying capacity of the railways in NWNT beyond 2031. They include studies on enhancing or improving the existing railway lines, or even the feasibility of constructing new railways, to cope with the new traffic demands.
- 3.4.1.10 The location of the proposed PTI near the West Rail Yuen Long Station in Yuen Ching Road will be maintained since the PTI at Fung Cheung Road is further away from the West Rail Yuen Long Station. Besides, traffic congestion in Yuen Long town is a major concern, introducing more traffic to the already congested area near Fung Cheung Road is considered not desirable. To minimise the impact to the traffic in Yuen Long Town Centre, instead of decking of the nullah along Yau Tin East and West Road, the proposed new slip road running parallel with Yuen Long Highway from Kung Um Road eastwards will provide a direct connection between the YLS PDA and the proposed PTI near the West Rail Yuen Long Station. The proposed PTI would be at the ground floor of the IRC. It will not create adverse traffic and environmental impacts on the surrounding residential developments and the school during operation, as well as not affecting the IRC implementation. From this PTI, passengers could then access to the footbridge system that linked between Yuen Long West Rail Station and the podium of YOHO Midtown. With the above connection routes, short-haul feeder bus services would be provided to provide a convenient connection between the YLS PDA and the proposed PTI near Yuen Long West Rail Station.
- 3.4.1.11 Various road improvement proposals had been made including the construction of new roads for better connectivity between the PDA and the Yuen Long New Town and HSK NDA, the improvement of existing roads by widening Kung Um Road and Kiu Hing Road and upgrading road junctions and interchanges, as well as the incorporation of traffic management strategies in terms of road design and junction management

on the draft RODP as well as the RODP. In response to the comments received during CE3, the road network in the TYST area has been reviewed and revised for maximising traffic efficiency.

- 3.4.1.12 In terms of accessibility to surrounding villages, possible road openings have also been explored and reserved on the RODP to allow future connection with these villages. The village access improvement works for Shan Ha Tsuen, Lam Hau Tsuen and Wong Nai Tun Tsuen in association with the YLS project will be included and the proposed road in the YLS PDA has been extended for better connection with Pak Sha Tsuen.
- 3.4.1.13 Regarding to the comments requested to extend the road improvement works to the north of Yuen Long Highway to Ma Tong Road and from Kung Um Road up to the southern part of Kiu Hing Road and the Wong Nai Tun Tsuen Road, the proposed road improvement works in the aforementioned area will be further reviewed.
- 3.4.1.14 Apart from improving the road network, public transport would be heavily promoted. Bus and light bus services are recommended to provide connection with West Rail and Light Rail Stations, while long-haul bus services would also be suggested to provide linkage to the urban areas. PTIs would be planned within the PDA, and one near the West Rail Yuen Long Station, to accommodate the proposed public transport services and the design of which would be carefully considered to minimise adverse impact to the surrounding area and to meet with EIA standards. The Transport Department (TD) would continue to liaise with different public transport operators to monitor the transport needs and service quality in northwest New Territories, and the public transport needs of local residents would be reviewed and adjusted accordingly.
- 3.4.1.15 In order to promote sustainable development, a comprehensive pedestrian network is proposed throughout YLS, including the improvement of existing footpath along Kung Um Road, and connecting with the existing pedestrian corridor in Yuen Long New Town. Similarly, cycle tracks supported by cycle parking facilities would be provided along pedestrian corridors, with connection to the existing district-wide cycle track. In addition, recreational cycling is encouraged through the provision of scenic cycle track that runs along the edge of the hillside of Ma Shan and the Green Zone. This would provide magnificent views of the countryside. Detailed alignment and design would be further studied taking into account the public aspirations. Regarding to the request from Tin Liu Tsuen to re-provide a crossing across Yuen Long Nullah, a footbridge will be re-provided near the village entrance to facilitate villagers' daily commuting.

3.4.2 Drainage and Sewerage

Comments

- 3.4.2.1 In general, local stakeholders were worried that the development would increase flooding risk especially the existing villages which were susceptible to flooding due to low site level. They were concerned that existing nullahs would not be able to handle the needs of YLS. Also, sewerage should be intercepted and treated before discharging onto Yuen Long Nullah to minimise pollution and any health concerns.

Responses

- 3.4.2.2 Drainage Impact Assessment (DIA) and SIA have been conducted which concluded that the development proposals on the RODP were technically feasible subject to appropriate mitigation measures. Moreover, new watercourses of about 500m in length would be created along the western periphery of LOHAS Living Planning Area which could serve drainage function. The use of treated sewage effluent would also be considered.
- 3.4.2.3 While flooding concern of the adjacent villages is noted, drainage enhancement works at Shan Ha Tsuen have already been commissioned by the Drainage Services Department (DSD) and drainage channel would be proposed under the Study to resolve local flooding problems. The Government would continue to ensure that drains are up to its designed performance during heavy rainfall, and would conduct drainage checks and debris clearance when necessary.

3.4.3 Yuen Long Nullah

Comments

- 3.4.3.1 There were comments for complete decking of Yuen Long Nullah by the local stakeholders and some members of advisory bodies in order to improve the existing poor traffic conditions, and for provision of cycle tracks, pedestrian walkways and reservation of space for the EFTS. The ecological value of the nullah was considered low, and decking would avoid the need of land resumption for road widening. The nullah could be fully decked as the width of the nullah would be narrow after partially decked.
- 3.4.3.2 However, some local residents have reservation on the decking option due to concerns on the drainage performance and extent of traffic improvement. Decking might compromise drainage capacity, pose maintenance issues of the nullah and cause flooding of adjacent villages. They also opined that without a robust overall traffic improvement, the decking of Yuen Long Nullah alone would not bring substantial traffic improvement. Also, green groups and some members of the TPB did not support the decking of Yuen Long Nullah and requested to explore revitalisation opportunities. They questioned the need for substantial engineering works for traffic improvement, and opined that reliance on Kung Um Road could be reduced through other road improvement works/new road/transport proposals. It was also considered that the beautified nullah could become a water feature

and unique urban landscape for enhancement of overall environment in the area.

Responses

- 3.4.3.3 It is important to strike a balance between improving the traffic conditions of Kung Um Road and Kiu Hing Road for pedestrian safety and enhanced traffic capacity, as well as exploring revitalisation opportunities for Yuen Long Nullah. The southern section of Yuen Long Nullah would be fully revitalised without decking. Due to land constraint, the northern section of Yuen Long Nullah has been proposed with partial decking of minimum extent so that revitalization would still be allowed. The above revitalization scheme has been incorporated in the draft RODP and RODP. Minimum decking of Yuen Long Nullah would be adopted to maximise the potential for nullah revitalisation while providing adequate space for road improvement. Although cycle track could not be provided along the northern section of the nullah, roads along the Yuen Long Nullah (i.e. Kung Um Road and Kiu Hing Road) would be upgraded to standard two-lane roads for one-way circulation with properly planned standard footpaths, which would meet traffic demand and provide better connectivity.
- 3.4.3.4 Apart from the function for rainwater disposal, the nullahs including Yuen Long Nullah especially after revitalisation can also be regarded as a landscape design resource from a planning point of view for landscape, ecological and air ventilation. With the adoption of soft and hard landscaping and eco-hydraulics approach, the revitalised nullahs/water channels would form aesthetically pleasant water corridors while maintaining the hydraulic performance.

3.5 Others

3.5.1 Implementation

Comments

General

- 3.5.1.1 Under the Enhanced Conventional New Town (CNT) Approach, the proposed site to be surrendered for lease modification should have an area of not less than 4,000 square meters and all private lots contained therein should be under the ownership of a single owner or joint venture owners as the applicant. There was concern on the difficulty of owning such a large site by small developers. It was suggested that the Government should set up better mechanism to balance the chance of development of developers with different scales.
- 3.5.1.2 There were comments that land owners meeting specified criteria should be allowed to apply for land exchange for private developments in the YLS

development area or to allow to develop their owned land with developers. Some expressed that it would be unfair to landowners if the Government resumed private agricultural lands at low prices and sold it at high prices to private developers. Some indicated objection to land resumption and some opined that land resumption should be avoided or limited to land required for infrastructure only.

- 3.5.1.3 There were general views that that land resumption must be conducted fairly and transparently with reasonable compensation and rehousing and relocation arrangements to all affected parties including residents, brownfield operators, primary leasees (二房東) of domestic and brownfield uses, land owners, tenants, farmers, operators of livestock farm and social welfare facility, if resumption was inevitable. The land resumption should take into account the actual uses on the site instead of the permitted uses under the lease. The compensation, rehousing and relocation arrangements should make reference to the arrangement for KTN/FLN and HSK NDAs. Compensation, rehousing and relocation arrangement should also be formulated and announced as soon as possible and all affected parties should be compensated, rehoused and relocated properly before implementation.
- 3.5.1.4 There were concerns about the land resumption and implementation timetable and the price of resumption. The Government should carry out the implementation in phases and ensure that supporting infrastructure, facilities and services were available prior to first population intake.
- 3.5.1.5 Freezing survey should be conducted to protect affected residents and farmers, who may have rented land from indigenous villagers, from tenancy termination and eviction by respective land owners. There were concerns on whether the freezing survey to be conducted would accurately record non-domestic structures and residents lived inside.

Responses

- 3.5.1.6 To ensure timely and orderly implementation of the YLS development, the Government will consider adopting the Enhanced CNT approach as the implementation mode, drawing reference to that adopted for the KTN and FLN NDAs. Under the Enhanced CNT approach, the CNT approach will be the basis for the implementation with the Government to resume and clear the private land planned for public works projects, public housing and private developments, carry out site formation works, and provide infrastructure before allocating land for various purposes, including disposal of land planned for private developments in the market. However, modification of lease, including in-situ land exchange applications meeting specified criteria and conditions will also be allowed for sites planned for private developments.
- 3.5.1.7 In view of the scale of the YLS development (approximately 185 ha of the development area), it will be implemented in stages. Our current target is

to have the first population intake by 2027. Learning from the experience of developing other new towns, attention would be paid to ensure timely provision of various community facilities, infrastructure and employment opportunities in tandem with the population intake with consultation of relevant government departments when drawing up the implementation programme.

- 3.5.1.8 Effort has been made during the planning of the YLS project to minimise impacts to existing occupants as far as possible. To meet the development need and to better utilise the scarce land resource, the development would inevitably affect some of the existing land owners, residents, operators of open storage yards, warehouses, rural industrial operations and workshops, farmers, livestock farm operators and other occupants. Concerns of the stakeholders are noted and proposals for implementation, compensation, rehousing and relocation arrangements would be carefully considered.
- 3.5.1.9 Regarding the comment that some farmers are being evicted by land owners, the relationship between a private landowner and an occupier and their respective interests are governed by the private agreement they have entered into. Matters concerning their relationship have to be dealt with in accordance with the agreement between them and the relevant ordinances. In fact, whether or not the private land involved is affected by a development project, the owner can always recover possession of his property under the relevant clauses of the contractual agreement or resort to legal means to deal with the occupation of his property. The Government is not in a position to interfere. The concerned people should seek professional advice if required. If residents are evicted unlawfully, they should report this to the police immediately.

Existing Residents

- 3.5.1.10 Some residents, including residents of the affected village houses and other domestic structures requested that their houses should be retained and indicated that they would not accept any compensation and rehousing arrangements.
- 3.5.1.11 There were general requests for local rehousing and strong demand that the comprehensive means test should be waived. For the affected village houses of indigenous villages, relocation sites near to their existing communities should be provided if impact to the houses was unavoidable. There were concerns about the compensation and rehousing arrangements for residents living in OS yards and squatters. Moreover, some concerned whether there was any compensation for the affected graves and urns.

Responses

- 3.5.1.12 As some of the affected domestic structures are located scattering in different locations of the development area where various uses such as

housing and road have been planned, it is difficult to preserve them without adversely affecting the coherence of the plan for the project. They will be inevitably affected by the project. A Community Liaison Team has been deployed in the YLS development area to enhance the understanding of the potentially affected households toward the project.

- 3.5.1.13 The requests of exempting the comprehensive means test and for local rehousing are noted. In general, the Government will provide various cash allowance and compensation to eligible persons affected by the implementation of public works in accordance with the relevant prevailing compensation and rehousing policies. As for the YLS project, the Government will consider special compensation and rehousing arrangements for the affected clearers, making reference to the measures adopted for the KTN/FLN NDAs (also known as the North East New Territories New Development Areas Project). The Government will work on the details for the compensation and rehousing arrangements for the YLS project. Details will be announced in due course.
- 3.5.1.14 A “R6” zone has been reserved in each of the three Residential Planning Areas adjacent to the existing indigenous villages for the re-provisioning of the affected villagers eligible under the Village Removal Policy, thus the relocated village houses would be close to the existing communities. Regarding the compensation of affected graves and urns, ex-gratia allowance maybe payable for the clearance of graves and urns affected by public works according to the prevailing policy.

Farmers

- 3.5.1.15 Some farmers preferred land resumption as the cost of renting farmland had been increased which made farming unprofitable, while some requested that their existing farmland should not be affected. There were concerns about whether any compensation for affected crops. The effectiveness on the matching arrangement of farmers with agricultural land owners was doubtful due to long waiting list. Some suggested that the Government should resume agricultural land for preservation and for leasing out to the affected farmers for agricultural rehabilitation. The location for agricultural rehabilitation could be the Agri-Park or YLS depending on the preference of the affected farmers.
- 3.5.1.16 The Government should provide relocation sites for the affected vegetable society, vegetable station and the six affected livestock farms. The pig farm operators suggested that the three affected pig farms could be consolidated in multi-storey structures. The bee farm operator requested to be retained.

Responses

- 3.5.1.17 To actively assist the farmers affected by the YLS project, the Government will adopt the special agricultural land rehabilitation scheme to assist farmers affected by the project by giving priority in matching affected farmers with agricultural land owners for agricultural rehabilitation. The Government will announce the details of the arrangements under the scheme in due course. Currently, a major cluster of abandoned agricultural land zoned “AGR” in Yeung Ka Tsuen area is found having potential for rehabilitation.
- 3.5.1.18 Under the prevailing policy, the Government will provide technical support to assist the affected farmers to re-establish their farming activities. Affected farmers whose domestic structures are affected by Government clearance can apply to the Lands Department for agricultural resite upon relocation. When processing such application, the Lands Department will consult relevant departments for issuing a short term waiver to the landowner, allowing the construction of a domestic structure in certain specification at the acquired agricultural land. Upon formal commencement of the land resumption and clearance procedures in the future, we will conduct field assessment and record the crops and their conditions on the affected land. Applications for various ex-gratia allowances will be processed according to the established mechanisms.
- 3.5.1.19 In the event that a licensed livestock farm is affected by Government development projects and the licensee considers relocation, the relocation site should fulfil the requirements set out in the Public Health (Animals and Birds) (Licensing of Livestock Keeping) Regulation (Cap. 139L) with regard to regulation over livestock keeping control, bio-security and environmental protection, as well as the planning and lands regulatory requirements. The Government keeps an open mind on discussing livestock farm relocation / consolidation with livestock farmers on the premises that the total rearing capacity does not increase, and that the biosecurity could be improved. .
- 3.5.1.20 The Government will liaise with the affected vegetable society and station to understand the required compensation and relocation arrangements, for the formulation of appropriate arrangements to minimise the impacts to farmers. If the operator of the affected bee farm would like to continue its operation, the Government will adopt the proposed special agricultural land rehabilitation scheme by giving priority in matching affected bee farmer with agricultural land owners or Government land for relocation. According to the prevailing policy, ex-gratia allowance may be payable to affected pig and poultry farmers whose farm structures registered for poultry/pig farm in the 1982 Survey or farm structures not covered by the 1982 Survey but are legitimately operating on private agricultural land.

Brownfield Operators

- 3.5.1.21 There were general comments that the proposal would have great impact on the OS operation. As mentioned above, the major concerns were

inadequate area reserved for OS and the proposed multi-storey buildings, the feasibility, implementation and management mode of the proposed multi-storey buildings. Some suggested that the multi-storey buildings could be developed by the trade. The affected OS operators should be properly relocated before land resumption and implementation.

Responses

- 3.5.1.22 The brownfield operations affected by the YLS development contribute to the local economy and employment generation to a certain extent, but their proliferation has also created considerable environmental, traffic, visual, flooding and other problems. 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 and 2016 Policy Address, the Government is studying feasible measures, including accommodating some brownfield operations into the multi-storey buildings. The brownfield operations in the HSK NDA have been taken as a pilot scheme. In mid-2016, the Government has commenced detailed feasibility studies on proposed multi-storey buildings for brownfield operations. The scope of the study includes conceptual design, planning, technical and financial assessments, and possible mode of operation and management of the proposed multi-storey buildings. On the RODP, about 11 ha of land has been reserved for storage and workshop uses including about 1.4 ha for OS use. Subject to the implementation of the pilot case in HSK NDA, the feasibility of proposed multi-storey buildings or other land-efficient means will be explored in the Employment Belt of YLS.
- 3.5.1.23 The Government conducted a questionnaire survey on existing brownfield operations in YLS to better understand their modes of operation and conditions during February to June 2016. The feasibility studies on multi-storey buildings will analyse the survey findings and formulate recommendations.
- 3.5.1.24 With a view to facilitating the Government's formulation of appropriate policies and measures for tackling brownfield sites in a holistic manner, the Planning Department has commissioned the "Study on Existing Profile and Operations of Brownfield Sites in the New Territories - Feasibility Study" in April 2017. The study will include a comprehensive examination of the overall distribution and uses of brownfield sites in the New Territories.
- 3.5.1.25 Detailed arrangements are under study and will be announced in due course.

4 WAY FORWARD

- 4.1.1.1 The Stage 3 CE was successfully completed with the public views and suggestions solicited on the draft RODP. Taking into account the comments received, the RODP has been prepared and relevant technical assessments have been undertaken which has concluded that the proposals are technically feasible subject to appropriate mitigation measures. Besides, layout plans for the development will be prepared. Upon the finalisation of the RODP, a detailed development staging plan and timetable will be formulated at the next stage to ensure timely provision of community facilities and infrastructure in tandem with the overall implementation timetable of the project.

Appendix A

List of Stage 3 Community Engagement Activities

Appendix A

List of Stage 3 Community Engagement Activities

Briefing Sessions / Follow-Up Meetings	
Date	Statutory Bodies / Organisations
20.1.2016 (Wed)	Some Yuen Long District Council Members
25.1.2016 (Mon)	Some Yuen Long District Council Members
26.1.2016 (Tue)	Legislative Council Panel on Development
29.1.2016 (Fri)	Town Planning Board
5.2.2016 (Fri)	Tong Yan San Tsuen Residents
17.2.2016 (Wed)	Shap Pat Heung District Resident Association
19.2.2016 (Fri)	Shap Pat Heung Rural Committee
22.2.2016 (Mon)	Shan Ha Tsuen
23.2.2016 (Tue)	A-Chow Engineering Company Limited
24.2.2016 (Wed)	Ping Shan Rural Committee
1.3.2016 (Tue)	Legislative Council Member (Functional Constituency - Agriculture and Fisheries), Representatives of the Industry and the Affected Livestock Farm Operators
2.3.2016 (Tue)	Yuen Long District Council
6.3.2016 (Sun)	Kam Lan Monastery
6.3.2016 (Sun)	Lam Hau Tsuen
7.3.2016 (Mon)	Legislative Council Member (Functional Constituency - Transport), Representatives of the Industry and Open Storage Operators
7.3.2016 (Mon)	Affected Residents near Sha Tseng Tsuen, Tong Yan San Tsuen
8.3.2016 (Tues)	Wong Nai Tun Tsuen
10.3.2016 (Thu)	A Legislative Council Member and Affected Residents of Shan Ha Tsuen
12.3.2016 (Sat)	Tai Fat Tsuen
14.3.2016 (Mon)	Planning Sub-Committee of the Land and Development Advisory Committee
16.3.2016 (Wed)	A Yuen Long District Council Member
21.3.2016 (Mon)	Some Yuen Long District Council Members
31.3.2016 (Thu)	Village Representatives of Shan Ha Tsuen and Affected Residents of Shan Ha Tsuen
31.3.2016 (Thu)	Village Representatives of Tin Liu Tsuen, Muk Kiu Tau Tsuen, Pak Sha Tsuen, Shui Tsiu San Tsuen
14.4.2016 (Thu)	Chung Yum Yuen Buddhism and Taoism Society Limited
14.4.2016 (Thu)	A Family Member of the Affected Ancestral Hall and Graves
27.4.2016 (Wed)	Affected Residents near Sha Tseng Road, Tong Yan San Tsuen
27.4.2016 (Wed)	General Chamber of Hong Kong Ceramic Tiles and Sanitary Wares Limited
29.4.2016 (Fri)	Kam Lan Monastery
12.5.2016 (Tue)	Operator of the Affected Rehabilitation Dormitory (Joyful House)
17.5.2016 (Tue)	Land Justice League and Affected Residents of Shan Ha Tsuen
20.5.2016 (Fri)	Affected Resident of Lam Hau Tsuen

26.8.2016 (Fri)	Affected Residents of Shan Ha Tsuen
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Focus Group Meetings	
Date	Interest Groups
18.2.2016 (Thu)	Green Groups and Concern Groups
23.2.2016 (Tue)	Local Residents
7.3.2016 (Mon)	Local Operators
17.3.2016 (Thu)	Professional Institutes
21.3.2016 (Mon)	Farmers

Community Forum	
Date	Location
2.4.2016 (Sat)	Yuen Long Theatre – Auditorium

Roving Exhibition	
Date	Location
25.1.2016 – 7.2.2016	Yuen Long District Office
26.1.2016 – 28.1.2016	Mobile Exhibition at Kiu Hing Road (Tin Liu Tsuen)
15.2.2016 – 17.2.2016	Mobile Exhibition at Tong Yan San Tsuen Road Parking Lot
15.2.2016 – 6.3.2016	Tong Yan San Tsuen Garden
26.2.2016 – 27.2.2016, 29.2.2016	Mobile Exhibition at Tong Yan San Tsuen Road Parking Lot
18.3.2016, 21.3.2016 – 22.3.2016	Mobile Exhibition at Pak Sha Shan Road
22.3.2016 – 30.3.2016	Yuen Long Theatre – Exhibition Center
5.4.2016 – 7.4.2016	Mobile Exhibition at Kiu Hing Road (Pak Sha Tsuen)
5.4.2016 – 19.4.2016	Yuen Long Jockey Club Town Square

Photos of Briefing Sessions and Focus Group Meetings



Photos of Community Forum



Photos of Roving Exhibitions



Appendix B

Meeting Minutes and Gists of
Meeting of Briefing Sessions/
Meetings

**Planning and Engineering Study for Housing Sites in Yuen Long South – Investigation
Stage 3 Community Engagement**

Meeting with Yuen Long District Council Members

Gist of Meeting

Date: 20 January 2016 (Wednesday)

Time: 3:00pm

Venue: Yuen Long District Office Building

Land Use Planning

Urban Design

- There was concern about the wall effect of the proposed housing developments to the villages.

Commercial Use

- Sufficient commercial facilities should be provided to support the need for future and existing residents in YLS in order to avoid affecting Yuen Long New Town.
- There were concerns for lack of “Commercial” zone on the draft RODP.

Government Use

- There were concerns for proposed government depot at the southern end of Kung Um Road regarding its size and function.

Open Storage, Storage and Workshop Uses

- Currently, there were about 1,000 open storage (OS) operators in Yuen Long South (YLS) and some of them could not be accommodated in the proposed multi-storey buildings. The operators along Kung Um Road in Shap Pat Heung would not move to the Employment Belt as it was located in another heung (i.e. Ping Shan Heung). Abandoned agricultural land near YLS PDA should be designated for the relocation of the existing OS operations.
- There were concerns about the inadequacy of the proposed provision under the draft Recommended Outline Development Plan (RODP) to accommodate all the affected existing operations. It was doubtful about the mode of operation of the proposed multi-storey buildings in the Employment Belt.
- Some enquired the reason for changing from proposed “Industrial” zone in Preliminary Outline Development Plan (PODP) to “Other Specified Use” zones in the draft RODP.

Appendix B-1

- Some agreed to consolidate the brownfield operations in Tong Yan San Tsuen area, while some concerned the potential industrial/residential interface issue between the Employment Belt and existing residential clusters.

Agricultural Land

- There was a comment that it was not necessary to retain the active farmland within YLS and the land should be utilized for OS or community uses but if the retention of the active farmland was requested by villagers, then the active farmland could be retained.

Traffic and Transport

- Yuen Long Nullah should be fully decked for traffic improvement.
- Traffic congestion near Park Signature should be resolved before the implementation of the YLS project.
- Direct connection from Long Hong Road, Kung Um Road and Kiu Hing Road to Yuen Long Highway was proposed to mitigate the traffic issue.
- There were concerns about the connection was only planned between YLS PDA and HSK NDA.
- The environmentally friendly transport services should be extended to villages in the Tai Tong and Wong Nai Tun Tsuen areas for connecting to Yuen Long Station.
- The proposed Route 11 (i.e. the proposed strategic road to urban area) should be implemented and could be in the form of a tunnel from the southern tip of Kung Um Road.

Compensation and Relocation/Relocation and Implementation

- The affected parties should be well informed and consulted. They should be reasonably compensated and rehoused/relocated.
- Comprehensive means test should be waived for the relocation of the affected households to public rental housing.
- Compensation and relocation arrangements for the affected OS operations should follow those for the North East New Territories (NENT) and HSK NDAs.

**Planning and Engineering Study for Housing Sites in Yuen Long South – Investigation
Stage 3 Community Engagement**

Meeting with Yuen Long District Council Members

Gist of Meeting

Date: 25 January 2016 (Monday)

Time: 2:30pm

Venue: Room 615, LegCo Building

General

- Some commenters worried that proposed multi-storey building did not meet the operational needs of the affected brownfield operations and the provision of space on the draft RODP was not enough. There were also concerns about the high rental costs of the multi-storey buildings.
- There was comment about whether the proposed job opportunities would be suitable for the future population of the public housing, otherwise, the future population would have to work elsewhere and this would add burden to the transport network.
- The measures/mechanism to promote sustainable development of agricultural activities on the proposed retained active farmland should be explored and the Government resumed the retained farmland and rented to farmers was suggested.
- Sufficient commercial and communities facilities should be provided to meet the need of new population in YLS.
- There were concerns of the implementation of the wet market and the commercial uses within public housing sites under current mechanism. Some commenters concerned about the implementation programme for GIC facilities and open space. They opined that their implementation should be in tandem with population intake and should be coordinated by a leading bureau.
- There were comments that the proposed job opportunities were low and how the Government would ensure that the proposed job places could be realized.

Traffic and Transport

- Some commenters suggested that direct access to Hung Shui Kiu (HSK) New Development Area (NDA) should be provided while some worried the traffic condition in Yuen Long New Town (YLNT) would be worsen after completion of YLS and HSK NDA.
- Some concerned about whether the capacity of the West Rail Line to meet the demand of the additional population from both YLS and HSK NDA.

Appendix B-2

- Some enquired further information about the proposed Environmentally Friendly Transport System (EFTS) in YLS PDA.

立法會
Legislative Council

LC Paper No. CB(1)812/15-16
(These minutes have been seen
by the Administration)

Ref : CB1/PL/DEV

Panel on Development

**Minutes of policy briefing cum meeting
held on Tuesday, 26 January 2016, at 2:30 pm
in Conference Room 3 of the Legislative Council Complex**

Members present : Hon Tony TSE Wai-chuen, BBS (Chairman)
Hon LEUNG Che-cheung, BBS, MH, JP (Deputy
Chairman)
Hon Albert HO Chun-yan
Hon James TO Kun-sun
Hon CHAN Kam-lam, SBS, JP
Hon Frederick FUNG Kin-kee, SBS, JP
Hon Cyd HO Sau-lan, JP
Hon CHAN Kin-por, BBS, JP
Hon IP Kwok-him, GBS, JP
Hon Mrs Regina IP LAU Suk-ye, GBS, JP
Hon Alan LEONG Kah-kit, SC
Hon LEUNG Kwok-hung
Hon Albert CHAN Wai-yip
Hon Michael TIEN Puk-sun, BBS, JP
Hon James TIEN Pei-chun, GBS, JP
Hon WU Chi-wai, MH
Hon YIU Si-wing, BBS
Hon CHAN Chi-chuen
Hon CHAN Han-pan, JP
Dr Hon Kenneth CHAN Ka-lok
Hon CHAN Yuen-han, SBS, JP
Hon Alice MAK Mei-kuen, BBS, JP
Dr Hon KWOK Ka-ki
Dr Hon Fernando CHEUNG Chiu-hung
Dr Hon Helena WONG Pik-wan

Dr Hon Elizabeth QUAT, JP
Ir Dr Hon LO Wai-kwok, SBS, MH, JP

Member attending : Hon WONG Kwok-hing, BBS, MH

Members absent : Dr Hon LAU Wong-fat, GBM, GBS, JP
Hon Abraham SHEK Lai-him, GBS, JP
Hon CHAN Hak-kan, JP

Public officers attending : Agenda items IV and V

Mr Paul CHAN Mo-po, MH, JP
Secretary for Development

Mr Michael WONG Wai-lun, JP
Permanent Secretary for Development (Planning & Lands)

Mr HON Chi-keung, JP
Permanent Secretary for Development (Works)

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

Mr Thomas CHAN Chung-ching, JP
Deputy Secretary (Planning & Lands)¹
Development Bureau

Mr Maurice LOO Kam Wah
Deputy Secretary (Planning and Lands)²
Development Bureau

Mr CHONG Wing-wun
Deputy Secretary (Planning and Lands)³ (Acting)
Development Bureau

Mr Albert LAM Kai-chung, JP
Deputy Secretary (Works)¹
Development Bureau

Mr CHAN Chi-ming, JP

Deputy Secretary (Works)2
Development Bureau

Ms Brenda AU Kit-ying
Head of Energizing Kowloon East Office
Development Bureau

Mr HUI Siu-wai, JP
Director of Buildings

Mr Daniel CHUNG Kum-wah, JP
Director of Civil Engineering and Development

Ms Bernadette LINN, JP
Director of Lands

Mr LING Kar-kan, JP
Director of Planning

Mr Enoch LAM Tin-sing, JP
Director of Water Supplies

Agenda item VI

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

Mr Thomas CHAN Chung-ching, JP
Deputy Secretary for Development (Planning and Lands)1

Mr Ivan CHUNG Man-kit
Principal Assistant Secretary (Planning and Lands)5
Development Bureau

Ms Phyllis LI Chi-miu, JP
Deputy Director of Planning/Territorial

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

Mr Ambrose CHEONG Siu-yau, JP

Project Manager (New Territories West) (Acting)
Civil Engineering and Development Department

Mr LAU Wing-kam
Chief Engineer/New Territories West 1
Civil Engineering and Development Department

Clerk in attendance : Ms Sharon CHUNG
Chief Council Secretary (1)2

Staff in attendance : Mr Fred PANG
Senior Council Secretary (1)2

Ms Maggie LAU
Council Secretary (1)2

Ms Christina SHIU
Legislative Assistant (1)2

Action

I Confirmation of minutes

(LC Paper No. CB(1)453/15-16 -- Minutes of meeting on
24 November 2015)

The minutes of the regular meeting on 24 November 2015 were confirmed.

II Information papers issued since the last meeting

(LC Paper No. CB(1)395/15-16(01) -- Administration's response to
the letter dated 26 November
2015 from Hon Christopher
CHUNG Shu-kun on the
sales arrangements for the De
Novo project of the Urban
Renewal Authority (LC
Paper No.
CB(1)222/15-16(01))

LC Paper No. CB(1)406/15-16 (01) -- Issues raised at the meeting
between Legislative Council
Members and Eastern

22 December 2015, no Panel member had followed up Dr WONG's suggestion about conducting a visit to Dongjiang. He would instruct the Clerk to issue a circular to seek members' views on whether they supported Dr WONG's suggestion.

(Post-meeting note: The circular was issued to members vide LC Paper No. CB(1)519/15-16 on 1 February 2016. In light of the views received from members, the Chairman directed that the matter be discussed at the meeting on 23 February 2016.)

VI Planning and engineering study for housing sites in Yuen Long South -- Stage 3 Community Engagement

(LC Paper No. CB(1)452/15-16(06) -- Administration's paper on planning and engineering study for housing sites in Yuen Long South -- Investigation -- Draft Recommended Outline Development Plan and Stage 3 Community Engagement

LC Paper No. CB(1)452/15-16(07) -- Paper on the planning and engineering study for housing sites in Yuen Long South prepared by the Legislative Council Secretariat (Updated background brief))

82. Under Secretary for Development ("USDEV") highlighted the background of the "Planning and Engineering Study for Housing Sites in Yuen Long South" ("the Study"). With the aid of a powerpoint presentation, Deputy Director of Planning/Territorial, Planning Department ("DD(T)/PlanD"), briefed members on the major comments collected during the Stage 2 Community Engagement of the Study and the salient points of the draft Recommended Outline Development Plan ("RODP") formulated for Yuen Long South ("YLS").

(Post-meeting note: A soft copy of the powerpoint presentation materials was circulated to members vide LC Paper No. CB(1)501/15-16(02) by email on 27 January 2016.)

Transport connectivity

83. Miss Alice MAK expressed concern on the adequacy of the transport infrastructure to be provided in YLS for meeting the transport needs of future residents in the area. She opined that the existing carrying capacity of the MTR West Rail Line ("the West Rail Line") was insufficient to cope with passengers' demand. Miss MAK called on the Administration to pay heed to improving the connectivity of YLS in taking forward the development project.

84. USDEV responded that DEVB had been communicating THB on the train services along the West Rail Line in the light of the developments in Northwest New Territories. THB was working with the MTR Corporation Limited to explore ways to increase the carrying capacity of the West Rail Line. The existing 7-car West Rail Line trains would be gradually replaced by 8-car trains from 2016 onwards, and the hourly train frequency would increase from 20 to 28. As a result, the carrying capacity of the West Rail Line would increase by 60%.

85. As regards the road network in YLS, Project Manager (New Territories West) (Acting), Civil Engineering and Development Department ("PM(NTW)/CEDD(Atg)"), advised that a dual carriageway was proposed as the main road running in a north-south direction through the Potential Development Area of YLS and connecting Kung Um Road to Yuen Long Highway through the improved Tong Yan San Tsuen ("TYST") Interchange. The Administration would study a possible new strategic highway connecting the Hung Shui Kiu ("HSK") New Development Area ("NDA") with the urban areas to cope with the anticipated traffic growth in Northwest New Territories, including YLS. As there would be about 150 000 job opportunities to be created in HSK NDA, it is expected that a considerable proportion of future residents of YLS could find work in the NDA without travelling a long distance. Moreover, the proposed Environmentally Friendly Transport Services ("EFTS") connecting YLS with HSK NDA would facilitate YLS residents travelling to the workplaces in the NDA as well as to the West Rail Tin Shui Wai Station.

86. The Chairman enquired whether the proposed EFTS connecting YLS with HSK NDA would occupy ground-level spaces. In the light of the scarcity of land resources, he opined that the Administration should take into careful consideration the amount of land required for developing EFTS in the planning of YLS.

87. The Deputy Chairman queried the effectiveness of the partial decking of Yuen Long Nullah in improving the traffic in YLS. In view of the existing

traffic congestion along Yuen Long Highway during peak hours, he was worried that the new developments in HSK and YLS would worsen the traffic conditions in Yuen Long. The Deputy Chairman suggested that a new link road connecting Yuen Long with Tai Lam via Kam Tin should be considered for alleviating the traffic congestion on Yuen Long Highway.

88. PM(NTW)/CEDD(Atg) replied that a new road connecting YLS with the area near the West Rail Yuen Long Station ("Yuen Long Station") had been proposed to reduce the traffic flow in Yuen Long New Town. The proposed EFTS and the pedestrian and cycling networks in YLS would allow connection to adjacent districts. Moreover, the possible new strategic highway connecting HSK NDA with the urban area would ease the traffic burden on Yuen Long Highway as well as Tuen Mun Road in future.

89. The Deputy Chairman considered that the public transport interchange ("PTI") to be provided near Yuen Long Station would induce additional traffic impact on Yuen Long New Town. He proposed that the PTI should instead be provided near Kam Sheung Road Station or the proposed new railway station in HSK NDA.

90. PM(NTW)/CEDD(Atg) said that upon the completion of improvement works, the Tin Shui Wai West Interchange would allow direct access to the Tin Shui Wai New Town/HSK NDA areas via Hung Tin Road, thereby reducing the traffic flow into Yuen Long New Town. A new road was also proposed to provide direct access from YLS to the PTI near Yuen Long Station instead of going through the existing roads in the town centre. The Administration considered that the area near Yuen Long Station was more suitable for the provision of a PTI.

Pedestrian accessibility

91. The Deputy Chairman considered that a pedestrian linkage network within YLS should be developed to facilitate pedestrian flows and allow direct connection between public and private housing sites. He enquired whether the improvement measures for enhancing the "walkability" of Kowloon East, such as providing more footbridges between buildings, would be introduced in YLS. The Chairman and the Deputy Chairman opined that the provision of a comprehensive pedestrian network should be taken into consideration at an early stage of the planning of YLS so as to ensure an effective implementation at the development stage.

92. DD(T)/PlanD replied that at the next stage of the Study, footbridges and/or other pedestrian linkages between different sites in the planning areas would be further examined in the preparation of the detailed layout plans as

well as the detailed design of public housing estates. PM(NTW)/CEDD(Atg) said that a number of improvement measures had been proposed to facilitate accessibility in YLS. Comprehensive road, pedestrian and cycling networks had been planned for the three residential communities of YLS. A key activity node with a PTI would be provided at each residential community. The PTI would also serve the existing residents of the nearby villages. The proposed EFTS would link up different parts of YLS.

Employment opportunities

93. Noting that the developments of HSK NDA and YLS would generate about 160 000 job opportunities altogether, the Deputy Chairman expressed doubt on whether these job opportunities could cater for different employment needs of the future population. He opined that a large number of future residents of YLS might still prefer to work in other districts.

94. The Chairman shared the Deputy Chairman's view that the Administration should not assume all the job opportunities to be created in HSK NDA and YLS would be taken up by the local working population. He opined that the commercial developments, including shopping malls, in Yuen Long New Town would attract more people from other districts. The Administration should not under-estimate the impact of the new population of YLS on the traffic and environment of Yuen Long New Town.

95. USDEV responded that the Administration aimed to increase local job opportunities in HSK NDA and YLS with a view to reducing the time for commuting of local residents. DD(T)/PlanD advised that the ratio of job opportunities to the local population in HSK NDA together with YLS was higher than that of other new towns, such as Tai Po and Tsing Yi.

Provision of commercial facilities

96. The Deputy Chairman considered that the commercial facilities to be provided in YLS, scattered over the "Urban Living" and the "LOHAS Living" Planning Areas, were inadequate. He was concerned that many YLS residents would crowd into Yuen Long New Town for shopping. DD(T)/PlanD advised that in the draft RODP, the commercial floor area to be provided in YLS had been increased to 193 300 square metres. Mixed residential and commercial developments had been planned near the TYST Interchange, which was the "gateway" to YLS. In addition, some sites had been planned as medium- to high-density residential developments, where commercial facilities would be provided to serve the residents and to add vibrancy to the areas.

Operation of the logistics industry in Yuen Long South

97. Miss Alice MAK said that the Hong Kong Federation of Trade Unions supported the Administration's proposal to develop housing sites in YLS and would provide detailed comments on the development of YLS to the Administration. She relayed the concerns of the existing brownfield operators in YLS on the possible high rents for operating their businesses in

the new multi-storey compounds to be provided in the area. Moreover, these operators had doubts on whether the proposed new road network in YLS could cope with the traffic growth brought about by the operations of the logistics industry in future.

98. USDEV advised that the Administration would conduct a study in mid-2016 to explore providing accommodation for some of the brownfield operations through development of multi-storey industrial compounds, with a view to better utilizing precious land resources. The study would cover the feasibility of conveying goods by trucks inside multi-storey buildings. The level of rent payable by the tenants of the proposed multi-storey industrial compounds and the necessary financial arrangements would also be studied. PM(NTW)/CEDD(Atg) added that the improved Tin Shui Wai West Interchange would facilitate easy access of freight traffic to the urban areas through Yuen Long Highway.

Support for agricultural rehabilitation

99. Noting that a large area of farmland in YLS would be preserved as the "Green Zone" under the draft RODP, the Deputy Chairman expressed concern on whether the owners of the concerned farmland would be willing to keep the farmland for agricultural purposes in future. He suggested that, to avoid the controversies over the preservation of private farmland, the Administration should acquire such farmland through land resumption and lease out the farmland to the farmers affected by the development project for agricultural rehabilitation.

100. DD(T)/PlanD replied that in the light of the long history of cultivation in YLS and the public views collected, the large and contiguous active agricultural land in the southern part of TYST would be preserved. The sites to be retained for agricultural use would be protected. The Planning Department would liaise with the Agriculture, Fisheries and Conservation Department ("AFCD") to work out measures to improve the infrastructure for farming.

101. In response to the Chairman's enquiry about the measures to support agricultural development in YLS, Deputy Secretary for Development (Planning and Lands)¹ said that the arrangements for agricultural rehabilitation in YLS would be worked out by making reference to the HSK NDA project and the Kwu Tung North and Fanling North NDAs project. DEVB would maintain close communication with AFCD about the assistance to be offered to the farmers in YLS who intended to continue farming. Meanwhile, the Food and Health Bureau ("FHB") had announced

the New Agriculture Policy in January 2016, and DEVB would work with FHB in identifying sites for setting up an Agricultural Park and in undertaking a consultancy study to identify "Agricultural Priority Areas" for long-term agricultural purposes.

VII Any other business

102. There being no other business, the meeting ended at 6:25 pm.

Council Business Division 1
Legislative Council Secretariat
19 April 2016

**Minutes of 1104th Meeting of the
Town Planning Board held on 29.1.2016**

Present

Permanent Secretary for Development
(Planning and Lands)
Mr Michael W.L. Wong

Chairman

Mr Stanley Y.F. Wong

Vice-Chairman

Mr Roger K.H. Luk

Professor S.C. Wong

Professor Eddie C.M. Hui

Dr C.P. Lau

Ms Julia M.K. Lau

Mr Clarence W.C. Leung

Ms Anita W.T. Ma

Dr W.K. Yau

Professor K.C. Chau

Dr Wilton W.T. Fok

Mr Ivan C.S. Fu

Mr Sunny L.K. Ho

Ms Janice W.M. Lai

Mr Dominic K.K. Lam

Mr Patrick H.T. Lau

Ms Christina M. Lee

Mr H.F. Leung

Mr Stephen H.B. Yau

Mr F.C. Chan

Mr David Y.T. Lui

Mr Peter K.T. Yuen

Mr Philip S.L. Kan

Dr Lawrence W.C. Poon

Deputy Director of Environmental Protection
Mr C.W. Tse

Director of Lands
Ms Bernadette H.H. Linn

Chief Engineer (Works), Home Affairs Department
Mr Martin W.C. Kwan

Director of Planning
Mr K.K. Ling

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

Secretary

Absent with Apologies

Professor P.P. Ho

Mr Laurence L.J. Li

Ms Bonnie J.Y. Chan

Mr H.W. Cheung

Mr Lincoln L.H. Huang

Mr Frankie W.C. Yeung

Principal Assistant Secretary (Transport 3)
Transport and Housing Bureau
Miss Winnie M.W. Wong

In Attendance

Assistant Director of Planning/Board
Miss Fiona S.Y. Lung

Chief Town Planner/Town Planning Board
Ms Lily Y.M. Yam

Senior Town Planner/Town Planning Board
Miss Anissa W.Y. Lai

General

Agenda Item 3

[Open Meeting]

Planning and Engineering Study for Housing Sites in Yuen Long South - Investigation – Stage 3
Community Engagement

(TPB Paper No. 10064)

[The item was conducted in Cantonese.]

[Mr Patrick H.T. Lau arrived to join the meeting at this point.]

Declaration of Interests

4. The Secretary reported that as Ove Arup & Partners Hong Kong Limited (ARUP) was the consultant of the Planning and Engineering Study for Housing Sites in Yuen Long South (YLS) – Investigation (the Study), and the draft Recommended Outline Development Plan (RODP) of the Study had recommended that 60% of the total number of flats would be for public housing, the following Members had declared interests in this item:

- | | |
|--|--|
| Mr Stanley Y.F. Wong
(<i>Vice-chairman</i>) | - being a member of the Hong Kong Housing Authority (HKHA) and its Strategic Planning Committee and Chairman of its Subsidized Housing Committee |
| Ms Julia M.K. Lau | - being a member of HKHA and its Commercial Properties Committee and Tender Committee |
| Professor P.P. Ho | - being a member of the Building Committee of HKHA |
| Mr H.F. Leung | - being a member of the Tender Committee of HKHA |

- | | | |
|--|---|---|
| Mr K.K. Ling
(as Director of Planning) | - | being a member of the Strategic Planning Committee and Building Committee of HKHA |
| Ms Bernadette H.H. Linn
(as Director of Lands) | - | being a member of HKHA |
| Mr Martin W.C. Kwan
(as Chief Engineer (Works),
Home Affairs Department) | - | being an alternate representative of the Director of Home Affairs who was a member of the Strategic Planning Committee and the Subsidised Housing Committee of HKHA |
| Ms Janice W.M. Lai | - | having business dealing with HKHA |
| Mr Ivan C.S. Fu |] | having business dealing with HKHA and ARUP |
| Mr Patrick H.T. Lau |] | |
| Mr Dominic K.K. Lam | - | having past business dealing with HKHA and ARUP |
| Dr Lawrence W.C. Poon | - | his spouse being an employee of Housing Department but not involved in planning work |
| Professor S.C. Wong | - | being a traffic consultant of ARUP |

5. Since the item was only a briefing to Members as part of the Community Engagement exercise, the meeting agreed that the above Members who had declared interests could stay in the meeting and participate in the discussion. Members also noted that Professor S.C. Wong and Mr H.F. Leung had not yet arrived to join the meeting and Professor P.P. Ho had tendered apologies for not being able to attend the meeting.

Presentation Session

6. The following representatives of the Planning Department (PlanD) and the study consultant were invited to the meeting:

Mr K.T. Yau	-	Chief Engineer/Cross-boundary Infrastructure & Development (CE/CID), PlanD
Ms Katy C.W. Fung	-	Senior Town Planner/Cross-boundary Infrastructure & Development (STP/CID), PlanD
Mr LAU Wing Kam	-	Chief Engineer/New Territories West, Civil Engineering and Development Department (CE/NTW, CEDD)
Ms Carmen K.M. Chu]	
Ms Theresa W.S. Yeung]	ARUP
Mr Peter L. Y. Chan]	

7. The Chairman extended a welcome and invited the study team to brief Members on the Paper.

8. Mr K.T. Yau, CE/CID, briefed Members that the objective of the Study was to examine and optimise the development potential of the degraded brownfield land in YLS for housing and other uses with supporting infrastructure and community facilities and to improve the existing environment. The Stage 2 Community Engagement (CE2) of the Study was completed in July 2014. Taking account of the public comments collected in CE2 and the findings of the various technical assessments conducted, a draft RODP was prepared. The purpose of Stage 3 Community Engagement (CE3) was to collect public views on the draft RODP.

[Mr Sunny L.K. Ho and Professor S.C. Wong arrived to join the meeting at this point.]

9. With the aid of a PowerPoint presentation, Ms Theresa W.S. Yeung of the study consultant made the following main points:

Background

- (a) during CE2 which was carried out between May and July 2014, a series of community engagement activities including a community forum, briefing

sessions, focus group meetings were conducted. Various statutory and advisory bodies were consulted. Relevant stakeholder groups including local residents, local open-storage/rural industrial operators, local farmers, professional institutes and green groups/concern groups were also consulted. About 1,300 written submissions were received;

Major Comments of CE2

- (b) public views collected in CE2 were generally in support of the YLS development as it would help meet the long-term territorial housing demand and improve the living environment. The key comments included:

Planning and Urban Design

- (i) the planning concept should be strengthened;
- (ii) local villagers were concerned about the wall effect of the proposed development;
- (iii) there should be more commercial development, community facilities and employment opportunities;
- (iv) preservation of active agricultural land were supported;
- (v) while there were concerns that the livestock farms might pose environmental nuisance to the surroundings, there were requests for retention of the livestock farms; and

Open Storage and Workshop Uses

- (vi) the commenters generally agreed to the approach of consolidating the brownfield operations in multi-storey industrial compounds and locating them along the highway away from residential neighbourhood. However, there was general concern particularly among the brownfield operators on the adequacy of the floor space provided, the feasibility of operations in multi-storey building and the high rental. Some requested to provide relocation sites in Shap Pat Heung. The existing

residents raised concern over industrial/residential interface issue;

Transport Infrastructure and Connectivity

(vii) many raised grave concerns on the traffic impact on Yuen Long area as the existing road and rail transport infrastructures were already operating at full capacity. Some requested the enhancement of connectivity with Yuen Long New Town and the Hung Shui Kiu (HSK) New Development Area (NDA) and the improvement of road networks and public transport services. The proposed environmentally friendly transport services (EFTS) was supported;

[Mr C.W. Tse arrived to join the meeting at this point.]

Drainage

(viii) there were diverse views on decking and revitalization of Yuen Long Nullah. A majority supported full decking of the nullah for traffic improvement while some preferred no decking for revitalisation of the water body;

Environment and Ecology

(ix) there were views that impacts on egrets and natural streams should be avoided/minimised; and

Implementation Arrangements

(x) there was grave concern over the implementation mechanism, particularly the impacts on existing residents, storage and workshop uses. There were views that impacts on the existing development/uses should be minimised as far as possible. All the affected parties should be fairly and reasonably compensated and relocated/rehoused;

Positioning, Vision and Planning Areas

(c) through comprehensive planning and improvement of connectivity, the YLS development was positioned as a southern extension of Yuen Long New

Town and would serve as one of the major sources of housing land supply (27,700 new flats) in the medium to long-term;

- (d) the vision was to create a sustainable, green and livable community;

Draft RODP

- (e) taken into consideration the public views, development proposals were revised. Technical assessments undertaken had confirmed that the draft RODP was broadly feasible. The major development parameters were:

Total Area	223 ha
Development Area	183 ha
Total Population	85,000 (about 82,700 new)
No. of New Flats	27,700
Housing Mix	Public 60% : Private 40% 16,500 : 11,200
Plot Ratio	1 to 5
Employment	10,800
Anticipated First Population Intake	2026

Five Planning Areas

- (i) three residential communities of different densities, which were summarised as below :

Urban Living Planning Area

- the area was located closest to Yuen Long New Town, and the development intensity was the highest with a maximum plot ratio of 5. In addition to an activity node, 'low-building areas' and 'non-building areas' were incorporated to provide a buffer to existing villages, including Lam Hau Tsuen and Shan Ha Tsuen in the west and Tin Liu Tsuen and Muk Kiu Tau Tsuen in the east, and to protect egrets' flight path;

[Mr Peter K.T. Yuen and Ms Anita W.T. Ma arrived to join the meeting at this point.]

LOHAS (Lifestyle of Health and Sustainability) Living Planning Area

- being located farther from the new town and near Tai Lam Country Park in the south, the area was planned with lower development intensity of plot ratios 2.4 and 4. With a descending intensity from north to south, the air ventilation of the area would not be affected. The southern part was reserved for government uses including a sewage treatment works which would provide treated sewage effluent for non-potable use such as flushing and irrigation and site intended for government depots. Retaining the existing livestock farms at the southern fringe of the Planning Area would be subject to detailed assessment for compliance with the Environmental Impact Assessment Ordinance (EIAO);

[Dr Wilton W.T. Fok arrived to join the meeting at this point.]

Garden Community Planning Area

- in response to the suggestion of strengthening the “Gateway” location of Tong Yan San Tsuen (TYST), a mixed commercial and residential development of PR 3.5 was proposed. To complement the existing residential developments at TYST, the remaining area was planned for low-density developments with plot ratios of 1 and 1.5. The well-established residential communities would be retained as far as possible;
- (ii) Green Zone – to preserve active agricultural land (about 8ha) to the south of TYST which also contained secondary woodland and natural streams;
- (iii) Employment Belt - about 12 ha of land was reserved in the northern part of TYST for storage, workshop uses and open-storage purpose. The proposed location near Yuen Long Highway would facilitate easy access of freight traffic to the highway and avoid freight traffic

penetrating the residential neighbourhoods. Green buffers would be provided to segregate it from the residential developments;

Transport Connectivity

- (iv) the connectivity of YLS with Yuen Long New Town and HSK NDA would be enhanced with the following proposals :
- a dual carriageway to connect YLS to Yuen Long Highway;
 - a new road adjacent to the Yuen Long Highway allowing direct connection to a proposed public transport interchange (PTI) near the West Rail Yuen Long Station area;
 - widening and upgrading of Kung Um Road and Kiu Hing Road;
 - four proposed PTIs;
 - reserve land for EFTS with connection to West Rail Tin Shui Wai Station via HSK NDA; and
 - comprehensive cycle track and pedestrian networks and a scenic cycle track along the hillside and streams;
- (v) for the strategic road network, the Government would study a possible new strategic highway connecting HSK NDA with the urban area and a possible highway connecting HSK NDA with the proposed Tuen Mun Western Bypass to cope with the anticipated traffic growth in the Northwest New Territories including YLS;

Sustainable, Green and Livable Community

- (vi) the draft RODP strived for creating a sustainable, green and livable community in the new town extension. A blue-green infrastructure network combining the green space network and the sustainable water management initiatives would enrich the character of YLS. The sustainable water management initiatives comprised revitalised nullahs, a new water channel with retention lake, reedbed, and sewage treatment works with reuse of treated sewage effluent for non-potable purposes. Other measures to promote green mobility, such as EFTS, comprehensive cycle and pedestrian networks would also be encouraged; and

- (vii) partial decking of the northern section of Yuen Long Nullah was recommended for both traffic improvement and for revitalisation of the water body as an urban and landscape feature. Along the Nullah, Kung Um Road and Kiu Hing Road would be widened to improve the traffic flow with landscaped footpaths along both roads. The southern section of the Nullah would be fully revitalised without decking with amenity walkways and cycle tracks which would be linked to the scenic cycle track along the hillside;

Implementation Arrangements

Existing Residents

- (f) while the planning of YLS had minimised impacts on the existing residents as far as possible, it was unavoidable that some existing structures would have to be cleared to facilitate implementation. Suitable arrangement would be devised for all those affected by the development. For the affected clearerees, special compensation and rehousing arrangements (including local rehousing) would be considered, making reference to the compensation and rehousing package for the Kwu Tung North (KTN) and Fanling North (FLN) NDAs;

Brownfield Operators

- (g) subject to the pilot case on the arrangement of accommodating some of the affected brownfield operations in HSK NDA, the Government would explore providing accommodation for some of the brownfield operations through development of multi-storey industrial compounds or other land-efficient means at suitable locations. The study on multi-storey industrial compounds in relation to HSK NDA would commence in mid 2016;

Farmers

- (h) to assist farmers affected by the project, special agricultural rehabilitation arrangement was proposed, similar to that applicable to the KTN and FLN NDAs, by giving priority assistance in matching of farmers and agricultural

land owners;

- (i) an implementation approach that would ensure timely and orderly development of the project was crucial to the successful implementation of the YLS project. The “Enhanced Conventional New Town” approach as the implementation mode, making reference to that adopted for the KTN/FLN NDAs would be considered. The Government would resume land required for the project while allowing the processing of land owners’ applications for land exchange over individual sites planned for private developments subject to meeting specified criteria and conditions; and
- (j) taking into account the views/suggestions collected in CE3, detailed arrangements would be worked out in the next stage. A community liaison team comprising social workers was set up to enhance communication with affected households and to collect their views and concerns.

Discussion Session

10. As the presentation of the study team was completed, the Chairman invited questions from Members.

Brownfield sites

11. Three Members raised concerns on the brownfield operations in the area and had the following questions and views:

- (a) the difference in the scale of brownfield operations between YLS and the NDAs in North East New Territories (NENT);
- (b) in view of the large number of planning applications for open storage, storage and workshop uses in the YLS area, there should be many operations in the area. The proposed Employment Belt with an area of about 12 ha for locating these operations appeared too small to provide sufficient accommodation and employment opportunities. Whether there

were any figures on the total area of the existing operations and required area in future in order to estimate the reduction in area. Although some of the operations could be consolidated in the proposed multi-storey industrial compounds, there were concerns over traffic capacity, adequacy of the floor space provided, the feasibility of operations for bulky and heavy goods, and potential high rental. There was a lack of information on the actual types of uses within the area and whether those operations could be accommodated in warehouses and the proposed multi-storey industrial compounds. The Study should consider if there were sufficient measures to address the adverse impacts on the operators and existing workers; and

- (c) some of the existing open storage uses might be accommodated in the proposed multi-storey industrial compounds but some might not. Whether the Study had examined if there were any existing open storage uses which were already phasing out in Hong Kong or would not be compatible with the planned developments.

12. In response, Ms Teresa W.S. Yeung, Mr K.T. Yau, CE/CID and Mr Lau Wing Kam, CE/NTW, made the following main points:

- (a) there were much less brownfield operations in NENT NDA than in YLS;
- (b) the study team had initially communicated with the operators in the area and some of them considered operations in multi-storey industrial compounds feasible. However, more information on the operations would be required for detail planning, and a survey would be conducted in February 2016 for three months to gather information and data to facilitate better understanding of the operation and usage of the existing brownfield sites in YLS. The findings from the questionnaire survey would form the basis for further exploration of feasibility of accommodating some of these uses in multi-storey compounds or other more land-efficient means. The future implementation mechanism would make reference to outcome of the pilot case in the HSK NDA;
- (c) there were currently about 100 ha of brownfield sites in YLS. Taking

account of the proposed multi-storey industrial compounds, the 12 ha Employment Belt would provide a floor area of about 400,000m². Besides, with a more efficient use of land and operation, it was expected that the required area for relocation of these uses would be less than the existing occupied area;

- (d) according to the land use survey carried out for the Study, most of the brownfield area were warehouses used for the storage of household wares including furniture, brick, and carpet etc., open storages of vehicle components and some for sand depots, etc. with some workshops for vehicle repair or dismantling, and metal workshops. There were a few hectares for open storage of building and construction materials including large-scale machineries with heavy loading. Hence, it was considered that some operations could be accommodated in multi-storey industrial buildings. The questionnaire survey to be conducted in February 2016 would help provide more information on the existing operations for consideration of accommodating the brownfield operations in the proposed multi-storey industrial compounds. The questionnaire survey of brownfield operations in HSK NDA had already been completed and the study team would make reference to the findings and recommendations of that survey.

Non-indigenous villagers

13. In response to a Member's question about the approach in dealing with the non-indigenous villagers as compared with those in the NENT NDAs, Ms Teresa W.S. Yeung said that it was proposed that those existing well-established residential communities would be preserved as far as possible.

Traffic Issues

14. The Vice Chairman and two Members had the following questions and views on traffic issues:

- (a) traffic had been a major concern on new development areas. To cope with the traffic capacity constraints, rail-based development and highway improvements beyond the district level were required. It was suggested that a more comprehensive assessment of the traffic movement and impact on a regional basis should be provided;
- (b) the portion of Kung Um Road and Kiu Hing Road near Muk Kiu Tau Tsuen and Pak Sha Tsuen was a two-way single lane non-standard road without footpath. The newly generated traffic as a result of the increase in population would likely spill over to Tai Tong Road for access to Yuen Long Highway and the capacity of Tai Tong Road should be assessed; and
- (c) there was query whether there would be improvement works such as road widening for Kung Um Road and Kiu Hing Road.

15. In response, Mr K.T. Yau, Mr Lau Wing Kam and Ms Carmen K.M. Chu made the following main points:

- (a) the developments in the nearby areas including Kam Tin South, Yuen Long New Town and HSK NDA had already been included in the traffic impact assessment. A new slip road was proposed to connect Kung Um Road with the proposed PTI near the West Rail Yuen Long Station area and Shap Pat Heung Road as well as Yuen Long Highway. Besides a new dual carriageway was proposed as the main road running in a north-south direction through YLS and connecting Tong Yan San Tsuen with the area along Kung Um Road;
- (b) a comprehensive pedestrian and cycling network connecting to Yuen Long New Town would be provided with supporting facilities to encourage walking and cycling. The PTI near the West Rail Yuen Long Station would also be connected to the station by pedestrian facilities;
- (c) both Kung Um Road and Kiu Hing Road would be upgraded to a standard 2-lane carriageway in each direction with one-way circulation and with footpaths along both roads to improve the traffic flow, which would

perform the same function as a dual two-lane carriageway;

- (d) partial decking of the Yuen Long Nullah was proposed for widening of Kung Um Road and Kiu Hing Road. As the connections of the two roads currently were not satisfactory, crossings at about 200m interval were proposed between the two roads to improve the connectivity; and
- (e) in the briefing to the Legislation Council recently, the Transport and Housing Bureau had announced measures to increase the patronage capacity of the West Rail such as adding an extra carriage to the existing seven-car trains as well as increasing the train frequency.

Planning and Design

16. The Vice Chairman and four Members had the following questions and views on planning and design aspects:

- (a) the proposed scenic cycle track should be more creative, which should be of at least of 30m wide with landscaping on both sides to provide a green corridor, and connected to the hiking trail of the Tai Lam Country Park. Another Member concurred with the suggestion, but as cycling was not allowed inside country park, he suggested that a cycle park may be considered;
- (b) the development plan under consultation in CE3 would form a basis for plan-making for the area. The vision of the study to create a sustainable, green and livable community was appreciated, however, the detailed proposal of a blue-green network was not clearly reflected on the draft RODP. That would create difficulties for the Board in designating suitable land use zonings for the future Outline Zoning Plan (OZP);
- (c) what the rationale was for designating different zonings for various water channels, such as “Other Specified Use” (“OU”) and “Local Open Space” (“LO”). It was also not clear if the landscape area on both sides of the decked nullah should be zoned as “Green Belt” (“GB”) or “LO”;

- (d) consideration should be given to proposing pedestrian links along the green network instead of along the roads;
- (e) the general public who did not have knowledge of the overall planning context might not be able to comprehend the planning intention and design concept of various zones as proposed under the Study, and the draft RODP might be seen as just a layout to exhaust the land resource in maximizing land supply for housing. It was suggested that the draft RODP should include more details on the existing and planned developments in the surrounding areas/districts for information of the public;
- (f) together with the existing residential developments and village areas, the draft RODP appeared mainly to reserve land for housing developments. To formulate a better layout, consideration could be given to providing buffers between the proposed and existing residential developments with “GB” and agriculture areas;
- (g) clarification was required on why low-density residential area was proposed near roads/rail tracks and railway station while the medium-density residential area was located near country park;
- (h) there was also query on why the EFTS would align with roads instead of running through the residential areas.
- (i) YLS was positioned as an extension of the Yuen Long New Town, however, the connection between the two areas was not clear;
- (j) the proposed decking of the Yuen Long Nullah should be considered carefully as the work once done might not be reversible. The need for decking was queried as there seemed to be land along the nullah for road widening;
- (k) the cross-section and photomontage of the Yuen Long Nullah and Kung Um

Road showing a high water capacity of the nullah was appreciated but whether such proposal was realistic and implementable were questionable;

- (l) concerns on wall effect, cultural and historical features had been received during CE2, and how those issues were addressed;
- (m) whether there were any special features for the green building design of the government maintenance depot at the southern tip of the YLS area;
- (n) how the existing low-rise residential developments in TYST would be integrated with the planned low-density residential developments; and
- (o) whether there was planned use for the blank area on the draft RODP in between the Garden Community and LOHAS Living Planning Areas.

17. In response, Mr K.T. Yau, Ms Teresa W.S. Yeung, Mr Lau Wing Kam and Mr Peter L.Y. Chan made the following main points:

- (a) areas along the water channels were proposed to be zoned “GB”, “OU” and “LO” on the draft RODP due to different considerations. “GB” zone was proposed to cover the environmental sensitive features and for passive uses such as for the preservation of natural streams with buffers and secondary woodland. “OU” zone was for a new water channel with scenic cycle track and “LO” for land along the revitalised Yuen Long Nullah, and both allowed active recreational uses. Appropriate statutory zonings would be further considered during the preparation of the OZP. In addition to the “LO” and “GB” zones, there were various amenity areas within each planning area;
- (b) the proposed scenic cycle track would run along the hillsides, water channels, open space, green belts and amenity areas through the LOHAS Living Planning Area to the Green Zone to link up the cycle track system in YLS to Yuen Long New Town. Similarly, the cycle track in the Garden Community and Urban Living Planning Areas would also connect to Yuen Long New Town. A width of 30m was generally adopted for the cycle

tracks along the environmental sensitive feature such as the preserved natural stream for buffer purpose;

- (c) the planned population and development intensities had already taken account of infrastructure capacity and the existing development intensities in the surroundings. Besides, job opportunity was not limited to the Employment Belt as the proposed residential developments and their supporting facilities would also provide jobs for the neighbourhood. There were 150,000 jobs proposed in the nearby HSK NDA which could also offer job opportunities for the future population of YLS;
- (d) the Study had proposed a lot of green areas and pedestrian routes to encourage walking or cycling to reduce vehicular traffic. The proposed width of these green corridors varied due to site character and the surrounding settings;
- (e) the presentation would be improved to highlight the development concept of the transition in a north-south direction from high-density, medium-density, to low-density developments. The suggestion of extending the cycle track to the country park to the south would be also considered;
- (f) it was a general planning principle to locate the highest density development nearest to the town centre. The development intensity of the LOHAS Planning Area was the gradation from the Urban Living Planning Area descending southwards as it was close to the Tai Lam Country Park. There were existing low-density residential developments, non-indigenous villages as well as active agricultural land in Garden Community Planning Area in TYST. As such, the development intensity of Garden Community Planning Area was lower to complement these existing development/uses. The proposed residential development of low-density and the open space would help integration with the existing low-rise settlements;
- (g) the proposed EFTS would run through the residential areas in YLS and

would connect to HSK NDA;

- (h) the connection of YLS with Yuen Long New Town was through the comprehensively planned road and pedestrian networks;
- (i) to address the possible wall effect of the proposed residential developments in the Urban Living Planning Area on the existing villages, “low building areas” had been incorporated in the adjacent residential zones and a stepped height profile declining towards the villages would be adopted;
- (j) Kung Um Road and Kiu Hing Road were sub-standard roads and there were existing villages locating along the northern section of nullah and clearance was not preferred. Having balanced the need for improving the two roads and nullah revitalisation, partial decking was proposed;
- (k) the Yuen Long Nullah was connected to a natural stream upstream with continuous flowing water. In order to achieve a water body in the revitalised nullah, landscape and engineering works could be introduced such as small weir at downstream and water pools to hold water temporarily allowing water to flow slowly through the nullah as part of the revitalisation design. Subject to the views of the Environmental Protection Department, some treated effluent from the sewage treatment works after passing through the proposed reedbed for further water polishing could supplement the water flow in the nullah. There should be no technical difficulties in achieving the water body as illustrated;
- (l) the depot at the southern part of the area was reserved for Government use. Green building design and green initiative were proposed for the building for appreciation of the green initiatives at government facilities; and
- (m) the blank area on the draft RODP was a green area well-covered with vegetation and was excluded from the study area for preservation purpose.

Public Consultation

18. In response to a Member's doubt on whether public views received in CE2 were generally in support of the YLS development, Ms Teresa W.S. Yeung explained that the public consultation process had wide coverage as they had sent publicity materials to every households and business establishments within the development area and conducted briefings and site visits to concerned villages, local residents and local stakeholders as well as briefings to relevant District Council and Rural Committees. Public forum was also held to solicit public comments on the proposals. She considered that the local residents were well-informed of the proposed development plan. The comments received during CE2 were generally in support of the YLS development although there were some dissenting views.

Other Aspects

19. In response to a Member's question on the existing uses within the proposed Green Zone adjoining the Garden Community Planning Area, Mr K.T. Yau clarified that the existing uses within the Green Zone were mostly active agricultural land of about 8 ha.

20. In response to two Members' questions on matters related to the operation of proposed sewage treatment works, Mr Peter L. Y. Chan said that the treated effluent could not be directly discharged to the water receiving body of Deep Bay due to the policy of the Environmental Protection Department on no net increase in pollutant load in Deep Bay. A sewage treatment works of tertiary treatment level was proposed for the YLS development. The treated effluent would be of sufficient standard for reuse as toilet flushing water and irrigation water for grassland and landscaped area but not suitable for cultivation purposes.

[Mr H.F. Leung, Ms Christina M. Lee, Ms Bernadette H.H. Linn and Mr Clarence W.C. Leung arrived to join the meeting during the discussion.]

21. The Chairman concluded the discussion and requested the study team to take note of Members' comments and suggestions on the above issues. He thanked the representatives of the government departments and the consultant for attending the meeting. They left the meeting at this point.

**Planning and Engineering Study for Housing Sites in Yuen Long South – Investigation
Stage 3 Community Engagement**

Meeting with Tong Yan San Tsuen Residents

Gist of Meeting

Date: 5 February 2016 (Friday)

Time: 8:00pm

Venue: ELCHK, Sung Un Social Service Centre

Land Use Planning

Residential Use

- The residents from Hong Lok Road (康樂路) welcomed and supported the designation of “Residential – Zone 5 (Existing Development Area)” zone on the draft Recommended Outline Development Plan (RODP) to retain the existing community.
- A resident said his family had been living in the current location for over 30 years and requested to retain his living quarter which was zoned as “District Open Space” zone on the draft RODP.

Open Storage, Storage and Workshop Uses (the Employment Belt)

- An operator stated that his factory fell within an area zoned “Other Specified Uses” annotated “Storage and Workshop Uses”, “Other Specified Uses” annotated “Storage Uses (1)” and “Local Open Space (1)” zones on the draft RODP and asked the rationale for the proposed zones. Since the operation focused on fabrication of bored piling products including casing and foundation tools which were very large and heavy, it was impossible to relocate the existing operation into the proposed multi-storey buildings. He also opined that the questions asked in the on-going brownfield questionnaire survey were misleading.
- Some commenters supported the designation of ‘Employment Belt’ which would help improve the living environment in Tong Yan San Tsuen. However, there was a comment that the area around Tong Tai Road should not be developed.

Government, Institution or Community (GIC) Facilities

- A resident asked the reason for no hospital provision in the Yuen Long South development.

Traffic and Transport

- Some commenters suggested direct access to Hung Shui Kiu (HSK) New Development Area (NDA) and Route 3 should be provided.
- A resident opined the road network near Kam Lan Monastery should be improved.

Appendix B-5

- A resident said one of the road widening works would encroach on his lot for the house development in the future.
- A number of residents questioned the proposed new road network in Tong Yan San Tsuen and worried it would induce traffic problem in the area.

Compensation and Rehousing/Relocation and Implementation

- There were concerns about the implementation of the ‘Employment Belt’ and the compensation and relocation arrangements for the affected brownfield operations.
- The affected parties should be reasonably compensated and rehoused/relocated.
- Some commenters considered that the means test should be waived for the relocation of the affected households to public rental housing.
- A resident opined that the price for land resumption should be based on Zone B of the ex-gratia zonal compensation system.

**Planning and Engineering Study for Housing Sites in Yuen Long South – Investigation
Stage 3 Community Engagement**

Meeting with Shap Pat Heung District Resident Association (SPHDRA)

Gist of Meeting

Date: 17 February 2016 (Wednesday)

Time: 3:00pm

Venue: Meeting Room of SPHDRA, No 115D, Kiu Hing Road, Tai Tong Tsuen, Yuen Long

Land Use Planning

Open Storage, Storage and Workshop Uses

- Currently, there were about 1,000 open storage (OS) operators in Yuen Long South (YLS) and some of them could not be accommodated in the proposed multi-storey buildings.
- There were concerns about the inadequacy of the proposed provision under the draft Recommended Outline Development Plan (RODP) to accommodate all the affected existing operations, and the existing operations might move to greenfield.

Traffic and Transport

- Yuen Long Nullah should be fully decked from Yuen Long Highway to the area near Wong Nai Tun Tsuen (K66 bus Terminus) for traffic improvement and provision of cycle track and footpath.
- Traffic congestion near Park Signature (溱柏) should be resolved before the implementation of the YLS project.
- The environmentally friendly transport services should be extended to villages in the Tai Tong and Wong Nai Tun Tsuen areas for connecting to Yuen Long Station.
- The proposed Route 11 (i.e. the proposed strategic road to urban area) should be implemented and could be in the form of a tunnel from the southern tip of Kung Um Road.
- Kung Um Road and Kiu Hing Road should connect to Yuen Long Highway directly.

Compensation and Rehousing/Relocation and Implementation

- All parties including landowners, primary lessees (承租人) and occupiers (secondary lessees), the affected OS operators and households including in Tai Fat Tsuen (大發村) and Loy Fat Tsuen (來發村) should be properly rehoused/relocated before land resumption and implementation.
- Compensation and rehousing/relocation arrangements should follow those for the Hung Shui Kiu New Development Area (HSK NDA).

Appendix B-6

- Means test should be waived for the relocation of the affected households to public rental housing. They worried about the eligibility of the affected residents in applying for public rental housing/subsidised housing after receiving compensation.
- There was a need of land to accommodate the existing OS operations affected by the HSK NDA, North East New Territories NDAs and YLS projects. Abandoned agricultural land in Shap Pat Heung should be designated for the relocation of the existing OS operations.
- Opportunity should be allowed for land owners to cooperate with developers to develop some residential sites.

十八鄉鄉事委員會第二十四屆執委會第十次例會

日期：2016年2月19日(星期五)

時間：下午2時30分

地點：本會會所二樓會議廳

出席者：梁福元、林照權、林添福、易喜亮、黃律中、黃漢榮、李柏偉、
林呂廣、黃劍雄、葉振發、陳作堯、曾玉生、胡兆雄、楊全發、
張華年、蔣石耀、張月明、鄧肇康、周錦祥

列席者：元朗民政處 - 吳燕冰、吳凱華

元朗區議會主席 - 沈豪傑

十八鄉中區議員 - 梁明堅

元朗警署 - 李國強

規劃署 - 丘家泰、馮志慧、麥榮業

土木工程拓展署 - 劉永錦、徐偉樂、林思穎

奧雅納工程顧問 - 楊詠珊、葉甘飴、陳錦忠

記錄：本會秘書 - 鄒維芳、羅梅芳

會議紀錄

主席宣佈開會時間：下午2時40分。

(甲) 通過事項：

1. 通過第二十四屆第十次會議議程：由李柏偉提議，林呂廣和議，與會者一致通過。



2. 土木工程拓展署講解及諮詢元朗南房屋用地規劃及工程研究-勘察研究第三階段社區參與事宜。

奧雅納工程顧問楊詠珊表示，有關元朗南第三階段諮詢，將重新規劃唐人新村交匯處，車輛可直接前往元朗公路，節省行車時間。在十八鄉將會覆蓋部份公庵明渠，變為雙線雙程，共 4 線行車，以及擴闊元朗公路。另外，現時漁類批發市場側有一可用地，將興建交通轉乘站，市民可沿天橋步行往元朗西鐵站。將來在洪水橋也會興建新西鐵站，並且配合環保交運輸工具。以外，政府正在研究 2 條新的策略性公路，分別連接洪水橋新發展區往市區及屯門西繞道。鄉村道路方面，會逐一與各村落商討，將村路改善接駁至策略性公路，方便村民前往市中心或西鐵站。現時，公庵路及橋興路並不是標準道路，建議將會覆蓋部份公庵明渠，變為 4 線標準車路，並且擴闊行人路。在上一階段諮詢中，收集到包括全面覆蓋或全面保留；以及只覆蓋部份明渠的意見。研究希望可以改善交通暢順之餘，亦不會阻礙景觀，保持各方平衡。小部份受清拆影響的居民，將參考新界東北發展的補償及安置方案，預留土



地為村民原區安置。對於現有棕地經營者，會參考洪水橋新發展區多層式工廠大廈，當局將在數月後有針對性研究，希望在釋放土地的同時，也可以讓他們繼續經營。農戶方面，將參考新界東北發展區農地復耕計劃，會從序漸進發展，以加強版「傳統新市鎮」模式，政府須收回發展區的土地，亦容許土地業權人作私人發展，希望能收集大家的意見，待第三階段諮詢完結後便會公佈有關賠償建議。

梁主席表示，十八鄉公庵路及原築一帶現時交通非常擠塞，而發展面積約有 200 公頃，拓展署代表有何回應？

拓展署劉永錦表示，現時計劃將元朗公路以南的公庵路擴闊為雙線雙程至楊家村。為了方便公庵路兩旁村落的車輛及行人，每 100-200 米將增設過河位置，改善交通。各個生活區也會增設交通交匯處，村民能更快捷直達市中心。

沈豪傑主席表示，鄉事會及各議員意見一致，要求全面覆蓋公庵明渠。公庵明渠主要是處理洪水，經過去 10 多年來渠務署不斷致力改善，水浸情況現已大為改善。若要保留用以預防百年一遇的洪水，或是為了要綠化環境，而不解決現時面對的交通問題，實在難以令人信服。建議位於漁市場的交通交匯處位置偏遠，應研究接近西鐵站的地點，才可方便市民出入。在最南部份新增了一大幅 GIC 用地作為政府維修中心，該地會有什麼用途？

林添福副主席表示，贊成政府發展計劃，現時元朗南發展雜亂無章。在第一及第二期我們已提出了很多意見，以及關注範圍以外的交通配套；現有棕地露天倉營運者將何去何從？現時公庵路、橋興路與十八鄉交界原築附近，若日後新市鎮居民經黃泥墩村前往郊野公園的道路將會如何設計？這些連接性的交通配套非常重要，但諮詢文件中未有提及。在研究範圍內露天倉地實在不足以應付現有棕地經營者需求，規劃處在棕地以外是否有其他地點可改變用途配合現有用戶需求？諮詢文件中仍然要保留棕地以南的豬場及雞場，由於當局監管不力，令豬場臭味影響遠至天水圍，而規劃中建議繼續保留，實在令人費解？

白沙村村代表易喜亮有以下意見：

- a) 白沙村村民、公庵路沿路村落及倉地用戶的意見一致，要求必須全面覆蓋公庵明渠至黃泥墩村。



b) 元朗已有很多足球場，為何仍要在木橋頭村規劃 2 幅休憩用地作為單車場及足球場，實在是浪費了珍貴的土地。既然沿路沒有商業發展地，建議可將休憩用地轉為綜合發展用地。

c) 諮詢建議中有 7 間學校，試問怎會有那麼多學生？

易總務表示，建議在白沙村有休憩用地、政府維修用地以及污水處理廠。污水廠應該放在山上，而不是放在在私人土地上，而 OU 地被轉為綠化地。現時有仟多個倉地用戶，建議將 OU 用地轉為 OS 用地，便可以解決倉地不足問題。

龍田村村代表黃漢榮表示，本村座落於原築對面，每日返家都要擠塞半小時，飽受塞車之苦。但在規劃發展以外，元朗公路以北，原築、溱柏雙十字路口至馬田村、馬棠路沿路已有幾條村是否不須作出改善？元朗公路以北至馬棠路也是屬於同一段路，為何未有建議覆蓋？發展只是「頭痛醫頭、腳痛醫腳」欠缺長遠計劃？現時住在原築、溱柏的市民，每日都經過本村村口的單程路，人車爭路，顧問公司對此有何回應？

奧雅納顧問楊詠珊表示，同意沈主席提及位於漁市場的交通交匯處與西鐵站確有一段距離，但因為這幅土地不涉及收地，而將來 Yoho Town 必須提供行人設施接駁至西鐵，我們會再嘗試在附近尋找更接近西鐵站而又不涉及收地的土地。至於沈主席、易喜亮村代表及貴會要求全面覆蓋公庵明渠的建議，我們已清楚收到有關意見，但為何仍未有全面覆蓋？因為在諮詢期間，我們收到強烈訊息要求全面覆蓋的同時亦收到強烈要求不要覆蓋明渠的意見。因為橋興路、公庵路並不是標準道路，這個問題必須解決，所以要擴闊橋興路、公庵路及行人路為標準道路，若不覆蓋明渠便須要徵收土地。

白沙村村代表易總務表示，有關強烈要求不覆蓋明渠，只是一小撮人，應該聽取沿路村落居民的主流意見。

奧雅納顧問楊詠珊表示，覆蓋公庵明渠，改善現時交通問題是我們的責任。

梁主席表示，雙線雙程行車必須打通大棠路、橋興路至黃泥墩 K66 巴士站，否則會做成交通樽頸位置，阻塞交通。

奧雅納顧問楊詠珊表示，各位對黃泥墩 K66 巴士站的建議，我會再次向當局反映。污水處理廠原建議在木橋頭村附近，污水經過三級處理後，可



以沖廁及灌溉，剩餘的可排至蘆葦草區域，過濾後再排出，非常潔淨。在上階段諮詢，豬場及雞場要求繼續經營，所以我們仍要再做環境評估，研究可否保留?即使是綠化地帶或政府用地，並不同凍結土地，所有在發展區內的土地，政府都會以加強版傳統「新市鎮」模式賠償。

白沙村村代表易總務表示，應將這些土地轉為 OS 用地，有關政府用地可以搬到山上，便不會影響村民，因為有些村民或想將土地留給子孫。

林添福副主席表示，在研究範圍以外，規劃處應關注現有倉地經營者，希望能在發展前找到合適土地，以配合發展。

奧雅納顧問楊詠珊表示，我們會向每名倉地經營者逐一收集意見。學校數目是根據將來人口發展。黃漢榮村代表反映原築交通問題，據悉土木工程拓展署正在處理，同時我們也會向運輸署反映，並且在會後與黃漢榮村代表繼續跟進。

奧雅納顧問陳錦忠表示，補充回應沈主席，公庵路及橋興路雖然被河流分隔，但兩邊每逢 200 米便設有倒車設施，合共超過 10 個。

梁明堅議員表示，作為倉庫物流協會及十八鄉居民協會秘書長，關注倉戶及居民需要。規劃分開了 3 個區域，在高密度住宅區內，欠缺商業用地，對屋苑及附近村落的居民做成不便。可考慮在北面增設露天倉地，因為這裡有路直達唐人新村及朗屏西鐵站，不會對高、中密度住宅構成影響。污水處理廠設在路邊，實在是浪費土地，應該放到山上。村落須要鄉村式發展用地，可否考慮增加 V Zone 用地，以保障及照顧村民住屋需要? 至於原築交通問題，因為道路網絡不足，導致交通擠塞，建議全面將公庵路擴闊至 6 線行車，因為 4 線行車只解決現時交通問題，但難以應付未來 10 萬人口。元朗南的倉地由 1,000 個變為 0 個，因為根本沒有一幅 OS 用地。規劃若只顧房屋發展，而不理會其他問題，是有欠理想及不全面，也難以得到倉庫聯會及居民協會的支持。

奧雅納顧問陳錦忠表示，除了公庵路 4 線行外，朗漢路會延伸至唐人新村交通交匯處，交通評估認為可應付未來新增的 10 萬人口。

奧雅納顧問楊詠珊表示，梁議員有關增加 V Zone 意見，會向當區規劃處反映。另外，露天倉地的訴求，待收集意見後再向有關部門轉達



梁主席表示，總結元朗南發展涉及 200 公頃，1,000 個露天倉地，十八鄉已佔了 8 成。雖然在唐人新村將有多層式工廠大廈，但露天儲物倉，要使用重型機械，必須關注業界運作及須求，保留就業，以免影響生計。若業界被扼殺，對香港經濟有深遠影響。大棠路已經飽和，首要必須覆蓋 4 線行車，打通至黃泥墩巴士站，加上山下村新增的策略性公路，應可疏導旅遊區及賞紅葉的市民。我們支持政府房屋發展，但也應加大 OS 用地，免入息審查或原區安置，才可平衡各方人士的需要。希望各位能聽取本會各代表意見，因尚未有確實回應，所以今次的諮詢暫時未能通過。



**Planning and Engineering Study for Housing Sites in Yuen Long South – Investigation
Stage 3 Community Engagement**

Meeting with Shan Ha Tsuen

Gist of Meeting

Date: 22 February 2016 (Monday)

Time: 3:00pm

Venue: Shan Ha Tsuen Village Office

Land Use Planning

Residential Use

- Villagers concerned the air ventilation and visual impacts generated by the surrounding high-rise buildings and suggested that the development density of the residential zones to the east of Shan Ha Tsuen should be reduced. Villagers also expressed concern on the loss of tranquillity they enjoyed.
- A fung shui/view corridor from Shan Ha Tsuen Cheung Ancestral Hall to Yuen Long Town Centre should be preserved and should not be affected by the proposed “Residential – Zone 1 (with Commercial)” and “Special Residential – Public Rental Housing (with Commercial)” (“RSc”) zones to the east of Shan Ha Tsuen on the draft Recommended Outline Development Plan (RODP).
- The development should not affect the burial ground near Lam Tai West Road (欖堤西路) and the burial ground in the “District Open Space” zone on the draft RODP located to the south of Shan Ha Tsuen should be excluded or rezoned for village related uses.
- Road P1 would affect four indigenous villagers’ houses and fung shui of the village. The four village houses together with the adjacent three (zoned “Agriculture”) on the draft RODP should not be affected by the development by either excluding the seven houses from the development or shifting the Road P1. They had expressed the same comments during the Stage 2 Community Engagement but their comments were neglected.
- The village would be enclosed by the proposed development. The proposed “RSc” zone on the draft RODP to the east of the village should be rezoned to “V” zone for village expansion.

Traffic and Transport

- The proposed new road junctions connecting the village from Lam Tei East/West Road (欖堤東/西路) might encroach on some of their land reserved for house development, the road alignment should be amended.

Drainage

- Villagers expressed concern on the potential flooding resulted from the proposed new developments.

Compensation and Rehousing/Relocation (C&R) and Implementation

- The residents of the four village houses affected by Road P1 mentioned above and the other three adjacent small houses would not accept any compensation and rehousing and requested that all seven village houses should be retained in-situ.
- Existing open storage of large machineries and construction materials could not be relocated to the proposed multi-storey buildings.
- Affected land owners should be compensated fairly and should be informed on the resumption schedule and price once available.

Others

- The villagers opined that the meeting minutes for Stage 2 and Stage 3 consultation should be delivered to them for record purpose.
- A follow-up meeting with the village representatives should be held for further discussion on the fung shui issue.

**Planning and Engineering Study for Housing Sites in Yuen Long South –
Investigation
Stage 3 Community Engagement**

Meeting with A-Chow Engineering Company Limited

Gist of Meeting

Date: 23 February 2016 (Tuesday)

Time: 5:00pm

Venue: A-Chow Engineering Company Limited, No. 78 Tong Yan San Tsuen Road

Comments

- The operator (also the owner) of the company would like to retain the factory at the existing location, noting that this family business had operated for over 30 years. He mentioned that the land occupied by the factory was private lots.
- He said that the factory was one of two construction material suppliers in Hong Kong and the factory accounted for large market share. He also told that the factory is about 120 meters X 150 meters with about 7,000 square meters.
- He was willing to relocate but only as a last resort. The proposed multi-storey building was considered not suitable as the factory operation required at least a 12 meters floor-to-floor headroom for the installation of 9-meter tall crane and capable for heavy loading, i.e. the average weight for their product was more than 20 tons. Storage of goods or products above the factory was considered not acceptable regarding to the building safety issue.
- The relocation site should be in around the current location, should be easily accessed by vehicle and served by infrastructure. A 40-foot truck should be able to enter the factory for product delivery. Relocation to the open area was considered appropriate arrangement.
- There was an existing road connecting Tong Tai Road (唐泰路) and Tong Yan San Tsuen Road (唐人新村路) and hence the “Local Open Space (1)” (“LO(1)”) zone on the draft Recommended Outline Development Plan for pedestrian circulation was not necessary. Besides, there was a 5 meters level difference between Tong Tai Road and Tong Yan San Tsuen Road, it was not an ideal location for proposed “LO(1)” zone.

屏山鄉鄉事委員會

第二十屆執行委員會

元朗南房屋用地規劃及工程研究-勘查研究會議記錄

日期：二零一六年二月廿四日(星期三)

時間：下午三時卅分正

地點：本會會議廳

會議主持：莫永堅

紀錄：鄭家和

出席者：

執行委員：鄧達善 首副主席 莫永堅 副主席

黃永生 鄧胤楚 盛曉鋒 鄧子光 陳文輝

黃連成 吳燦輝 梁寶 林權 文流芳

鄧鈞銘 楊大有 陳錫儔 梁金祥 麥炳祥

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新界鄉議局特別議員：鄧志強

顧問：鄧慶業 張木林 李軍樑 楊桂消

列席：鄧森福 鄭森祺 黃偉明 張錦福
兩名村民

政府部門代表：

姓名	所屬部門	職位
劉永錦先生	土木工程拓展署/新界西拓展處	總工程師
徐偉樂先生	土木工程拓展署/新界西拓展處	高級工程師
丘家泰先生	規劃署	總工程師
馮志慧女士	規劃署	高級城市規劃師
羅如琨先生	規劃署	城市規劃師
陳禮仁先生	奧雅納工程顧問	助理董事
葉甘飴先生	奧雅納工程顧問	城市規劃師
陳錦忠先生	奧雅納工程顧問	工程師
李德明先生	元朗民政事務處	聯絡主任主管(鄉郊二)
謝慧慧女士	元朗民政事務處	聯絡主任(鄉郊二)

請假：曾樹和(主席) 鄧建國 蔡建新 黃志孝 梁卓榮 鄧則鳴

顧問：楊家安 沈豪傑 黃桂棠

會議內容：

一. 主席致歡迎辭及介紹與會嘉賓

嘉賓如下：

土木工程拓展署/新界西拓展處總工程師劉永錦先生

土木工程拓展署/新界西拓展處高級工程師徐偉樂先生

規劃署總工程師丘家泰先生

規劃署高級城市規劃師馮志慧女士

規劃署城市規劃師羅如琨先生

奧雅納工程顧問助理董事陳禮仁先生

奧雅納工程顧問城市規劃師葉甘飴先生

奧雅納工程顧問工程師陳錦忠先生

元朗民政事務處聯絡主任主管(鄉郊二)李德明先生

元朗民政事務處聯絡主任(鄉郊二)謝慧慧女士

二. 元朗南房屋用地規劃及工程研究-勘查研究第三階段社區參與諮詢

莫永堅副主席表示，由於曾樹和主席出席另一活動及鄧達善副主席有要事先行離席，故由本人主持上述會議。就元朗南房屋用地規劃及工程研究-勘查研究第三階段社區參與諮詢，現在請有關部門代表闡釋有關規劃的最新修訂資料。

丘家泰總工程師(規劃署)表示，就元朗南房屋用地規劃及工程研究-勘查研究第三階段社區參與，目的是探討及善用在元朗南區內受破壞棕地的發展潛力，提供配套的基礎及社區設施作房屋和其他發展用途，同時改善現有環境。就該研究經第一及二階段的社區諮詢後，並已制定最新「建議發展大綱草圖」，現在交顧問公司陳先生介紹有關規劃的最新進度(以投影機播放及講解)。

陳禮仁助理董事(奧雅納工程顧問)首先綜合第二階段社區參與活動期間收集到的意見，普遍支持元朗南發展；意見亦包括規劃及城市設計、露天貯物及工場用途、運輸基礎設施及交通連接、排水、環境、實施安排等方面。

元朗南定位為元朗新市鎮的南面擴展部分，作為房屋土地供應的主要來源之一(27,700新增單位)；願景是建立一個可持續、綠色及宜居的社區。規劃區包括三個不同發展密度的住宅區、就業帶及田園地帶。

建議發展大綱草圖的主要發展參數如下：(請參閱圖片)

具發展潛力區	發展用地	人口	新住宅單位數量
約223公頃	約183公頃	約85000 約82700新人口	約27700-

房屋比例	公營房屋 60% 約16500單位	私人房屋 40% 約11200單位	地積比率 1至5
就業機會	預計首批入伙年份		
約10800個	2026年		

五個規劃區如下：

1. 都會生活區-最接近元朗新市鎮，發展密度最高，最高地積比率為5倍。在住宅用地劃設「低矮建築帶」及「非建築用地」；亦規劃了混合商住發展、學校、體育及社區會堂中心及普通科診療所。
2. 樂活生活區-鄰近大欖郊野公園，作低至中密度發展，地積比率為2.4及4倍。除住宅用地，亦規劃了商業發展及學校。南面土地作政府用途，南面邊緣的現有禽畜養殖場劃為「農業」用地。
3. 花園城區-配合唐人新村區內現有住宅社區，作低密度發展，地積比率為1及1.5倍。盡量保留已發展住宅社區。規劃了混合商住發展、學校、社會福利設施及休憩用地。
4. 田園地帶-保育常耕農地、次生樹林及天然河溪。
5. 就業帶-預留約12公頃作貯物及工場及露天貯物用途。鄰近元朗公路，使貨運可快捷到達公路，避免經過住宅區。

交通連接-改善區內道路及區外連接

1. 擬議雙程車道連接元朗南至元朗公路
2. 擬議道路連接至西鐵元朗站一帶
3. 擴闊及提升公庵路及僑興路
4. 擬議公共運輸文匯處-
5. 已預留土地作環保運輸服務及連接洪水橋新發展區
6. 提供完善的單車徑、行人網絡及一條觀景單車徑
7. 政府會研究一條新策略性公路連接洪水橋新發展區至市區及一條可能連接洪水橋新發展區及屯門西繞道的公路，以應付新界西北地區包括元朗南的預計的新增交通量

交通連接-擴闊及提升公庵路及僑興路(見附表)

	現狀	道路改善/明渠活化後
行車道	行車道不合標準	行車道符合『運輸規劃及設計手冊』標準
	公庵路約6.5米雙線雙程	公庵路約6.75米雙線單程
	僑興路約3.5米至4米單線雙程	僑興路6.75米雙線單程
行人徑/ 單車徑	行人徑不合標準 不設單車徑	行人徑符合『香港規劃標準與準則』 南段設單車徑及美化行人徑
明渠的景觀/ 種植	沒有景觀/種植	利用環保及生態水力方式活化元朗明渠(如鋪設籠和纖維草被，未鋪襯層的河床等)
排水系統	經雨水排放系統改善工程後，元朗明渠的下游系統未有超出負荷。	設新排水系統(如公庵路地底的箱形暗渠)以補充足的流量。

註：每相距約200米將會設置車輛掉頭設施

綠色及宜居的可持續發展社區

1. 結合綠色空間網絡及可持續水資源管理，形成藍綠系統。
2. 綠色交通-環保運輸服務、完善的單車徑及行人路網絡。
3. 元朗明渠-北面：部分覆蓋，擴闊公庵路及僑興路，同時活化明渠。
南面：全面活化，不會被覆蓋。

實施安排-對現有居民

1. 盡可能減少影響。然而，無可避免有部分現有構築物需要被清拆。
2. 為所有受計劃發展影響的居民制定合適的安排。
3. 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(包括原區安置)。

棕地經營者-

1. 視乎洪水橋新發展區試點的情況，探討發展多層工業大廈或以其他善用土地的方式容納部分有關作業。
2. 洪水橋新發展區有關發展多層工業大廈的研究預計在今年年中展開。

農民-

1. 建議採用古洞北/粉嶺北新發展區的特殊農地復耕計劃，優先為受發展計劃影響的務農人士和農地業權人進行配對。

實施安排-

1. 確保適時有序地發展元朗南
2. 參考古洞北和粉嶺北新發展區的實施模式，考慮採用「加強版的傳統新市鎮發展模式」
3. 「加強版的傳統新市鎮發展模式」：政府會收回需要規劃作新發展區的土地，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。
4. 考慮第三階段社區參與所蒐集的意見後，制定實施安排的進一步細節。

第三階段的社區參與諮詢活動於2016年1月19日至2016年4月19日進行，就「建議發展大綱草圖」諮詢公眾。除了屏山鄉鄉事委員會外，並會向相關的委員會作出簡介，包括立法會發展事務委員會、城市規劃委員會、元朗區議會及土地及建設諮詢委員會轄下的規劃小組，並與持份者(當地居民、農民及禽畜養殖場、露天倉經營者、環保團體/關注小組及專業團體)作專題小組討論。社區論壇則在2016年4月2日舉行。請各委員就「建議發展大綱草圖」提供意見。

莫永堅副主席表示，各委員就元朗南發展受影響的鄉村山廈村、欖口村的村代表及村民請表達意見。

文流芳執委表示，本人為欖口村村代表，就元朗南發展對欖口村的土地用途影響很大。在R1位置將會興建商業住宅及公屋。該位置正是作為本村村界範圍。因政府早期興建元朗公路時收窄了欖口村的村界，本村曾去函元

朗地政處要求補回村界位置，地政處承諾預留R1位置作為村界範圍。為何政府連少許土地都取去作為公屋用途。因本村週邊土地已很少，日後子孫已沒有土地興建丁屋居住，現時出入道路已非常繁忙，若再興建兩幢公屋，連出入通道都沒有了(請參閱R1附圖位置)。希望政府撤銷在該位置建公屋，將有關規劃發展遷移偏遠地方，以免影響鄉村土地發展。

欖口村村代表張錦福表示，就元朗南發展對欖口村各方面影響重大，在2014年6月第二階段諮詢曾提出的問題要求修訂。特別欖口村附近的道路網絡(欖裕路、欖堤路(東及西)及出入口隧道非常繁忙(R1位置)等)，政府承諾會擴闊，但到現時已有兩年並無作出修改，有如紙上談兵無行動。今次發展只維護發展商，並沒有顧及鄉村的土地發展需要。如不會影響鄉村的土地發展，原則上村民不反對政府的地區發展。

鄧務本村民表示，唐人新村定出的工業地帶(OU)是否不會改變。若照現時所劃出(OU及DO)是否有衝突及制造矛盾。

丘家泰總工程師(規劃署)表示，該(OU)為貯物及工場用途，現階段建議該位置將會在交通網絡上直接接駁至元朗公路。

鄧志強特別議員表示，元朗區人口不斷增加，人口密度已不容在元朗地區發展公屋，為何不選其他地區發展。此外，他建議一次過收地，否則不要進行此項發展，然後再進行制定「發展大綱草圖」。

山廈村村民表示，山廈村人口不斷增加，不但無擴大土地用途，還將村內土地收窄，為何將屬於U地劃入RSc，還要拆去村民幾間丁屋作公路用途。為何村後面有很多土地不作規劃，希望丘總工程師解釋。

丘家泰總工程師(規劃署)表示，政府在規劃發展會儘量尋找土地建屋，希望收集大家意見，尋求共識再制定可行方案。

馮志慧高級城市規劃師(規劃署)表示，關於土地規劃方面，「就業帶」規劃作露天貯物、貯物及工場用途。檢討擴大“鄉村式發展”地帶範圍(V-ZONE)有待發展局就小型屋宇政策的檢討。元朗南發展因鄰近元朗新市鎮，雖被元朗公路隔開，研究提出了一系列可行連接建議(包括道路、行人、單車徑)，令元朗南發展可以連接到元朗新市鎮及洪水橋新發展區，另外會再進一步研究環保運輸系統。關於受影響的村民房屋，早前已到山廈村諮詢，村民已指出房屋位置。我們已收集及紀錄村民的意見，會檢討有否修改的空間。

山廈村村民表示，政府諮詢後，曾承諾將新建道路繞過朗漢路，可以避開山廈村的幾間房屋免被清拆，同時會保留山廈村現有村界板圖，不會被縮細。但政府無照做，違反承諾。

馮志慧高級城市規劃師(規劃署)表示，元朗南的規劃無影響法定圖則的“鄉村式發展”地帶(V-ZONE)。至於所指七間村屋會與兩位張先生再商討，希望可解決問題。

張木林議員表示，村民(雄仔)及村代表都非常關注山廈村受影響情況。在上兩次的諮詢已提交很多意見，當時顧問公司楊小姐已紀錄有關意見，但在第三期諮詢所作出的規劃修訂完全無改變，實在令村民感到憤怒及失望。希望規劃署在今日聽取我等的意見能作出修訂，按我們的意見作出修正。

鄧志強特別議員表示，現時不可將 LO “鄰舍休憩用地” 或 DO “地區休憩用地” 劃定，希望政府先徵收土地，後進行土地規劃，否則，對村民及業權人不公平。

莫永堅副主席表示，將來元朗南發展及洪水橋新發展區人口合共約 30 萬，會否考慮交通負荷過重，若現有道路網絡未有完善配合。本人會提出反對該項規劃。此外，剛才鄧委員提及未收地已將私人土地規劃為其他用途(例如綠化地或休憩用地)，對土地業權人不公平。

鄧慶業議員表示，任何地區規劃發展都要造好三通(包括交通、道路及渠務)，元朗南、洪水橋新發展區及橫洲公營房屋等三項地區發展已令元朗區的人口及道路網絡不勝負荷。若從現有舊路連接其他地方是不可行，除非另設其他可行道路接駁到新市鎮。此外，拆屋安置賠償方案不應設資產審查制度。儘量改善現有鄉村發展密度空間，及對受影響鄉村村民儘早回應他們的訴求，尋求可行方案。以致該發展規劃工程能順利展開，否則，得不到鄉事會及區議會的支持，導致該規劃無了期被拖延。

莫永堅副主席表示，請規劃署、土木工程拓展署及顧問公司代表回應大家提出的訴求。

丘家泰總工程師(規劃署)表示，將 LO “鄰舍休憩用地” 和 DO “地區休憩用地” 劃入建議發展大綱草圖是作為諮詢資料是有需要的，當政府真正落實有關規劃會進行收地。第三階段社區諮詢會參考古洞北及粉嶺北新發展區的實施模式。至於交通問題，會進行交通評估，考慮週邊及對外的規劃發展；而西鐵服務亦會改善，例如增加洪水橋西鐵站及班次，亦建議改善道路配套設施等，以疏導人流。請拓展署代表詳細闡釋交通規劃資料。

鄧志強特別議員表示，但現時將私人土地劃定為上述用途，對土地持份者不公平，亦影響土地價格高低。

劉永錦總工程師(土木工程拓展署)表示，現時元朗南的交通設施未完善，如出市區先經過元朗市，才到達唐人新村交匯處，山廈村及欖口村亦要經十八鄉交匯處出元朗公路。新構思擴闊公庵路及建新路接駁唐人新村交匯處，不需繞過其他道路直接到達元朗公路，亦會改善唐人新村交匯處。將來山廈村及欖口村無需繞過十八鄉路直達元朗公路。在對外交通方面，元朗南及洪水橋發展所增加的人口都要使用元朗公路，政府正研究進行新策略性公路，改善元朗公路對外的交通連接，及配合洪水橋發展的交通配套設施。

陳文輝執委表示，山廈村及欖口村直出元朗公路，現時元朗大馬路行人路已爆滿，將來人流更多，如何可以疏通交通。例如由教育路經過安寧路已塞車一段時間才到達。除非拆去現時輕鐵站，擴闊現有道路空間。

莫永堅副主席表示，希望劉永錦先生親身到元朗實地視察了解元朗交通配套設施。若將山廈村及欖口村直達元朗公路是不可能，始終鄉村都要入市區購物。要改善元朗公路交通道路網較為困難，希望政府認真考慮改善元朗區的交通問題。

文流芳執委表示，欖口村及山廈村人口越來越多，很多連接路已爆滿。就以欖裕路曾要求運輸署收取少量土地就可擴闊，也不順應民意。另外，將公庵路覆蓋成四線行車都不能應付交通流量，何況只覆蓋部分。除非增設架空或地下道路或可會改善交通問題。就以由欖口村出街市為例，需經過四個交通燈位及需時十五分鐘，去上水都是二十分鐘。現時很多外來人士喜歡租住村屋，人口只會增加，應利用現有土地擴闊村界範圍。將元朗南發展座落於鄉村範圍是不恰當，應選擇遠離鄉村範圍，善用土地發展。不是想反對政府的地區發展，而是鄉村已沒有土地的發展空間，希望政府考慮我們提出的意見，作出修訂。

莫永堅副主席表示，既然大家對元朗南的發展提出很多意見，諮詢大家是否反對有關規劃發展。希望有關部門與受影響鄉村村代表尋求共識，解決大家所提出的規劃問題，並作出規劃修改。

與會者一致反對元朗南房屋用地規劃及工程研究的發展。

丘家泰總工程師(規劃署)表示，本署一定會聽取大家意見，尋求共識，制定可行方案。回應剛才文委員提出的意見，有關覆蓋部分元朗明渠成為雙線雙程行車道，已達到覆蓋整條元朗明渠的交通效果。

陳文輝執委表示，若將元朗列為禁區，仿倣大嶼山限制外來人士入元朗區，如進入元朗先支付七十五元交通費，此舉，或可改善元朗區的擠迫情況。

鄧慶業議員表示，元朗南及洪水橋新發展兩個規劃增加人口共約 30 萬，有必要先規劃交通道路網，必須解決交通問題。現時的規劃概念是按政府或是發展商的意見。不能單靠評估行車路，亦要評估行人通道，否則，元朗道路有人滿為患，交通負荷過量。要求相關部門認真考慮我們提出的意見，再重新作出修訂。

丘家泰總工程師(規劃署)表示，除連接屯門西繞道外，政府會研究可能的新策略性公路基礎設施以加強與市區的交通連接，不是只靠元朗公路作為主要道路。

莫永堅副主席表示，大家均認為先改善對內及對外交通網路據點，將來洪水橋新發展的人口亦會湧入元朗區，現時西鐵站人流已飽和。鄉村的週邊

範圍土地亦不足，如何將交通網絡擴大亦是問題。若再繼續討論結果都是一樣，今天會議到此為止。在此感謝各部門代表出席是次會議。

與會者均認為現時最大隱憂是交通配套問題，希望政府部門及受影響鄉村共同尋求共識，重新考慮交通配套問題，再進行諮詢。

會者無任何討論事項，會議於四時五十分結束。

主 席 :



紀 錄 :



日 期 :

二零一六年二月廿四日



**Planning and Engineering Study for Housing Sites in Yuen Long South – Investigation
Stage 3 Community Engagement**

**Meeting with a Legislative Council Member (Functional Constituency - Agriculture and
Fisheries), Representatives of the Industry and the Affected Livestock Farms Operators**

Gist of Meeting

Date: 1 March 2016 (Tuesday)

Time: 11:00am

Venue: Room 506, Legislative Council Building

Compensation and Relocation and Implementation

- There were comments that there was no objection to development, however, relocation arrangements should be provided and the policy related to livestock farms should be reviewed.

Agricultural Land

- Preservation of active agricultural land was supported. However, the effectiveness on the matching arrangement of farmers with agricultural land owners was doubtful due to long waiting list.
- Relocation arrangements should be provided for the two affected vegetable society/station.

Livestock Farms

- The current policy on relocation of livestock farms was inappropriate and should be amended. Currently, it was difficult for operators to find a suitable site. Overseas experience such as Singapore and Berlin should be made reference to in formulating/amending the policy to help sustainable development of the industry.
- The operators requested to continue the business. If there were waste treatment facilities to be provided by the government as 80% of the odour was from the septic tank together with the upgrading of the operation by the industry such as full enclosure of the pig houses, they considered that the pig farms could be located at the “Agriculture” zones on the draft Recommended Outline Development Plan. However, they worried that the three livestock farms if retained at the existing locations would still generate interface issues and impacts to the new developments and population would be unavoidable. There were requests that the government should provide relocation arrangements including relocation sites to all the six affected livestock farms. Otherwise, the development scale of the proposal should be reduced. The government should also compensate the affected operators or to build the relocated farms for them.

Appendix B-11

- The three pig farms could be consolidated as one farm with the total rearing capacity based on the total of the rearing capacity of each farm specified in the respective licence, and same might also be applied to the three affected chicken farms. The relocation site could be anywhere (including islands) with road access. While the land area for 4,000 pigs was about 80,000 sq ft based on the current mode of operation, multi-storey farm structures for the consolidated farm could be explored which could be about 3 to 4 levels with basement for waste treatment facilities.
- Relocation plan should be formulated early and all farms should be relocated before implementation of the project. The whole relocation procedure would take about 16 to 24 months.
- As most of the operators were tenants, the land owners would force them to leave when the development started.

Others

- Meetings should be maintained in future for discussions and exchange of views.

**Planning and Engineering Study for Housing Sites in Yuen Long South – Investigation
Stage 3 Community Engagement**

Meeting with Kam Lan Monastery

Gist of Meeting

Date: 6 March 2016 (Sunday)

Time: 11:30am

Venue: Kam Lan Monastery

General

- The members generally supported the Yuen Long South (YLS) project for housing supply and welcomed to retain Kam Lan Monastery in-situ on the draft Recommended Outline Development Plan (RODP).

Land Use Planning

- Kam Lan Monastery had cultural and historical values and was important in the area. It contributed to the community through the Taoist and traditional Chinese values. Due to the religious and traditional events taken place in Kam Lan Monastery such as Qigong (氣功), many people still visited the temple even the location was relatively remote.
- A heritage trail could be planned by incorporating the local characteristics in YLS and Kam Lan Monastery. The plan should also incorporate measures to promote the Chinese tradition and culture of promoting good health (中國傳統養生文化).
- The plan should not affect the existing facilities including the drainage system of Kam Lan Monastery.
- There were comments that the plan could also allow expansion of the temple.
- There was comment whether the temple, being enclosed by residential use, would be affected.

Traffic and Transport

- Road and public transport services to the temple to facilitate visitors from other areas of Hong Kong should be improved.
- One member asked whether the new road to the southwest of Kam Lan Monastery connecting the proposed roundabout near Tin Shui Wai West Interchange could be shifted westward.

Implementation

- There were enquiries about the implementation timetable of the YLS project including the timing of the submission under Environmental Impact Assessment Ordinance and the statutory town planning procedures.

**Planning and Engineering Study for Housing Sites in Yuen Long South – Investigation
Stage 3 Community Engagement**

Meeting with Lam Hau Tsuen

Gist of Meeting

Date: 6 March 2016 (Sunday)

Time: 4:00pm

Venue: Lam Hau Tsuen

Land Use Planning

- There were objecting views because of the “Special Residential – Public Rental Housing (with Commercial)” (“RSc”) and the “Residential – Zone 1 (with Commercial)” (“R1c”) zones at the east of the Lam Hau Tsuen on the draft Recommended Outline Development Plan (RODP) as the land in question should be zoned “Village Type Development” for compensation of land resumption of the “Village Environ” (“VE”) for Yuen Long Highway as agreed before.
- Land should also be reserved to meet the increasing population of the village. The Government should not only reserve land for public and private housing.
- Proposed housing developments near Lam Hau Tsuen might pose adverse visual and air ventilation impacts.

Traffic and Transport

- Traffic problem should be addressed before implementation. Yuen Long New Town was congested now. There were congestions along Lam Tai West and East Road (欖堤東/西路), Shan Ha Road (山下路) and Lam Yu Road (欖裕路). Residents were concerned about future traffic conditions with YLS project. The nullah along Lam Tai West and East Road should be decked for traffic improvement.
- Residents urged to improve the traffic condition of Lam Hau Tsuen. Access to the village was only through one road i.e. Lam Hi Road (欖喜路) which involved private lots and was very congested particularly during school hours. They suggested the Government should resume some of the lots for constructing a new access road and car parking.
- Residents suggested constructing an emergency vehicular access road along the strip of “Local Open Space” zone to the east of Lam Hau Tsuen for emergency use.

Compensation and Rehousing/Relocation

- Affected residents, brownfield operators and land owners should be compensated and rehoused properly and means test should be waived.

Others

- They requested to have the meeting minutes for Stage 2 and Stage 3 Community Engagement for record purpose.

**Planning and Engineering Study for Housing Sites in Yuen Long South – Investigation
Stage 3 Community Engagement**

**Meeting with a Legislative Council Member (Functional Constituency - Transport),
Representatives of the Industry and Open Storage Operators**

Gist of Meeting

Date: 7 March 2016 (Monday)

Time: 11:15am

Venue: Room 506, Legislative Council Building

General

- There were comments indicating support to the project, however, the affected brownfield operators should be properly compensated and relocated and there should be coordination amongst various projects with the provision of logistics facilities under study.

Land Use Planning

- The provision of land/floor space particularly the land for open storage (OS) on the draft Recommended Outline Development Plan (RODP) was not enough to accommodate the existing operations and some operations could not be moved to multi-storey buildings due to the sizeable scale of operation in nature and bulky and heavy goods stored. OS for container and container repair yards were very important for the logistics industry in Hong Kong and land should be reserved for its long-term development. The same comment was applied to the Hung Shui Kiu New Development Area (HSK NDA).
- Space should be reserved for parking and maintenance of commercial vehicles, which could be in multi-storey buildings, in both Yuen Long South (YLS) and HSK NDA.
- Dangerous goods storage might not be able to be moved to the proposed multi-storey buildings.

Compensation and Relocation and Implementation

- The tenants suffered the most as there was no compensation for them.
- There were concerns about who to develop and manage the proposed multi-storey buildings and doubtful on the affordability of operators. Besides, the loading and headroom of the buildings should also be examined. There was suggestion that the trade could develop the multi-storey buildings. The Government should examine the operational needs of the trade and measures to enhance land utilisation meanwhile could also meet the trade's needs such as whether there would be wastage of land under the current mode of operation. Employment data of existing operations should also be collected.
- Land should be provided for the long-term development of the industry. Local reprovisioning of sites was not required and the major criteria for reprovisioned sites were the availability of vehicular access and not close to residential neighbourhood. The

following were suggested:

- Abandoned fish ponds;
- land around Liantang/Heung Yuen Wai Boundary Control Point (BCP); and
- land around Man Kam To BCP released from the reduced Closed Area.

Others

- Various development projects including HSK NDA, YLS and Tuen Mun Areas 40 and 46 were under study. There should be an overall review and good coordination amongst these studies such as the functions and kinds of goods and activities to be targeted for provision in each project.
- Application for planning permission for brownfield operations were time and cost consuming. Government departments imposed unreasonable conditions on planning permission and the approval duration of three years should be lengthened. Besides, waiver fee kept increasing.

**Planning and Engineering Study for Housing Sites in Yuen Long South – Investigation
Stage 3 Community Engagement**

Meeting with Affected Residents at Sha Tseng Tsuen, Tong Yan San Tsuen

Gist of Meeting

Date: 7 March 2016 (Monday)

Time: 4:00pm

Venue: Tong Yan San Tsuen, Yuen Long

Comments

- The affected residents opined they had been living in the current location for a long time and requested to retain their house in-situ. They did not accept any compensation and rehousing arrangements provided by the Government.
- They suggested the proposed Environmentally Friendly Transport Service should be realigned to avoid encroaching to their home and the retention of their home would not greatly affect the proposed “District Open Space”.

**Planning and Engineering Study for Housing Sites in Yuen Long South – Investigation
Stage 3 Community Engagement**

Meeting with Wong Nai Tun Tsuen

Gist of Meeting

Date: 8 March 2016 (Tuesday)

Time: 3:00pm

Venue: Wong Nai Tun Tsuen Village Office

Land Use Planning

Retention of Existing Livestock Farms

- The villagers enquired about the rationale behind the retention of the livestock farms located at the southern end of Kung Um Road. They expressed that the livestock farms should be displaced in particular the pig farms which generated odour and environmental nuisances. The pig waste from the farms was not treated properly before discharge. Operators of the farms discharged the waste to the Yuen Long Nullah during midnight despite their repeated complaints to the Environmental Protection Department.

Government, Institution or Community (GIC) Facilities and Sewage Treatment Works (STW)

- The villagers did not oppose the proposed STW if it would not cause serious odour.
- The villagers questioned whether GIC and recreation facilities and open space were adequate with the increased population brought by the Yuen Long South project. More GIC and recreation facilities and open space such as football and basketball courts and swimming pool should be provided.

Traffic and Transport

Proposed Road and Cycling Networks

- There was traffic congestion along Kung Um Road/Kiu Hing Road particularly at the intersection of Kum Um Road and Lam Hi Road (欖喜路). The recently added traffic lights outside La Grove (原築) worsened the traffic flow of Kung Um Road/Kiu Hing Road. The villagers suggested enhancing the road network to improve the traffic in the vicinity.
- More car parking spaces should be provided.
- They opined that cycling network should be provided since some villagers preferred using bicycles as the means of transportation.
- There should be additional road/emergency vehicular access to access the village from Kung Um Road for safety reason.

Drainage

- The project should not cause adverse drainage impact to the village.

**Planning and Engineering Study for Housing Sites in Yuen Long South – Investigation
Stage 3 Community Engagement**

Meeting with a Legislative Council Member and Affected Residents in Shan Ha Tsuen

Gist of Meeting

Date: 10 March 2016 (Thursday)

Time: 5:30pm

Venue: No.352, Shan Ha Tsuen

Comments

- The residents of the four indigenous villagers' houses affected by the new carriageway requested to retain their home in-situ and did not accept any compensation and rehousing arrangements provided by the Government.
- They requested the alignment of the new carriageway should be adjusted by following the river channel along Long Hon Road (朗漢路).

**Planning and Engineering Study for Housing Sites in Yuen Long South – Investigation
Stage 3 Community Engagement**

Meeting with Tai Fat Tsuen

Gist of Meeting

Date: 12 March 2016 (Saturday)

Time: 2:30pm

Venue: Tai Fat Tsuen

Traffic and Transport

- There was congestion near La Grove, and inadequate public transport services.

Compensation and Rehousing and Implementation

- The affected households should be properly rehoused before land resumption and implementation, and should be allowed to purchase subsidised housing.
- Means test should be waived for the relocation of the affected households to public rental housing. They worried about the eligibility of the affected residents in applying for public rental housing/subsidised housing after receiving compensation and concerned about the arrangement for Tai Fat Tsuen. Landowners, primary lessees (承租人) and occupiers (secondary lessees) should be compensated.

Planning and Engineering Study for Housing Sites in Yuen Long South – Investigation Stage 3 Community Engagement

Meeting with Planning Sub-Committee (PSC) of the Land and Development Advisory Committee (LDAC)

Gist of Meeting

Date: 14 March 2016 (Monday)

Time: 2:30pm

Venue: Room 1707, 17/F, North Point Government Office

General

- The planning of Yuen Long South (YLS) development and Hung Shui Kiu NDA (HSK NDA) would be complementary. The implementation of the YLS development and the HSK NDA should be examined in detail to achieve the socio-economic development.
- Consideration should be given on how to bring about greater synergy effect and opportunities to promote economic vibrancy, provide local job diversity and improve social development in YLS.

Planning and Urban Design Framework

- The gateway concept of introducing a green living community with mixed-use developments in YLS was supported.
- The proposed low-carbon and sustainable transport mode with the public transport interchanges (PTIs) at each residential community and environmentally friendly transport services (EFTS) would promote a walkable and liveable community in the new town extension.
- For the developments in the ‘LOHAS Living’ Planning Area, the density of the mixed-use developments could be increased within a walk-in catchment of about 200m of the proposed PTI, making reference to the Transit-Oriented Development principle.
- Some members opined the distribution of the proposed open space was rather discrete and peripheral, instead of an integrated framework. The function and the role of the open space network should be strengthened to encourage optimum usage and enable complementary improvements to the environment.
- There were comments about the reasons of designating 15 ha of land as the ‘Green Zone’ Planning Area.

Land Use Planning

Open Storage, Storage and Workshop Uses (the Employment Belt)

- There were concerns about the scale and technical feasibility of the proposed multi-storey buildings to accommodate all the affected brownfield operations and to meet their operational needs.

Traffic and Transport

- Members generally agreed that good connectivity was essential for the development of YLS.
- Some queried the form and operation of the EFTS, as well as the connection with HSK NDA and Tin Shui Wai. The environmental impact of the EFTS should be assessed.
- Multi-modal linkage system with walking and cycling network and the EFTS should be explored to promote sustainable and low-carbon modal transport system. Alternative road-based transport modes such as modern tramway and electric buses should be considered.
- Linkage of southern part of YLS with the Tai Lam Country Park should be explored to encourage recreational activities.
- Since Yuen Long Highway was the only strategic road linking YLS with Yuen Long New Town and already congested, the traffic and transport implications of the proposed YLS project on the existing road network and transport facilities should be assessed.

Infrastructure

- The pros and cons of the options for the treatment of Yuen Long Nullah, i.e. fully decked, partially decked and undecked, should be well considered.
- There was a comment considering that the northern section of Yuen Long Nullah should be fully decked. On the other hand, there were comments appreciating the revitalisation of the nullah proposed which could incorporate the green measures and water features, forming a green link or linear park like the High Line in New York City of which the disused railway tracks had been redesigned and planted as greenway and urban park.
- There was concern about the scale and technical feasibility of the proposed reedbed for the wastewater treatment.

**Planning and Engineering Study for Housing Sites in Yuen Long South – Investigation
Stage 3 Community Engagement**

Meeting with a Yuen Long District Council Member

Gist of Meeting

Date: 16 March 2016 (Wednesday)

Time: 11:00am

Venue: 20/F, Yuen Long Trade Centre

Land Use Planning

Public Transport Interchange (PTI) near West Rail Yuen Long Station

- The co-location proposal of the proposed PTI with the proposed indoor recreation center (IRC) was questioned on whether the proposed PTI would affect the design and provision of facilities in the proposed IRC.
- There were concerns about the adverse impacts of the PTI to the surrounding residential developments and the school during operation.
- The proposed PTI together with the temporary fresh fish wholesale market would unlikely be acceptable to the nearby residents due to cumulative impacts.
- The temporary fresh fish wholesale market should be relocated before the implementation of the PTI.
- Decking of the nullah along Yau Tin East/West Road (攸田東/西路) for traffic to the proposed PTI or enhancing the existing PTI at Fung Cheung Road (鳳翔路) rather than having a new one were suggested.

Others

- YOHO Midtown, YOHO Town and the existing school nearby should be consulted.

Relocation of the Existing Temporary Fresh Fish Wholesale Market

- The temporary fresh fish wholesale market, which was covered by a short-term tenancy, should be relocated as it caused noise nuisance and odour. Residents living nearby especially in YOHO Midtown did not like the fish market.
- A relocation site for the fish market located in the Yuen Long Industrial Estate currently used as car park (located to the east of Wang Lok Street and opposite to China Dyeing) was suggested. Mr. Tsang Shu Wo, Chairman of Ping Shan Rural Committee, opined that this site was suitable as the utilisation rate of the car park was low.
- Hon Ho Chun Yin, Legislative Council Member, suggested that the operators of the temporary fresh fish wholesale market could apply the Sustainable Fisheries Development Fund so that subsidies could be granted to help relocate the fish market.

Proposed Uses at the Temporary Fresh Fish Wholesale Market Site

- Community and recreation facilities and open space were inadequate in Yuen Long Area 12. After the relocation of the temporary fresh fish wholesale market, the site could be used as government offices for the relocation of the existing Yuen Long District Office building located in Castle Peak Road due to the increasing demand for government office space. Besides, the site could also be used for community and recreation facilities and open space as well as the proposed PTI. More car parking spaces could be provided in the government building to lessen the high demand of car parking spaces in Yuen Long.
- After relocating the Yuen Long District Office, the site which had easy access to Long Ping Station by footbridge, could be used for either public or private housing.

**Planning and Engineering Study for Housing Sites in Yuen Long South – Investigation
Stage 3 Community Engagement**

Meeting with Yuen Long District Council Members

Gist of Meeting

Date: 21 March 2016 (Monday)

Time: 3:30pm

Venue: Conference Room of Yuen Long District Council, 13/F, Yuen Long Government Offices,
Yuen Long

Planning and Urban Design Framework

- Green building design and measures to promote low carbon should be incorporated in the future buildings such as recycling water for planting.
- Scenic cycle track should incorporate jogging track.
- There was a suggestion to designate pedestrian area along Lam Tai East Road (欖堤東路) and Lam Tai West Road (欖堤西路).
- Tabebuia (風鈴木) could be planted along the cycle tracks/roads like trees along Tin Ping Road (天平路) near Tin Ping Estate (天平邨).

Land Use Planning

Residential Use

- Some members concerned about the noise generated from the Tong Yan San Tsuen Interchange would affect the residents living in the “Other Specified Uses (Mixed Use)” (“OU(MU)”) zones nearby and opined that residential use in the “OU(MU)” zones was not appropriate.
- There was a comment that the “Village Type Development” (“V”) zone near Lam Hau Tsuen should be rezoned for other use that was not noise sensitive if there was no strong justification for the designation of “V” zone.

Open Storage, Storage and Workshop Uses

- There were concerns about the sufficiency of the proposed 2 hectares (ha) of land designated for open storage (OS) use and 10 ha of land designated for storage and workshop uses to accommodate all the existing OS yards and rural industrial uses. It was suggested that appropriate measures should be adopted to provide land in order to accommodate the existing brownfield operations.

Commercial Use

- Retail facilities should be provided near Lam Hau Tsuen and Shan Ha Tsuen since some villagers of Lam Hau Tsuen (欖口村) and Shan Ha Tsuen (山廈村) did not want to travel to Yuen Long New Town for consuming daily commodities.
- Retail facilities should also be provided in 'LOHAS Living' Planning Area.

Government, Institution or Community Facilities

- The proposed schools were concentrated in some areas and were located near to each other, which might cause traffic congestion especially during peak hours.
- Secondary schools should be provided in the Yuen Long South (YLS) development to reduce students' commuting time and transportation cost.
- The concept of school village for share use of facilities especially schools operated under the same organization was suggested.
- Adequate markets should be provided. The markets could be located in government building operated by the Food and Environmental Hygiene Department. Markets should not be operated by the Link REIT and private developers.

Livestock Farms

- There was a comment about the feasibility of accommodating the affected livestock farms into multi-storey buildings.

Others

- Underground space could be considered for roads, car parking and retail facilities. Sewage treatment works could be located to cavern.

Traffic and Transport

West Rail and Roads

- There were concerns about whether the West Rail Line (WRL) could accommodate the increasing population with various proposed developments despite the enhancement of signal system as the WRL had been very crowded.
- The proposed road along Yuen Long Highway would bring more traffic to the highway and to roads near the West Rail Yuen Long Station.
- There were concerns whether the proposed roads in YLS could meet the traffic demand.
- The proposed road to Shap Pat Heung roundabout should not affect the existing traffic going to the roundabout through Fung Ki Road (鳳麒路) and should not affect Pok Oi Roundabout.

Environmentally Friendly Transport Services (EFTS)

- The population of YLS could not support the EFTS as the Light Rail Transit (LRT) was still in deficit even the LRT was supported by the population of Yuen Long, Tin Shui Wai and Tuen Mun.
- EFTS-only lane should not be designated as it would cause the inefficient use of land. LRT should not be introduced in YLS as it occupied space while the attendees did not have adverse comment on tram.

Bus Operations

- More bus services from YLS to urban areas should be provided.
- Payment by Octopus for bus to bus interchange with discount should be allowed.

Compensation and Rehousing/Relocation and Implementation

- There were enquiries about the arrangements of retention and relocation of the livestock farms.

**Planning and Engineering Study for Housing Sites in Yuen Long South – Investigation
Stage 3 Community Engagement**

**Meeting with Village Representatives of Shan Ha Tsuen and Affected Residents of Shan
Ha Tsuen**

Gist of Meeting

Date: 31 March 2016 (Thursday)

Time: 11:30am

Venue: Shan Ha Tsuen Village Office

Land Use Planning

Existing Village Houses and Proposed Village Resite

- Road P1 would affect four indigenous villagers (IV)' houses. The residents of the affected four IVs' houses and the residents of the other three adjacent small houses requested that their houses (seven houses all together) should be retained in-situ by shifting Road P1. They would not accept any compensation and rehousing arrangements.
- The buffer area near the village should be expanded and the width of the "Local Open Space" zone should be at least 30m.
- Some villagers strongly opposed relocating residents from other villages/clans to the "Residential – Zone 6" ("R6") zone adjacent to Shan Ha Tsuen.
- There were enquires whether the existing houses in the "R6" zones would be affected.
- "Agriculture" zone should be designated near the village for agricultural rehabilitation.

Graves and Fung Shui

- Road P1 would affect an important grave of the village and the road alignment should be amended.
- The design and construction of the new carriageway should avoid affecting the underground water flow from Ma Shan to Shan Ha Tsuen for fung shui purpose.
- A fung shui/view corridor from Shan Ha Tsuen Cheung Ancestral Hall to Yuen Long Town Centre should be preserved and should not be affected by the proposed "Residential – Zone 1 (with Commercial)" and "Special Residential – Public Rental Housing (with Commercial)" ("RSc") zones to the east of Shan Ha Tsuen on the draft Recommended Outline Development Plan (RODP).

Village Access Roads and Others

- Additional road/emergency vehicular access (EVA) should be provided to the west of the village boundary.

- The villagers commented that the road networks should be improved to facilitate the villagers to the burial grounds.
- More crossing facilities should be provided along the new carriageway.
- The villagers had grave concern on the pollution during the construction phase and on the drainage impact to the village.

**Planning and Engineering Study for Housing Sites in Yuen Long South – Investigation
Stage 3 Community Engagement**

**Meeting with Village Representatives of
Tin Liu Tsuen, Muk Kiu Tau Tsuen, Pak Sha Tsuen and
Shui Tsiu San Tsuen**

Gist of Meeting

Date: 31 March 2016 (Thursday)

Time: 3:00pm

Venue: Shap Pat Heung Rural Committee Office

General

- There was a comment supporting the Yuen Long South (YLS) project, however, traffic problem should be addressed and there should be proper compensation and relocation of the affected open storages (OS) yards prior to the implementation of the project.

Land Use Planning

- The village representative from Pak Sha Tsuen strongly against the location of the proposed sewage treatment works (STW) and opined that the STW should be located near the water channel or to cavern.
- The village representative from Muk Kiu Tau Tsuen suggested more recreation facilities should be provided near the village for enjoyment of villagers.
- Some member suggested more “District Open Space” (“DO”) zones should be provided near the school cluster near Muk Kiu Tau Tsuen as the proposed “DO” zones were in far away from the schools, and the children had to cross the Kung Um Road to reach the “DO” zones. They suggested land in the proximity of the schools could be resumed for the provision of more “DO” zones.
- Retail facilities in YLS should also serve villages nearby.
- There were objections to the retention of the pig farms since the operators discharged the sewage into nullah and worsened the environment. They suggested that pig farms should be relocated outside the Potential Development Area (PDA) and away from the residential area.

Traffic and Transport

- The representatives worried that the traffic flow at Kung Um Road would be worsened after the implementation of the YLS project.
- The representative from Tin Liu Tsuen requested to retain and widen the footbridge for pedestrian and vehicles crossing the Yuen Long Nullah (NF12) in order to facilitate villagers’ daily commute. The location of proposed new crossing facilities should be also reviewed and adjusted to near the stone arch (牌坊) of the village.

- Some representatives suggested studying the feasibility to connect Kung Um Road to Yuen Long Highway direct and additional vehicular bridge or decking board should be provided in the vicinity of Yuen Long Nullah adjacent to the La Grove (原築) / Park Signature (溱柏) for easing the existing traffic problem in the area.
- Some representatives were concerned about the road improvement works and connections outside the PDA since this would greatly affect the traffic flow and daily activities of the villagers in the future.

Infrastructure and Utilities

- There were concerns with flooding that may occur due to the difference in levels between new and existing developments, as new developments would likely be built on a higher formation level or platform. The resulting level difference may lead to flooding of the villages situated in low-lying areas.
- The representatives appreciated the road improvement works and revitalisation scheme for Yuen Long Nullah, however, they suggested such improvement works should cover more area to Wong Nai Tun Tsuen (near K66 bus stop), hence more space would be provided for accommodating new bus route to serve the anticipated population growth in future.

Compensation and Rehousing/Relocation and Implementation

- Affected residents of Tai Fat Tsuen (大發村) and Loy Fat Tsuen (來發村) should be properly compensated and rehoused.
- The affected OS operators should be properly relocated before land resumption and implementation. There were requests that abandoned farmland near YLS should be designated for OS use to relocate the affected OS yards and retain employment opportunities.

**Planning and Engineering Study for Housing Sites in Yuen Long South – Investigation
Stage 3 Community Engagement**

Meeting with Chung Yum Yuen Buddhism and Taoism Society Limited (CYYBTS)

(松蔭園佛道社)

Gist of Meeting

Date: 14 April 2016 (Thursday)

Time: 10:00am

Venue: Arup Office

Comments

- CYYBTS told that they owned a piece of land in Tong Yan San Tsuen, which was intended for religious institution and elderly home development. However, since there was no vehicular access to connect the subject site, the aforementioned development was not able to implement in the past.
- The CYYBTS would like to explore the feasibility to incorporate their proposal for religious institution and elderly home into the draft Recommended Outline Development Plan.
- There were concerns about the development programme and price of land resumption.

**Planning and Engineering Study for Housing Sites in Yuen Long South – Investigation
Stage 3 Community Engagement**

Meeting with a Family Member of the Affected Ancestral Hall and Graves

Gist of Meeting

Date: 14 April 2016 (Thursday)

Time: 4:00pm

Venue: Room 1701, 17/F, North Point Government Office

Comments

- Mr. Chan did not support the 'Employment Belt' and the proposed roads in the Employment Belt which affected the land owned by and the ancestral hall of the family.
- The commenter opined the graves of his ancestors should not be affected and alternative schemes should be investigated to avoid affecting the existing graves. He had no strong view to retain the affected ancestor hall and the relocation site should be near the graves. However, he said that some family members requested that the ancestral hall should not be affected also.
- He advised the study team should further investigate the locations and number of potential affected graves since there were more graves spreading across the mountain area.
- He commented that one owned land in the YLS development affected by the project should be allowed to apply for land exchange for land within the YLS development, which could be subject to specific requirements, to develop the planned use(s) designated on the plan.

**Planning and Engineering Study for Housing Sites in Yuen Long South – Investigation
Stage 3 Community Engagement**

Meeting with the Affected Residents at Sha Tseng Road, Tong Yan San Tsuen

Gist of Meeting

Date: 27 April 2016 (Wednesday)

Time: 1:30pm

Venue: Arup Office

Comments

- The attendees informed that they bought the domestic structure in 1960s based on the fenced area. The residents expressed strong request to retain their existing domestic structure located in the area proposed for “District Open Space” (“DO”) zone on the draft Recommended Outline Development Plan (RODP), and the reduction in the area of the open space was small.
- A portion of the existing domestic structure encroached on the lot owned by other. They opined that it was acceptable to retain only the remaining portion of domestic structure within their owned lots.
- Apart from the retention of domestic portion, a new access road connecting existing road network to their home should be also designed and provided for emergency purpose and pedestrian access should be provided.
- They worried the difference in site formation level between their domestic structure and the “DO”.
- They were also concerned about the implementation arrangement and the development timetable for the YLS project since it would greatly affect their arrangement for the demolition and maintenance works to the domestic portion on the land owned by themselves.

**Planning and Engineering Study for Housing Sites in Yuen Long South – Investigation
Stage 3 Community Engagement**

**Meeting with the General Chamber of Hong Kong Ceramic Tiles and Sanitary Wares
Limited**

Gist of Meeting

Date: 27 April 2016 (Wednesday)

Time: 3:30pm

Venue: Arup Office

Comments

- Most of their members were tenants of the warehouses along Kung Um Road. Currently, the rent was low.
- The preservation of land and space in the ‘Employment Belt’ could not accommodate all the existing brownfield operations/warehouses. If there was not enough space for their use, they might have to close business.
- They questioned that the proposed multi-storey buildings (MSBs) were not suitable for their operation due to the loading and floor-to-floor height constraints. They were also concerned about the availability of ramps to floors and space for parking of large goods vehicles in the MSBs. As their goods were heavy, their goods should be stored at the ground floor of the MSBs.
- They were also concerned about the management and maintenance of the proposed MSBs since it would affect the rent and operation cost of their business operation. They commented that the MSBs should be built and operated by the Government and the rent should be reasonable.
- They considered that the MSBs should be built in advance to accommodate so that space would be available for their use for goods storage and other brownfield operators’ uses before the implementation of YLS project. Alternatively, temporary sites should be provided for storage purpose. The members were highly concerned about the development timetable which would affect their business arrangements.
- They were also concerned about the compensation to the affected operators.
- They worried that there were no sufficient alternative sites for relocation in the vicinity in view of the Hung Shui Kiu New Development Area and YLS projects. The owners of land/warehouses would increase the rental price and would refuse to continue the rental service with them. This would greatly affect their business development and operation in the future.
- They suggested that the Government should have a holistic review to the brownfield uses in order to enhance a sustainable development for the industry.

**Planning and Engineering Study for Housing Sites in Yuen Long South – Investigation
Stage 3 Community Engagement**

Meeting with Kam Lan Monastery

Gist of Meeting

Date: 29 April 2016 (Friday)

Time: 10:00am

Venue: Arup Office

Issues

- Members from Kam Lan Monastery queried the sufficiency of land zoned “Institution or Community” (“IC”) on the draft Recommended Outline Development Plan (RODP) for the future development for religious institute and asked about the general rationale/considerations of allocating sites for religious institute.

**Planning and Engineering Study for Housing Sites in Yuen Long South – Investigation
Stage 3 Community Engagement**

Meeting with the Operator of the Affected Rehabilitation Dormitory (Joyful House)

Gist of Meeting

Date: 12 May 2016 (Thursday)

Time: 2:30pm

Venue: Arup Office

Issues

- The rehabilitation dormitory was now accommodating 34 patients who were disabled and required 24-hour medical care and monitoring services. She rented the premises from the owner and the rehabilitation dormitory had been operated at the existing location since 2008.
- She was willing to relocate but only as a last resort. It was not easy for her to find an alternative location for relocation.
- There was no special requirement for the relocation site. It was preferable to have open-air space for residents for relaxation and doing exercises. Besides, there were requirements for the installation of equipment with approval from the doctor and hospital would be required.
- If relocation arrangement within the YLS development was allowed, the rehabilitation dormitory should be moved in before residents of the housing developments to minimise the conflict and to gain acceptance from the community in the future.

**Planning and Engineering Study for Housing Sites in Yuen Long South – Investigation
Stage 3 Community Engagement**

Meeting with the Land Justice League and the Affected Residents at Shan Ha Tsuen

Gist of Meeting

Date: 17 May 2016 (Tuesday)

Time: 2:00pm

Venue: No.352 Shan Ha Tsuen

Comments

- The residents of the four indigenous villagers' houses affected by the new carriageway and the other three adjacent small houses would not accept any compensation and rehousing arrangements and requested their houses (seven houses all together) should be retained in-situ.
- The proposed alignment of the new carriageway should not encroach on the village boundary of Shan Ha Tsuen (山廈村).
- Impact to agricultural land should be minimised when considering the alignment of the new carriageway.

**Planning and Engineering Study for Housing Sites in Yuen Long South – Investigation
Stage 3 Community Engagement**

Meeting with the Resident in Lam Hau Tsuen

Gist of Meeting

Date: 20 May 2016 (Friday)

Time: 10:00am

Venue: Lam Hau Tsuen, Yuen Long

Comments

- Mr. Wong concerned about the potential noise impacts associated with the proposed roads adjacent to his house. He also questioned how the proposed road would be connected to the existing road as it might affect the graves.
- Mr. Wong thought that the proposed “Village Type Development” (“V”) zone currently fell within the “Green Belt” (“GB”) zone. He worried that the proposed “V” zone would result in removal of his adjacent temporary domestic structures. Therefore, he requested to minimize the size of the “V” zone to only cover his house and zone the remaining area in the proposed “V” zone to “GB”.

**Planning and Engineering Study for Housing Sites in Yuen Long South – Investigation
Stage 3 Community Engagement**

Meeting with the Affected Residents at Shan Ha Tsuen

Gist of Meeting

Date: 26 August 2016 (Friday)

Time: 2:30pm

Venue: Arup Office

Comments

- The attendees informed that their land were partially fell within the Potential Development Area (PDA) of Yuen Long South which were intended for building small houses purpose.
- Some attendees requested to adjust the PDA boundary for avoiding land resumption, while some requested land resumption should also include the land area where partially outside the PDA.
- They also enquired the possibility for land exchange to facilitate the construction of small houses.

Appendix C

Gist of Meeting of Focus Group Meetings

Planning and Engineering Study for Housing Sites in Yuen Long South – Investigation Stage 3 Community Engagement

Focus Group Meeting with Green Groups and Concern Groups

Gist of Meeting

Date: 18 February 2016 (Thursday)

Time: 10:00am

Venue: Conference Room 1537, North Point Government Offices

General

- There was a comment that the draft RODP was an improvement such as the designation of ‘Green Zone’ to preserve existing agricultural land.

Environmental and Ecology

Egretty

- Records in 2014 and 2015 indicated an increase in number of ardeids nests discovered.
- It was important to maintain the connection between farmland and ardeids nests identified in the Tai Tong and Pak Sha Tsuen areas.
- The Yuen Long South (YLS) project should avoid impacts on the habitat of the egreties and the flight of ardeids paths including during implementation.
- There were enquiries whether watercourses were closely associated with ardeids. The new watercourse could be the foraging ground for ardeids and there was suggestion to widen the new watercourse. More trees should be planted along the new watercourse to enhance its ecological value.

Environmental Concerns

- The feasibility of boundary adjustment and rezoning some area into “Conservation Area” zone should be examined.

Agricultural Land

- There were enquiries about the arrangement for the affected farmland zoned “District Open Space” zone near the Tong Yan San Tsuen Interchange and incorporation of farming activity in the open space was suggested as this could allow future residents to experience farming and promote urban farming.
- Rehabilitation could be provided elsewhere such as near YLS in addition to Kwu Tung South depending on the preferences of the farmers.

Appendix C-1

- There were concerns about small house development and illegal dumping in the “Agriculture” zone. There were comments that more stringent zoning control should be imposed to preserve the farmland.
- There was comment that existing farmer could not continue farming as the tenancy was terminated by the land owners and enquiry whether the Government would resume the agricultural land.

Natural Stream

- Some of the existing streams in the Tong Yan San Tsuen area should also be preserved and incorporated into the detailed landscape plan from ecological and continuity perspectives.
- Some enquired about the impacts of the new watercourse on the preserved natural stream at ‘LOHAS Living’ Planning Area.

Traffic and Transport

- There were concerns about the additional burden to the existing West Rail Line as a result of the new developments and additional population.
- The new road network might not be feasible to support the proposed development and too many different types of modes of transport including the proposed environmentally friendly transport services might worsen the traffic flow.

Drainage

- There was concern on the flooding risk to the existing village.

Open Storage, Storage and Workshop Uses

- The provision of land for storage and workshop uses in YLS was not sufficient to accommodate the existing brownfield operations. With also the Hung Shui Kiu New Development Area project, suitable land for open storage should be identified. Otherwise, the existing brownfield operations might move to greenfield to continue their business.

**Planning and Engineering Study for Housing Sites in Yuen Long South – Investigation
Stage 3 Community Engagement**

Focus Group Meeting with Local Residents

Gist of Meeting

Date: 23 February 2016 (Tuesday)

Time: 7:00pm

Venue: Yuen Long Theatre – Lecture Room

Land Use Planning

- “Residential – Zone 6” (“R6”) zone should be planned at the south of the Potential Development Area along Kung Um Road so that the affected villagers could live near the existing community.
- Villagers questioned whether the relocation of all the affected houses into the proposed “R6” zones would result in congested living environment, and whether the existing houses in the “R6” zones would be affected.
- More “District Open Space” (“DO”) zones should be designated close to the four proposed schools near Muk Kiu Tau Tsuen (木橋頭村).
- Village representative of Pak Sha Tsuen (白沙村) objected the proposed location of the sewage treatment works (STW) and reedbed since this was not optimising the land resources for housing development. He suggested that STW should be relocated to near the proposed hillside river. He also suggested decking Yuen Long Nullah up to Yuen Long New Town.
- Villagers expressed concern on the loss of tranquility they enjoyed.

Traffic and Infrastructure

- There were queries about whether site investigation done would provide sufficient data to support the proposed high-rise buildings as only a few holes had been drilled.
- A local resident suggested the nullah revitalisation and improvement works should be conducted throughout whole Yuen Long Nullah up to Kau Yuk Road (教育路).
- Space should be reserved at the “DO” zone near Tin Lung Tsuen (天龍村) for parking use.

Compensation and Rehousing/Relocation (C&R) and Implementation

- There were concerns on the following:
 - the compensation and rehousing arrangements for residents living in open storage (OS) yards, squatters and small houses;
 - whether land and existing domestic structures/houses zoned “Residential – Zone 5 (Existing Development Area)” (“R5(EDA)”), “R6” and zoned “Residential – Zone 5” near the “R5(EDA)” zone would be resumed;
 - whether compensation would be exempted from the comprehensive means test for the relocation to public rental housing;
 - whether any compensation for affected crops;
 - whether existing graves and urns would be affected; and
 - the price of land resumption and the timetable of land resumption.
- There were comments that the existing domestic structure/house should not be affected.
- There was a suggestion to change the existing policy to allow compensation for a house of 500 ft² for every affected 1,000 ft² brownfield land.
- A resident requested that Hang Yuen (衡園) (which was zoned “R5(EDA)” on the draft Recommended Outline Development Plan) should not be affected and questioned whether the freezing survey to be conducted would accurately record non-domestic structures and residents lived inside.
- There were concerns about the compensation and relocation arrangements for the existing OS operations particularly those located in the “Industrial (Group D)” (“I(D)”) zone of the Outline Zoning Plan including the concrete batching plant. Besides, large machineries and construction materials could not be relocated to the proposed multi-storey buildings. There was enquiry about the criteria for relocating to the ‘Employment Belt’.
- A staff from Joyful House (Rehabilitation Dormitory) expressed concern on the relocation arrangement of the premises and the existing residents affected.
- An operator of a bee farm requested to retain the operation in its existing location (near the proposed roundabout at the southern end of Kung Um Road).
- The implementation of Yuen Long South should consider and minimise impacts to the surrounding villages.

Others

- There was an enquiry whether the public would be informed of the changes to the plan after CE3.

**Planning and Engineering Study for Housing Sites in Yuen Long South –
Investigation
Stage 3 Community Engagement**

Focus Group Meeting with Local Operators

Gist of Meeting

Date: 7 March 2016 (Monday)

Time: 7:00pm

Venue: Lecture Room, Yuen Long Theatre, Yuen Long

Land Use Planning

- There were comments that too many “District Open Space” (“DO”), “Green Belt” and “Agriculture” zones were planned.
- Some enquired what the government depots were and the rationale for proposing open space and reedbed in the southern part of the ‘LOHAS Living’ Planning Area. They opined that most of the land was not used for residential development and only 4,000 flats would be produced in the ‘LOHAS Living’ Planning Area. The area should be retained for open storage (OS) uses.
- Some commenters enquired the reasons for planning “DO” zones near Miu Kiu Tau Tsuen (木橋頭村).
- The proposed building height of the residential development surrounding Pak Sha Tsuen and the low-density residential developments in the middle of Kung Um Road was considered too high and would create wall effect.

Open Storage, Storage and Workshop Uses (the Employment Belt)

- OS was very important to the logistics industry. The proposed multi-storey buildings could not accommodate all existing brownfield operators in Yuen Long South. Same problem for the Hung Shui Kiu New Development Area. More land for OS use should be identified.
- There were suggestions building more industrial buildings in Hong Kong.
- Some commenters suggested “Industrial” zone should be designated at ‘Employment Belt’ for more flexibility.
- The ‘Employment Belt’ might cause adverse air quality impact to the residents at Fui Sha Wai (灰沙圍).
- There was a comment requesting to rezone abandoned farmland at Yeung Ka Tsuen (about 20 to 30 ha) for open storage use for the affected brownfield operators to retreat. If the affected operations were not relocated properly, they would move to greenfield.

- There were concerns about the management and maintenance of the proposed multi-storey buildings (MSBs) and that some operations with bulky materials e.g. construction materials could not be relocated to the proposed MSBs. It was hoped that the design of the MSBs could meet the operational needs of the existing operators.

Livestock Farms

- There were some comments that there was odour generated from the livestock farms located in Kung Um Road and the transport of pigs, and there would be odour problem if the livestock farms were retained.

Traffic and Transport

- Traffic issue should be addressed and roads should be improved including the direct connection of Kung Um Road to Yuen Long Highway and the current congestion problem at Kung Um Road outside Park Signature (溱柏) should be addressed. Yuen Long Nullah should be decked from Ma Tin Road to Kiu Hing Road near bus stop K66 for road widening.
- Public transport services should be enhanced particularly the green minibus services.

Compensation and Rehousing/Relocation and Implementation

- Compensation and rehousing arrangements of the affected households should be same as those for Kwu Tung North, Fanling North and Hung Shui Kiu (HSK) New Development Areas (NDAs). Comprehensive means test should be waived for the relocation of the affected households to public rental housing.
- There were concerns about the compensation and relocation arrangements for the affected brownfield, and that the compensation and relocation arrangements should be the same as HSK NDA.
- Land owner, primary lessees (承租人) and the occupiers (secondary lessees) should be reasonably compensated.

**Planning and Engineering Study for Housing Sites in Yuen Long South – Investigation
Stage 3 Community Engagement**

Focus Group Meeting with Professional Institutes

Gist of Meeting

Date: 17 March 2016 (Thursday)

Time: 7:00pm

Venue: Activity Room 1, Hong Kong Central Library

Land Use Planning

- The existing brownfield operators abused the land use in Yuen Long South (YLS).
- Comprehensive review on the brownfield uses in the whole territory should be conducted to explore the feasible solutions to accommodate the affected brownfield uses in YLS and other new development areas.
- Some questioned the reasons for the discontinuity of the proposed natural streams (i.e. “Green Belt (1)” zones) with ecological importance within the ‘Garden Community’ and ‘Green Zone’ Planning Areas.
- An attendee expressed that there were discussions between professionals and local villagers to relocate the scattered graves in columbarium (which should be located nearby) to provide more land for housing and various facilities.

Compensation and Rehousing/Relocation and Implementation

- As the brownfield operators had abused the land in YLS and enjoyed the benefit from the community for many years, the Government should not subsidise local brownfield operators during the relocation process.
- Multi-storey buildings should be constructed prior for the relocation of brownfield operations.
- Under the known “Enhanced Conventional New Town” approach, the proposed site to be surrendered for land exchange application should have an area of not less than 4,000 square metres and all private lots contained therein should be under the ownership of a single owner or joint venture owners as the applicant. There was concern on the difficulty of owning such a large site by small developers. It was suggested that the government should set up better mechanism to balance the chance of development of developers of different scale.

**Planning and Engineering Study for Housing Sites in Yuen Long South – Investigation
Stage 3 Community Engagement**

Focus Group Meeting with Farmers

Gist of Meeting

Date: 21 March 2016 (Monday)

Time: 7:00pm

Venue: Lecture Room, Yuen Long Theatre, Yuen Long

Livestock Farms

- The operators of pig farms did not object to relocating their farms.
- Operators of pig farms expressed that the Government should provide sewage treatment for the existing pig farms so that waste could be discharged directly from the pig farms to the proposed sewage treatment works. The operators were worried that the odour might generate interface issues and cause tension with the residents living nearby because of odour.
- The operators/the trade were aware of the issue of chicken farm relocation being studied by the Food and Health Bureau.
- An operator of a bee farm requested to retain the operation in its existing location (near the proposed roundabout at the southern end of Kung Um Road).

Cultivation

- Some farmers preferred land resumption as the cost of renting farmland had been increased a lot in recent years which caused farming unprofitable. Nevertheless, some requested that their existing farmland should not be affected.
- The relocation sites for the affected vegetable society/station (菜站) should be large enough for vehicle parking and accessible to roads.

Appendix D

Gist of Community Forum

**Planning and Engineering Study for Housing Sites in Yuen Long South – Investigation
Stage 3 Community Engagement**

Community Forum

Gist of Meeting

Date: 2 April 2016 (Saturday)

Time: 3:00 pm – 6:00 pm

Venue: Yuen Long Theatre – Auditorium, 9 Yuen Long Tai Yuk Road, Yuen Long

Land Use Planning

Residential Use

- Development intensity and building height should be increased to maximise land utilisation and housing provision.
- There were enquiries whether the existing village houses in the proposed “Residential – Zone 6” zone would be retained.
- There would be developments at both sides of Shan Ha Tsuen and what were the measures to guarantee that there would be no developments in the green space planned around the village.
- There were requests to retain the village houses of Shan Ha Tsuen which was affected by Road P1. Road P1 should be realigned in order not to affect the houses.
- Non-indigenous villages should be preserved or relocated with reference to Choi Yuen Tsuen (菜園村).
- There were objections to the proposed zones for some lots.

Open Storage, Storage and Workshop Uses (the Employment Belt)

- The land area designated as ‘Employment Belt’ was much smaller than the existing and was unable to accommodate all the existing operators. Land outside but near the PDA in Shap Pat Heung should be reserved for relocation of the affected open storage (OS) use in YLS.
- Not all OS yards could be housed in multi-storey buildings such as those having bulky and heavy goods including a factory in Tong Yan San Tsuen affected by the Employment Belt.
- The proposed open space at Tong Yan San Tsuen near Yuen Long Highway should be zoned as “Industrial” zone and reserved for open storage and storage and workshops uses.

Commercial Uses

- More commercial uses should be planned to serve the existing villages.
- There were comments to increase the provision of commercial buildings (office buildings) and industrial buildings to facilitate local employment
- There were enquiries about the adequacy of local job opportunities to provide in the YLS development.

Government, Institution or Community (GIC) and Cultural Uses

- With the substantial increase in population, the designation and provision of GIC sites and facilities were considered inadequate.
- Concerns on inadequate provision of healthcare facilities in YLS were expressed. Hospital should be provided in YLS due to increase of population.
- There were concerns about the sufficiency of education facilities provided in YLS.
- Ancestral hall and graves should not be affected.
- More cultural and recreational facilities should be provided.
- In-situ preservation of Kam Lan Monastery was welcomed and supported.
- The draft RODP did not reflect the unique cultural and traditional character of YLS.

Agricultural Uses

- There were enquiries about the mechanism for preserving existing farming activities in areas zoned “Agriculture”.
- Concerns on farmland preservation during construction period were expressed.
- The pig farms near Wong Nai Tun Tsuen should not be retained due to hygiene problem.

Traffic and Transport

Traffic

- Traffic problem should be resolved before implementation. Existing traffic congestion along Kung Um Road, Kiu Hing Road and Shap Pat Heung Road should be improved. The proposed road in Park Signature connecting to Shap Pat Heung Road should be implemented early.
- Concerns on air pollution, noise and traffic safety induced by the proposed Public Transport Interchange (PTI) near the existing temporary fresh fish wholesale market were expressed. There would be more adverse impacts if the PTI would be directly connected to Yuen Ching Road.
- Concerns on the ancillary transport facilities at Shap Pat Heung Road were expressed.
- There was enquiry about the traffic and transport arrangements during construction.

External Road Connection

- Concerns on external connections of YLS were expressed. There were enquiries about external road connection from Kung Um Road, such as to Hong Kong-Shenzhen Western Corridor or Lam Tei. Strategic road (i.e. the previously proposed Route 10) should be implemented for connection to urban area.
- There were comments to enhance the road connection between Shan Ha Tsuen to Hung Shui Kiu New Development Area.

Railway Connection

- Concerns on whether West Rail Line could support the transport demand of the new population introduced by New Development Areas in North West New Territories were expressed.
- Hardware facilities of West Rail Line was recommended to be enhanced, such as by building sub-railway lines, improving signalling system and increasing service frequency.
- New strategic railway should be introduced to cater future population growth.
- There were enquiries about the provision of mass transit system to connect between residential areas and light rail stations.

Environmentally friendly-transport services (EFTS)

- Given that light rail was a main local mode of transport and was directly connected to West Rail Line, it should be extended to YLS and enhanced to meet future local transport demand.
- There was suggestion that the EFTS of YLS would better be connected to the proposed West Rail Hung Shui Kiu Station, instead of the existing Tin Shui Wai Station as there was room for planning in the former and it was doubtful whether the latter would have room to cope with the demand from YLS.
- The EFTS should be designed with shortest travelling time, to meet the need of passengers and for better external connection.

Cycling

- A regional cycling network (i.e. New Territories West) provided with resting area, water point and bicycle parking spaces should be established. If possible, cycling-related industries such as Bed and Breakfast (B&B) accommodation should be promoted.

Others

- There were objections to the YLS development due to land affected, queries why the land owners concerned had not been informed of and acquisition that the plan was prepared for big developers.
- There was suggestion to include the southern part of Yuen Long New Town for high-density development.

- There were enquiries about the provision of internal and external shuttle bus services by the proposed new housing estates.
- There were enquiries for the reasons that some village houses were excluded from the village environ of Shan Ha Tsuen and from the “Village Type Development” zone on the Outline Zoning Plan.

Compensation and Rehousing/Relocation and Implementation

Land Resumption

- The process of land resumption and compensation arrangements should be more transparent and fair. Some expressed objection to land resumption and some said that it was unacceptable if land was resumed for “GB” and open space uses.
- Land resumption should be limited to land parcels that were absolutely necessary for road or infrastructure construction.
- Owners of private land should be allowed to apply for land exchange for private development in the Potential Development Area (PDA).
- There was enquiry whether the requirement of land area for land exchange application would be at least 4,000m², but most of the land was smaller than 4,000m².
- There were enquiries and concerns about the timing and price of land resumption, and the development programme.

Compensation, Rehousing/Relocation and Agricultural Rehabilitation

- The affected households and OS operators should be properly rehoused/ relocated before implementation.
- Impacts on existing residents should be minimised.
- Comprehensive means test should be waived for the relocation of the affected households to public rental housing and local rehousing should be provided.
- There were enquiries about the relocation arrangements of the existing concrete batching plants in Tong Yan San Tsuen.
- There were enquiries about the location for agricultural rehabilitation and comments that the Government should propose initiatives to encourage land owners to maintain land for farming use.
- In-situ retention of the bee farm near Kung Um Road was requested.

Other Opinions

- Some stakeholders showed support and satisfaction with Government’s work on YLS development.
- There was a comment on whether the residential care home for the elderly would be affected.

- There were enquiries about whether further changes/adjustment would be adopted in later stage.
- The development of YLS should also consider the needs of and impacts on surrounding areas. Impacts to existing nearby residences during construction should be minimised.
- There were concerns on the implementation of key green space corridor as a section is outside the PDA.

Appendix E

List of Written Submissions

Appendix E

List of Written Submissions

編號 No.	姓名 / 組織 Name / Organisation
1	孔嘉慧
2	揚生, Teddy Yeung
3	TSANG Hing Chung
4	Lam Sau Ming, Helen
5	Chan Yiu Kei
6	Lo
7	崔景恒
8	Vincent Luk
9	Vincent Luk
10	Vincent Luk
11	Vincent Luk
12	TSANG Hing Chung
13	盧顯明
14	HO
15	Lum Chiang (Hoi Lam Chiang)
16	Ann Fung
17	Chong Pan
18	張鳳明
19	鍾博文
20	蔣志偉
21	Ada Leung
22	Chiang Hoilam
23	Hoi Lam Chiang
24	Ada Leung
25	Jacob Leung
26	Eddy Chan
27	張澤明
28	be xa
29	梁福元
30	羅富庭
31	莊立彬
32	山下村村民
33	張捷興

編號 No.	姓名 / 組織 Name / Organisation
34	Shap Pat Heung Rural Committee
35	Cheung Hang Kuen
36	盧顯明
37	張安南
38	張先生
39	Larry Yeung 楊嘉偉
40	CHEUNG Chi-kai
41	Peter Cheung
42	Anson Po
43	黃偉倫
44	Ho Mei Yuk
45	Betty Huen
46	Wu Shan Shan
47	胡勝堂
48	Lam Lai Wah
49	Leung Ming Chun
50	張錦福、莫福能、文流芳
51	袁敏兒議員
52	Chan Shu Kwan 陳樹鈞
53	Chan Shu Kai
54	Chan Yiu Che
55	張木林、張志賢、張水祥、張志明、張志林
56	鄧善樂
57	Chan Shu Sum
58	徐小姐
59	徐小姐
60	Wu Siu Hung 胡兆雄
61	Kai Shing Management Services Limited
62	張致堦
63	Catdelina Lam
64	劉穗儀
65	鄧沛蔭
66	黃嘉誥

編號 No.	姓名 / 組織 Name / Organisation
67	葉俊良
68	簽名 Signature
69	何三有
70	簽名 Signature
71	何凝
72	賴光偉
73	鄭柏林
74	簽名 Signature
75	林世彬
76	James
77	Y
78	俞國強
79	俞國忠
80	俞進輝
81	俞海韻及俞海婷
82	鄧三娣
83	何瑞貞
84	黃玉珍
85	張帶女
86	梁定珍
87	何水財
88	陳潤娣
89	孫玉梅
90	張愛蓮
91	何國友
92	俞亞珠
93	程鳳嬌
94	簽名 Signature
95	何志良
96	何珍
97	何東海
98	何亞琴
99	周炫潔
100	何連有
101	俞興強

編號 No.	姓名 / 組織 Name / Organisation
102	簽名 Signature
103	簽名 Signature
104	俞有福
105	李球
106	俞禧
107	彭淑員
108	簽名 Signature
109	俞新來
110	何金裳
111	李閏娣
112	楊永光
113	俞桂娣
114	俞財妹
115	俞陳善如
116	余賴淑芳
117	余瑞平
118	余漢光
119	Yu Sum Wai
120	俞孝添
121	俞慶泰
122	Lai Su
123	俞新華
124	梁愛媚
125	簽名 Signature
126	楊重銀
127	簽名 Signature
128	簽名 Signature
129	俞鴻安
130	何玉林
131	何永平
132	簽名 Signature
133	簽名 Signature
134	蔣康
135	簽名 Signature
136	簽名 Signature

編號 No.	姓名 / 組織 Name / Organisation
137	簽名 Signature
138	簽名 Signature
139	簽名 Signature
140	俞夏森
141	簽名 Signature
142	簽名 Signature
143	簽名 Signature
144	Jung
145	余
146	梁水泉
147	蘇利常
148	馬漢文
149	簽名 Signature
150	簽名 Signature
151	江風連
152	謝燕嫦
153	簽名 Signature
154	娣
155	英
156	簽名 Signature
157	Angela
158	Fai
159	Fai
160	鄭鍵
161	簽名 Signature
162	簽名 Signature
163	簽名 Signature
164	Anson
165	簽名 Signature
166	賴國錢
167	鄧偕先
168	簽名 Signature
169	簽名 Signature
170	簽名 Signature
171	簽名 Signature

編號 No.	姓名 / 組織 Name / Organisation
172	簽名 Signature
173	簽名 Signature
174	譚順旺
175	簽名 Signature
176	簽名 Signature
177	簽名 Signature
178	Alvin
179	羅來娣
180	劉業財
181	俞展緯
182	簽名 Signature
183	俞伙有
184	何歡娣
185	林
186	簽名 Signature
187	簽名 Signature
188	劉仁俊
189	李大南
190	簽名 Signature
191	Ho Ka Lam
192	鋒
193	簽名 Signature
194	張潔英
195	簽名 Signature
196	簽名 Signature
197	簽名 Signature
198	文少興
199	歐禮坤
200	簽名 Signature
201	簽名 Signature
202	簽名 Signature
203	李世
204	簽名 Signature
205	陳冠杉
206	羅玉嫦

編號 No.	姓名 / 組織 Name / Organisation
207	陳梅英
208	張英敏
209	簽名 Signature
210	歐旭芬
211	簽名 Signature
212	簽名 Signature
213	簽名 Signature
214	簽名 Signature
215	Au
216	簽名 Signature
217	簽名 Signature
218	楊愛輝
219	簽名 Signature
220	簽名 Signature
221	鄭玉英
222	何嘉朗
223	何嘉盛
224	彭聚榮
225	彭廣衡
226	PANG WING FU
227	謝玉庭
228	何炳嬌
229	簽名 Signature
230	溫雨盈
231	簽名 Signature
232	饒錫昌
233	饒嘉興
234	簽名 Signature
235	簽名 Signature
236	謝啟綸
237	俞佩珊
238	俞家樂
239	胡彩盛
240	俞有生
241	戴鵬輝

編號 No.	姓名 / 組織 Name / Organisation
242	李雲開
243	簽名 Signature
244	簽名 Signature
245	耀
246	簽名 Signature
247	簽名 Signature
248	Lam
249	簽名 Signature
250	區燕兒
251	簽名 Signature
252	簽名 Signature
253	陳詠議
254	林運養
255	陳健輝
256	陳賈江
257	簽名 Signature
258	馮
259	Sarah
260	簽名 Signature
261	Hion
262	黃愛珍
263	俞樂
264	簽名 Signature
265	俞國華
266	俞慧萍
267	俞強發
268	劉麗蓮
269	簽名 Signature
270	李美寶
271	何世良
272	何世昌
273	黃二嬌
274	何美齡
275	何啟單
276	陳紹基

編號 No.	姓名 / 組織 Name / Organisation
277	李嘉儀
278	何海元
279	周桂娣
280	俞國權
281	林玟希
282	俞玉玲
283	李前偉
284	簽名 Signature
285	俞亞珠
286	簽名 Signature
287	簽名 Signature
288	簽名 Signature
289	羅
290	簽名 Signature
291	簽名 Signature
292	珍
293	何文龍
294	張志文
295	鄧淑蘭
296	鄧美賈
297	簽名 Signature
298	簽名 Signature
299	付金冬
300	鄧程遠
301	鄧詠心
302	鄧祖宜
303	鄧國慶
304	黃正安
305	文財有
306	劉鳳嬌
307	黃倩明
308	陳家恩
309	黃卓賢
310	陳福壽
311	陳志聰

編號 No.	姓名 / 組織 Name / Organisation
312	黃彩
313	吳伙勝
314	陳權俊
315	簽名 Signature
316	何惠珍
317	李銀泰
318	劉劍雲
319	何玉飛
320	簽名 Signature
321	簽名 Signature
322	簽名 Signature
323	楊運輝
324	林俊晞
325	簽名 Signature
326	陳俊輝
327	呂銀盈
328	Jim & Co., Solicitors
329	徐位健
330	十八鄉區居民協會
331	十八鄉鄉事委員會
332	元朗南居民
333	WIF
334	Paul Zimmerman
335	張天福 (張潤貴代行)
336	羅生 / Kenji Lau
337	廖雪梅
338	孫瑞文
339	Suen Tsz Hin, Harvey
340	李惠玲
341	Yuko LAM
342	周鳳霞
343	大發村村民
344	何啟龍
345	Tse Mei Ling
346	路心寧

編號 No.	姓名 / 組織 Name / Organisation
347	Tang Siu Bing 鄧少冰
348	Tang Siu Bing 鄧少冰
349	PlanArch Consultants Ltd.
350	林大輝議員
351	鍾成昌
352	不公開個人資料 Not to Disclose Personal Information
353	KWOK WING FUNG
354	楊麗嫦
355	李俊華
356	張穗珊
357	顏惠賢
358	Chan Siu Ping
359	吳根蓮
360	馮少康
361	卓巧冰
362	陳輝好
363	Luk Yuk Mui
364	eleven
365	陸晶晶
366	Tam Chi Wing
367	Ip Shing Pong
368	Cheung Kam Yuk
369	張康翹
370	張連發
371	張慶連
372	張南慶
373	江清容
374	張眾喜
375	張潤貴
376	張浚健
377	張俊傑
378	張水連
379	張連有
380	司理 張志良
381	鄧公諒

編號 No.	姓名 / 組織 Name / Organisation
382	Li Siu Man Peter
383	鄧鐵堅
384	謝小姐
385	Kadoorie Farm and Botanic Garden
386	朱光玲
387	Olive Law
388	陳紹雄
389	Tai Wai Kin
390	方覺生
391	朱昌馨/朱漢邦/徐燕銓/陳偉倫/陳小 芬/譚春霞/譚秀賢/陳麗鑽
392	Woo Shu Sum
393	岑熾基/陳瑞卿/黃秋燕/梁清華/梁 美容/梁銀美
394	胡馮寶珍
395	胡栩雯
396	馮佩琮
397	謝有蓮/羅福然/羅烈興
398	陳萬榮/陳佩珍/陳萬樞/陳佩琮
399	鄧務本
400	Chan Yuk Wah
401	陳楚娟
402	馮柏坤
403	黎翠珍
404	Cheung Kam Yuk
405	區冠傑
406	陸毅
407	鍾佩言
408	CHEUNG Luk-ki
409	Tobi Lau
410	黃先生
411	WOO Ming Chuan
412	Miffy Ng
413	范陝
414	林來娣
415	黃正英

編號 No.	姓名 / 組織 Name / Organisation
416	Chin Wai Ying
417	Lee Yim To
418	Chow Chi Fai
419	李廣文
420	Tse Man Ying
421	張文強
422	李梓俊
423	曾曼珠
424	徐鈺新
425	盧燕芬
426	朱健榮
427	原鳳珍
428	王桂芳
429	鄧沛洪
430	劉景德
431	朱淑貞
432	林月清
433	黃春娥
434	陳惠琮
435	李玉冰
436	李采林
437	彭兆聰
438	彭雷
439	崔梓馨
440	Tang Miu Ling
441	詹婉蘭
442	莫四強
443	吳雪梅
444	湯金玉
445	梁倬綺
446	蔡協更
447	許靜賢
448	麥美雲
449	周桂清
450	杜婉荷

編號 No.	姓名 / 組織 Name / Organisation
451	葉覽英
452	黃炳輝
453	雷美芬
454	虞汝坤
455	江世姿
456	楊國強
457	Tang Pak Chuen
458	Owen Chu*
459	不公開個人資料 Not to Disclose Personal Information*
460	Lam Yat Sing*
461	陳楚娟*
462	朱少榮*
463	Wong Siu Wing*
464	Luk Ying Ying, Lucina*
465	朱燕芬*
466	李安*
467	郭沛含*
468	莊亦琪*
469	Kannie Szeto*
470	Lo Yin Ping*
471	Fung Hiu Siu*
472	林敏敏*
473	陳雪映*
474	王愛琮*
475	陳寶珠*
476	關美芝*
477	Suen Tsz Ying*
478	Ko Wai Bong*
479	Cindy Wong*
480	Josephine Yau*
481	章敏琦*
482	Shirley Lau*
483	黃敏華*
484	Yip Ching*
485	馮曉韶*

編號 No.	姓名 / 組織 Name / Organisation
486	方祥*
487	張偉文*
488	李森*
489	余惠文*
490	韓琮*
491	張慧盈*
492	黃月球*
493	黃來添*
494	Wong Siu Ngor*
495	劉湘華*
496	湯自立*
497	陳柱元*
498	馮景偉*
499	陳榮桑*
500	唐信友*
501	何珠*
502	Melissa Leung*
503	謝忠明*
504	黃志清*
505	陳樹楷*
506	鍾連*
507	伍素英*
508	鍾成昌*
509	Ping Shan Rural Committee*
510	Realray Investments Limited*
511	Realray Investments Limited*
512	Realray Investments Limited*
513	不公開個人資料 Not to Disclose Personal Information*
514	Ron Sun*
515	Cindy CHOY*
516	陳何霞雲*
517	陳昭儀*
518	So, Lung Associates*
519	梁志祥*
520	張安南*

編號 No.	姓名 / 組織 Name / Organisation
521	黃威信*
522	張立明*
523	黃秀芳 (Sandy Wong) *
524	周其壽*
525	張天祥*
526	YLDC*
527	Cheung Chun Keung 張俊強*
528	張捷興*
529	松蔭園佛道社*
530	松蔭園佛道社*
531	梁福元議員 (十八鄉鄉事委員會) *
532	新界元朗白沙村村公所*
533	Franky H*
534	CK Cheung*
535	Honchat Ltd*
536	K.C.*

Remarks:

*Comments received after the end of Stage 3 CE

Appendix F

**Draft Recommended Outline
Development Plan – Key
Changes**

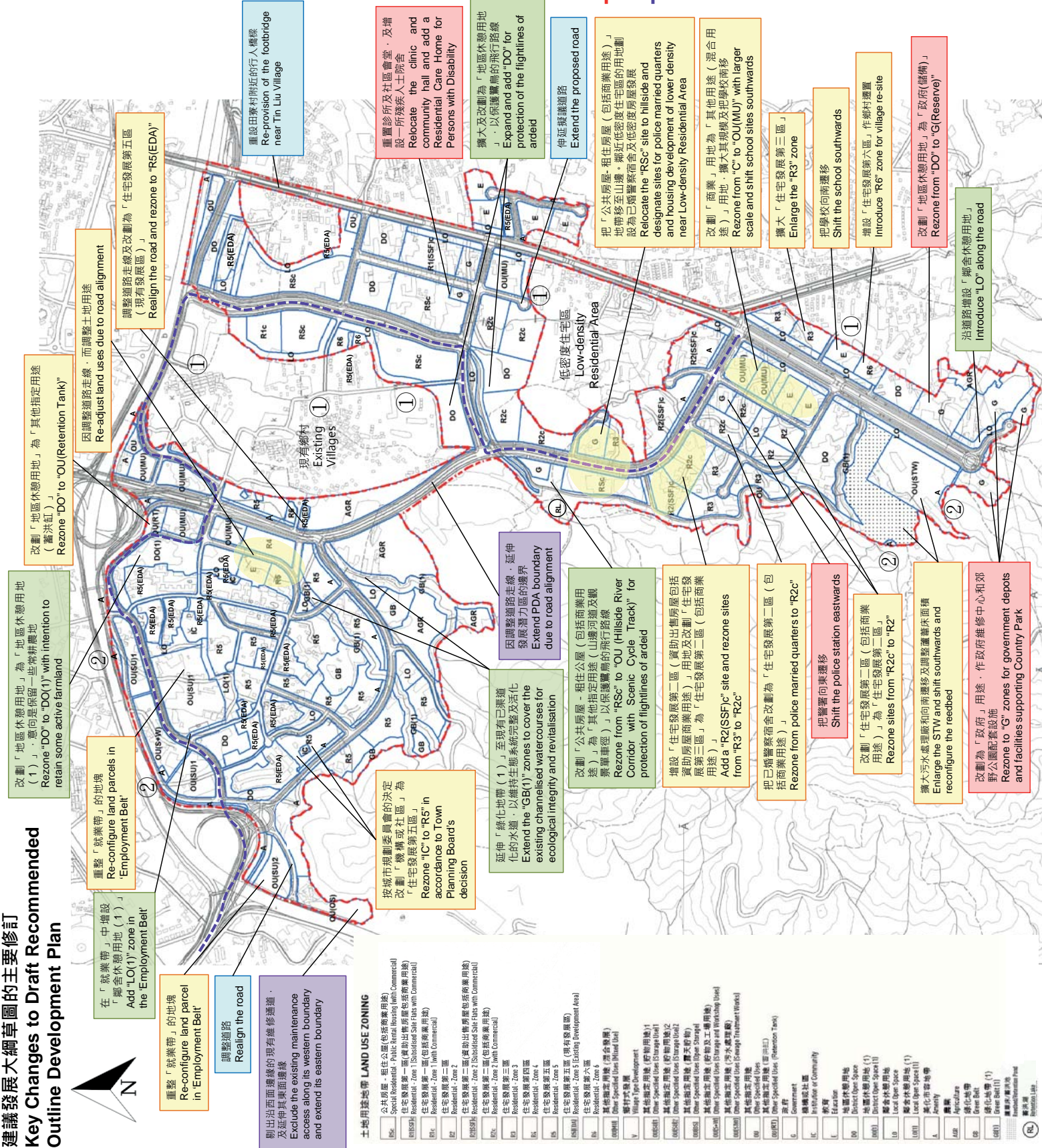
建議發展大綱草圖的主要修訂 Key Changes to Draft Recommended Outline Development Plan

附錄 F Appendix F

主要修訂類別 Categories of Key Changes

- 改善連接和交通暢達程度
Improving Connectivity and Accessibility
- 優化規劃布局
Improving Planning Layout
- 優化政府、機構或社區設施供應
Refining Provision of G/I/C Facilities
- 改善生態及締造可持續環境
Enhancing Ecology and Creating Sustainable Environment
- 調整具潛力發展區邊界
PDA Boundary Adjustment

- 提升村落的道路連接
Upgrade road accesses to villages
 - 改劃為「美化市容地帶」以保留墳墓
Rezone to "Amenity" to retain graves
- 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)
- 元朗南具發展潛力區界線
Yuen Long South PDA Boundary
 - 環保運輸服務（正進一步研究）
Environmentally Friendly Transport Services (EFTS) (Under Further Study)



土地用途地帶 LAND USE ZONING

CC	公共房屋 - 租住公屋 (包括商業用途)
CC1	住宅發展第一區 (包括住宅發展第一區)
CC2	住宅發展第二區 (包括住宅發展第二區)
CC3	住宅發展第三區 (包括住宅發展第三區)
CC4	住宅發展第四區 (包括住宅發展第四區)
CC5	住宅發展第五區 (包括住宅發展第五區)
CC6	住宅發展第六區 (包括住宅發展第六區)
CC7	住宅發展第七區 (包括住宅發展第七區)
CC8	住宅發展第八區 (包括住宅發展第八區)
CC9	住宅發展第九區 (包括住宅發展第九區)
CC10	住宅發展第十區 (包括住宅發展第十區)
CC11	住宅發展第十一區 (包括住宅發展第十一區)
CC12	住宅發展第十二區 (包括住宅發展第十二區)
CC13	住宅發展第十三區 (包括住宅發展第十三區)
CC14	住宅發展第十四區 (包括住宅發展第十四區)
CC15	住宅發展第十五區 (包括住宅發展第十五區)
CC16	住宅發展第十六區 (包括住宅發展第十六區)
CC17	住宅發展第十七區 (包括住宅發展第十七區)
CC18	住宅發展第十八區 (包括住宅發展第十八區)
CC19	住宅發展第十九區 (包括住宅發展第十九區)
CC20	住宅發展第二十區 (包括住宅發展第二十區)
CC21	住宅發展第二十一區 (包括住宅發展第二十一區)
CC22	住宅發展第二十二區 (包括住宅發展第二十二區)
CC23	住宅發展第二十三區 (包括住宅發展第二十三區)
CC24	住宅發展第二十四區 (包括住宅發展第二十四區)
CC25	住宅發展第二十五區 (包括住宅發展第二十五區)
CC26	住宅發展第二十六區 (包括住宅發展第二十六區)
CC27	住宅發展第二十七區 (包括住宅發展第二十七區)
CC28	住宅發展第二十八區 (包括住宅發展第二十八區)
CC29	住宅發展第二十九區 (包括住宅發展第二十九區)
CC30	住宅發展第三十區 (包括住宅發展第三十區)
CC31	住宅發展第三十一區 (包括住宅發展第三十一區)
CC32	住宅發展第三十二區 (包括住宅發展第三十二區)
CC33	住宅發展第三十三區 (包括住宅發展第三十三區)
CC34	住宅發展第三十四區 (包括住宅發展第三十四區)
CC35	住宅發展第三十五區 (包括住宅發展第三十五區)
CC36	住宅發展第三十六區 (包括住宅發展第三十六區)
CC37	住宅發展第三十七區 (包括住宅發展第三十七區)
CC38	住宅發展第三十八區 (包括住宅發展第三十八區)
CC39	住宅發展第三十九區 (包括住宅發展第三十九區)
CC40	住宅發展第四十區 (包括住宅發展第四十區)
CC41	住宅發展第四十一區 (包括住宅發展第四十一區)
CC42	住宅發展第四十二區 (包括住宅發展第四十二區)
CC43	住宅發展第四十三區 (包括住宅發展第四十三區)
CC44	住宅發展第四十四區 (包括住宅發展第四十四區)
CC45	住宅發展第四十五區 (包括住宅發展第四十五區)
CC46	住宅發展第四十六區 (包括住宅發展第四十六區)
CC47	住宅發展第四十七區 (包括住宅發展第四十七區)
CC48	住宅發展第四十八區 (包括住宅發展第四十八區)
CC49	住宅發展第四十九區 (包括住宅發展第四十九區)
CC50	住宅發展第五十區 (包括住宅發展第五十區)
CC51	住宅發展第五十一區 (包括住宅發展第五十一區)
CC52	住宅發展第五十二區 (包括住宅發展第五十二區)
CC53	住宅發展第五十三區 (包括住宅發展第五十三區)
CC54	住宅發展第五十四區 (包括住宅發展第五十四區)
CC55	住宅發展第五十五區 (包括住宅發展第五十五區)
CC56	住宅發展第五十六區 (包括住宅發展第五十六區)
CC57	住宅發展第五十七區 (包括住宅發展第五十七區)
CC58	住宅發展第五十八區 (包括住宅發展第五十八區)
CC59	住宅發展第五十九區 (包括住宅發展第五十九區)
CC60	住宅發展第六十區 (包括住宅發展第六十區)
CC61	住宅發展第六十一區 (包括住宅發展第六十一區)
CC62	住宅發展第六十二區 (包括住宅發展第六十二區)
CC63	住宅發展第六十三區 (包括住宅發展第六十三區)
CC64	住宅發展第六十四區 (包括住宅發展第六十四區)
CC65	住宅發展第六十五區 (包括住宅發展第六十五區)
CC66	住宅發展第六十六區 (包括住宅發展第六十六區)
CC67	住宅發展第六十七區 (包括住宅發展第六十七區)
CC68	住宅發展第六十八區 (包括住宅發展第六十八區)
CC69	住宅發展第六十九區 (包括住宅發展第六十九區)
CC70	住宅發展第七十區 (包括住宅發展第七十區)
CC71	住宅發展第七十一區 (包括住宅發展第七十一區)
CC72	住宅發展第七十二區 (包括住宅發展第七十二區)
CC73	住宅發展第七十三區 (包括住宅發展第七十三區)
CC74	住宅發展第七十四區 (包括住宅發展第七十四區)
CC75	住宅發展第七十五區 (包括住宅發展第七十五區)
CC76	住宅發展第七十六區 (包括住宅發展第七十六區)
CC77	住宅發展第七十七區 (包括住宅發展第七十七區)
CC78	住宅發展第七十八區 (包括住宅發展第七十八區)
CC79	住宅發展第七十九區 (包括住宅發展第七十九區)
CC80	住宅發展第八十區 (包括住宅發展第八十區)
CC81	住宅發展第八十一區 (包括住宅發展第八十一區)
CC82	住宅發展第八十二區 (包括住宅發展第八十二區)
CC83	住宅發展第八十三區 (包括住宅發展第八十三區)
CC84	住宅發展第八十四區 (包括住宅發展第八十四區)
CC85	住宅發展第八十五區 (包括住宅發展第八十五區)
CC86	住宅發展第八十六區 (包括住宅發展第八十六區)
CC87	住宅發展第八十七區 (包括住宅發展第八十七區)
CC88	住宅發展第八十八區 (包括住宅發展第八十八區)
CC89	住宅發展第八十九區 (包括住宅發展第八十九區)
CC90	住宅發展第九十區 (包括住宅發展第九十區)
CC91	住宅發展第九十一區 (包括住宅發展第九十一區)
CC92	住宅發展第九十二區 (包括住宅發展第九十二區)
CC93	住宅發展第九十三區 (包括住宅發展第九十三區)
CC94	住宅發展第九十四區 (包括住宅發展第九十四區)
CC95	住宅發展第九十五區 (包括住宅發展第九十五區)
CC96	住宅發展第九十六區 (包括住宅發展第九十六區)
CC97	住宅發展第九十七區 (包括住宅發展第九十七區)
CC98	住宅發展第九十八區 (包括住宅發展第九十八區)
CC99	住宅發展第九十九區 (包括住宅發展第九十九區)
CC100	住宅發展第一百區 (包括住宅發展第一百區)